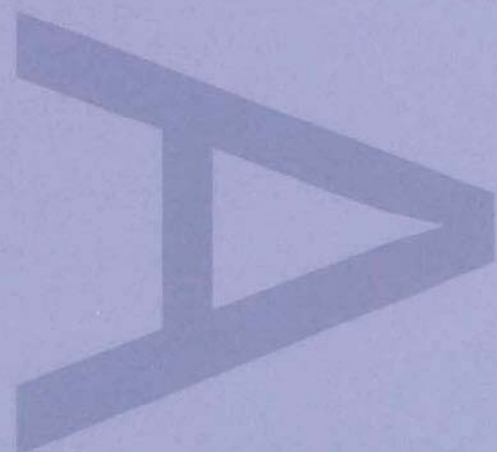
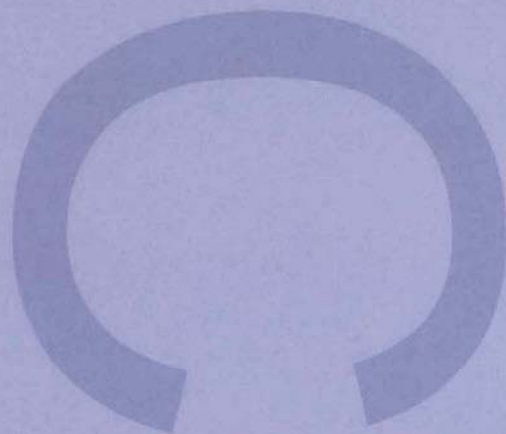
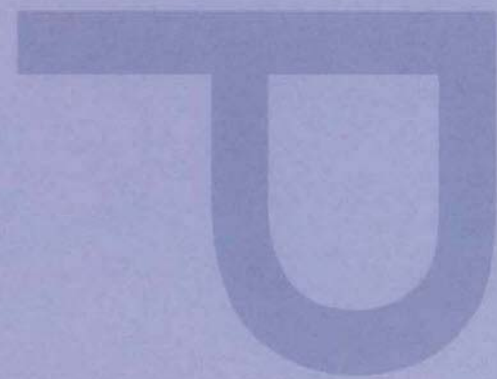


**BUILDING RECORDING AT
WILLIAM KING FLOUR MILL,
DENHAM,
BUCKINGHAMSHIRE**

SITE CODE: UWKM10

OCTOBER 2010



PRE-CONSTRUCT ARCHAEOLOGY

DOCUMENT VERIFICATION

Site Name

William King Flour Mill, Denham, Buckinghamshire

Type of project

Building Recording

Quality Control

| Pre-Construct Archaeology Limited Project Code | | | K2338 |
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Building Recording at William King Flour Mill, Denham, Buckinghamshire

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1 NON-TECHNICAL SUMMARY

- 1.1 Pre-Construct Archaeology Ltd was commissioned by CgMs Consulting on behalf of their client to undertake building recording of a group of buildings at William King Flour Mill, Denham, Buckinghamshire, centred on OS NGR TQ05208490. The buildings recorded were a central Mill building, additional extensions to this structure, Mill House, an Administration Building, Midway Cottage, a Vehicle Workshop and Kingsmill Cottage. The site lies within Uxbridge Lock Conservation Area and the 19th century Mill building and early 18th century Kingsmill Cottage are both Grade II listed buildings.
- 1.2 Planning permission has been granted for refurbishment of the main Mill building, Mill House and Kingsmill Cottage for residential use; demolition of the Mill extensions, the Administration Building, Midway Cottage and the Vehicle Workshop, and construction of detached homes and multi storey housing blocks within the site. The building recording was undertaken as a condition of the planning permission, which required the implementation of a programme of approved heritage building recording prior to any demolitions.
- 1.3 The building recording was undertaken in accordance with a Written Scheme of Investigation prepared by CgMs Consulting and a Brief prepared by Buckinghamshire County Archaeological Service prior to the redevelopment of the site. The Mill building was recorded in accordance with Levels 2 and 3 as set out in English Heritage 2006 *Understanding Historic Buildings: A Guide to Good Recording Practice* and all of the other buildings were assessed at Level 1.
- 1.4 The main brick built, four storey mill building was constructed in 1836 and had been periodically extended to the east, west and north. Just to the east of this was Mill House a two storey property designed as the mill manager's residence. To the south of the mill was a rectangular Administration Building overlooking the millpond. On the southern side of the mill pond was Midway Cottage, a two bedroom residential property and in the south east part of the site was a modern Vehicle Workshop. Facing Willow Avenue and adjacent to the site entrance was a red brick building called Kingsmill Cottage.
- 1.5 A visual site survey was undertaken and existing plans of the Mill, Mill House and Kingsmill Cottage were modified as necessary in accordance with the Written Scheme of Investigation. For buildings where existing plans were not available, namely the Administration Building, the Vehicle Workshop and Midway Cottage sketch plans were drawn on site. Access to the ground floor of the Mill and the majority of the Mill extensions was not possible and so revision of these plans was not undertaken. A photographic survey recorded all external elevations and key features. Archive research was carried out at the Centre for Buckinghamshire Studies and historic maps and documents were consulted to show the stages of development of the site and the development of the buildings.
- 1.6 Milling has been part of the village of Denham since at least the time of the Domesday book. The village was recorded as having two mills in 1086, the exact location of which is unclear, but by 1388 there is believed to be a mill known as Medemill on the site. The earliest known map of the area dates from 1602 and shows two water mills, Black Jacks' and Hubards' Mill. In 1794 the Grand Union Canal between Brentford and Uxbridge was opened and passed close to the east side of the site. This crucial transport link revitalised the corn milling industry in the district and in 1835-6 the existing brick mill building was constructed approximately on the site of Hubards' Mill. It took advantage of the water borne transport network with facilities for canal boats to moor alongside the north elevation of the mill and unload directly into the mill. An area alongside the south elevation of the mill enabled the loading of flour onto vehicles for road transportation. Over its lifetime the Mill was known by a number of names, including Denham Mill, New Mill, Kingsmill, Abbot's Mill and the William King Flour Mill, and it was under this last name that the mill operated until its closure in 2003.

2 INTRODUCTION

2.1 Background

- 2.1.1. Pre-Construct Archaeology Ltd was commissioned by CgMs Consulting on behalf of their client to undertake building recording of a group of buildings at William King Flour Mill, Denham, Buckinghamshire, centred on Ordnance Survey National Grid Reference TQ05208490 (**Figure 1**). The buildings recorded were a central Mill building, additional extensions to this structure, Mill House, an Administration Building, Midway Cottage, a Vehicle Workshop and Kingsmill Cottage (**Figure 2**). The site lies within Uxbridge Lock Conservation Area and the 19th century Mill building and early 18th century Kingsmill Cottage are both Grade II listed buildings.
- 2.1.2. Planning permission has been granted for refurbishment of the main Mill building, Mill House and Kingsmill Cottage for residential use; demolition of the Mill extensions, the Administration Building, Midway Cottage and the Vehicle Workshop, and construction of detached homes and multi storey housing blocks within the site. The building recording was undertaken as a condition of the planning permission, which required the implementation of a programme of approved heritage building recording prior to any demolitions.
- 2.1.3. The building recording was undertaken in accordance with a Written Scheme of Investigation prepared by CgMs Consulting (Hawkins 2010) and a Brief (Buckinghamshire County Archaeological Service 2010) prior to the redevelopment of the site. The Mill building was recorded in accordance with Levels 2 and 3 as set out in English Heritage 2006 *Understanding Historic Buildings: A Guide to Good Recording Practice* and all of the other buildings were assessed at Level 1.

2.2 Site Location

- 2.2.1 The site was located approximately 600m to the north-west of Uxbridge on a spur of land between the Grand Union Canal and the River Colne at Denham in Buckinghamshire (**Figure 1**). The site is *circa* 1.7 hectares in area and lies 700m south of the A40. It is accessed from the east side of the A4020 Oxford Road via Willow Avenue.
- 2.2.2 Kingsmill Cottage lies adjacent to the main entrance to the site which can only be accessed by crossing a small bridge over a by-pass channel of the River Colne that avoids the mill pond (**Figure 2**). This bridge lead onto what was in effect a narrow island of land aligned north south with the mill buildings at its centre. To the south of these structures was the weir with its mill pond flowing east and then south to rejoin with the River Colne by-pass channel. Where the entrance road approached the southern end of the mill pond across the narrow strip of land between this body of water and the by-pass channel, Midway Cottage is situated just before a modern bridge.
- 2.2.3 The road then turns northward with the Vehicle Workshop in the south-east corner of the site and a small timber gazebo between the road and the mill pond. A vehicle refuelling pump was located on the east side of the road just to the south of the larger of two weighbridges. A little further north, Mill House lies toward the centre of the site on the east side with its rear (east) elevation adjacent to the Grand Union Canal and its front (west) elevation facing towards the road and the mill pond. At this point the road divides, continuing north to the east of the mill buildings and towards the vehicle loading and unloading bays at their north end, or turning west between the Administration Building and the southern elevation of the Mill. The northern most tip of land is wooded and overgrown.

2.3 Geology and Topography

- 2.3.1 The solid geology of the site comprises London Clay deposits forming the London Basin, with outcrops of Reading Beds and Upper Chalk a short distance to the north. The 1:50 000 Geological Survey (Sheet 255:Beaconsfield) shows the site in greater detail covered by Drift deposits of alluvium over river gravels. The gravels are underlain by London Clay which is in turn underlain by Reading Beds. A number of boreholes had been drilled across the site and

on average layers of made ground were found to a depth of 1.3m with natural deposits of sand and gravel beneath at an Ordnance Datum height of 9m (Chadwick and Dicks 2005 p37).

- 2.3.2 The site lies towards the eastern edge of the flood plan of the River Colne in a section of the Colne valley where the river braids into several channels. This is thought to be a natural occurrence and not the result of human action channelling the river. At the northern tip of the site, the ground surface is at a height of 33.2m O.D. (Ordnance Datum) and in the centre just to the north of the main mill buildings the concrete loading bay area is slightly higher at 33.49m O.D. but this increase is probably due to the additional foundation material used in the construction of the hard standing.
- 2.3.3 Directly in front of the south elevation of the main Mill building the ground level is 33.13m O.D. and this rises slightly to the west becoming 33.22m O.D. at the west end of the elevation, but falls to 32.32m O.D. at the extended east end. The Administration Building just to the south of the Mill experiences a similar fall in the surrounding ground level of approximately 0.6m from west to east along its length. The south side of this building faces onto the mill pond and the ground drops away from 32.1m O.D. close to the building to 31.46m O.D. on the walkway at the waters edge.
- 2.3.4 At the east end of the south elevation of the Administration Block is a short strip of concreted ground, aligned north-south, that is level with the waterside walkway and has a low retaining brick wall on each east and west side. Where this area meets the south wall of the Administration Building the ground surface is approximately 0.6m lower than the rest of the elevation. The apparent age of the brick retaining walls and the modernity of the concrete surface suggest this may represent a former channel or watercourse that was subsequently infilled in the recent past, perhaps with the construction of the Administration Building itself in the second half of the twentieth century.
- 2.3.5 To the east of the Administration Building the ground surface close to Mill House is largely level at a height of 32.30m O.D. While this is lower than the level of the main mill buildings to the west, it may suggest that the land there has been raised either deliberately for the erection of the mill or as a consequence of many centuries of occupation and activity at this particular location. To the east of Mill House the towpath on the west bank of the Grand Union Canal lies at 31.81m O.D.
- 2.3.6 To the south of Mill House there is a very slight fall in height of the ground to approximately 32m O.D. at the southern end of the site close to the Vehicle Workshop building. The small island on the western side on the site between the River Colne and the by-pass channel similarly shows a drop from north to south, from 32.69m to 31.79m O.D. The east-west road across the island is higher (32.73m O.D.) than either the 'garden' area surrounding Midway Cottage on the northern half or the paved car park on the southern half. At the western edge of the site where the road crosses the by-pass channel and passes through the main gate adjacent to Kingsmill Cottage, the road surface is at 32.98m O.D. This is noticeably higher than the ground level of Kingsmill Cottage (32.43m O.D.) and may be a result of continual resurfacing and road improvements since the construction of the house in the eighteenth century.

3 PLANNING BACKGROUND

3.1 Introduction

- 3.1.1 There is national legislation and guidance relating to the protection of historic buildings and structures within planning regulations as defined under the provisions of the *Town and Country Planning Act 1990*. In addition, local 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 Protection for historically important buildings and structures is principally based upon the *Planning (Listed Buildings 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 Planning Policy Statement 5: Planning for the Historic Environment issued by the Department for Communities and Local Government in 2010.
- 3.2.2 Regional planning is guided by the South East Plan. The Secretary of State published the final version of the South East Plan (also known as the Regional Spatial Strategy for the South East) on May 6 2009. This replaced the Regional Planning Guidance for the South East (RPG9).
- 3.2.3 In combination with the South East Plan planning policy is the responsibility of South Buckinghamshire District Council. Their planning policy is outlined in a Local Development Framework, which is made up of a series of separate but linked documents called Local Development Documents. These provide the framework for delivering the spatial planning strategy for the South Buckinghamshire District.
- 3.2.4 The whole of Denham parish is in the Colne Valley Park created in 1967 to preserve areas suitable for leisure, recreation and conservation to the west of London, between Rickmansworth to the north and Staines to the south. Just to the north of the site are Denham Country Park, a local Nature Reserve and Denham Lock Wood which is a Site of Special Scientific Interest.
- 3.2.5 In 2006 Uxbridge Lock Conservation Area was created incorporating the entirety of the site, a similar size area to the east of the Grand Union Canal and the area of the River Colne and canal to the south of the site as far as the canal bridge 185 on the A4020 Oxford Road. There are a number of trees subject to tree preservation orders in the Conservation Area and these are identified in the Uxbridge Lock Conservation Area Character Appraisal document produced by South Buckinghamshire District Council in January 2008.
- 3.2.6 Within the site there are two listed buildings. Kingsmill Cottage is located at the main entrance to the site at a bend to the north of Willow Avenue (**Figure 2**). The Uxbridge Lock Conservation Area Character Appraisal identifies this as an eighteenth century mill owners house that contributes to the group value of several other milling related listed buildings along Willow Avenue and on Oxford Road and is an attractive focal point in its own right. The building was listed Grade II in 1985 and its listing description states,

Early C18, altered. Brick; hipped slate roof. Two storeys. Ground floor with 4 flush sash windows with segmental heads and a modern door with timber hood on brackets. First floor with five 2-light casement windows. All windows with cement rendered aprons. To the left, a later lean-to of brick with one window.

- 3.2.7 Since this time the building remains largely the same, although the windows have been modified and in recent years it has been unoccupied and suffered some decay from lack of maintenance.

- 3.2.8 The second listed building on the site is the nineteenth century four storey mill building on the spur of land between the Grand Union Canal and the River Colne. This was listed Grade II in 1985 and its listing description states,

1836 (date plaque) flour mill. Stock brick with low pitch slate roof. Four storeys and attic. 6 window range extended to 7 in matching style at East end. Windows with cambered heads in gauged brick and renewed small pane windows. 2 ground floor doors. Ground floor windows have later red brick infill undersills. At roof level two large projecting weatherboarded sack hoists, renewed. Plaque 'Built 1836 J Penn Engineer J Shoppee Builder'. North side is similar but altered with blocked windows and one bay of loading doors to each floor. There are modern extensions not of interest to left and right.

4 METHODOLOGY

4.1 Aims and Objectives

4.1.1 The aim of this study as set out in the Written Scheme of Investigation was to analyse and record the structures, their fabric and evidence of their use and adaptation in order to disseminate these findings in the form of a detailed illustrated report and ordered archive and by these means preserve by record the buildings before their refurbishment or demolition. The survey aimed to produce a record of the structures suitable to mitigate their loss or alteration.

4.1.2 The purpose of the record as set out in the Written Scheme of Investigation was as follows:

- to record building fabric, features and fixtures to be lost during demolition or refurbishment;
- to further our understanding of the development/phasing of the structures;
- to further our understanding of the uses and adaptations of the buildings;
- to expand existing understanding through documentary research and brief analysis;
- to disseminate the findings in report format through publication;
- and to generate an archive.

4.1.3 The objectives of the building record were as follows:

- to undertake work in accordance with national best practice and guidelines and the guidance given by English Heritage;
- to inspect fully all safe areas of the buildings;
- to provide a comprehensive photographic record of the standing structures and their immediate context;
- to collate any sourced drawings or create appropriate plans, sections or elevation to illustrate the buildings as necessary;
- to produce a descriptive and basic analytical, illustrated, report incorporating the results of the building record;
- to provide an ordered archive of all records taken;
- to disseminate the survey results in a suitable publication format.

4.1.4 These objectives were to be achieved through on-site analysis and survey of the structures and through desk based research and reporting.

4.2 Documentary Research

4.2.1 A search of relevant primary and secondary sources was carried out at the Centre for Buckinghamshire Studies, Aylesbury. Historic maps and documents were consulted and an illustrative selection of these maps, highlighting the stages of development of the site, is included as **Figures 3 to 11**.

4.2.2 Web-based resources were also utilised, notably, an online digital database maintained by English Heritage of all statutory Listed Buildings at <http://www.english-heritage.org.uk/lbonline>. An outline history of the location was also referred to at <http://www.british-history.ac.uk>. The Archaeological Data Service (ADS) maintains an online database at <http://www.ads.ahds.ac.uk> and this was also consulted for an archaeological perspective on the history of the site.

4.3 On-Site Recording

4.3.1 The on-site recording of the buildings was carried out between the 16th August and 10th September 2010 by a historic buildings archaeologist and photographer. A full physical survey producing scale plans and elevations of all buildings from scratch was not undertaken and plans supplied by the CgMs Consulting and surveyed by the architects, Lifschutz Davidson Sandilands, were used as a base for the illustrations of the Mill, Mill House and Kingsmill Cottage. The ground floor of the Mill was not recorded because of rat infestation and Health and Safety signs warning not to enter this part of the building. Measured sketch plans and elevations (one elevation per building) of the Administration Building, Midway Cottage and the Vehicle Workshop were drawn on permatrace on site. 'Opening up' was not carried out to specifically identify elements of the fabric of the building or to illuminate aspects of phasing.

4.4 Photographic Survey

4.4.1 A photographic survey of the buildings and their wider setting was undertaken. The buildings were photographed externally and internally in black and white with a medium format camera, in colour with 35mm slide film and digitally. In Midway Cottage, Kingsmill Cottage and the Mill extension access was restricted due to the condition and safety of the structures and in these areas a more restricted photographic record was completed, largely in a digital only format.

4.4.2 Key features of architectural or historic interest were also identified and recorded in greater detail and an illustrative selection of images can be found in Appendix 2 of this report (**Plates 1 to 68**). Archive quality prints will be provided with the archive. A register of all photographs taken on site will be included with the archive and is included in this report (Appendix 3). For ease of reference the buildings were numbered 1-7 and these references were used in the photographic registers. A site plan showing the location of external photographs recording the buildings and the setting within which they were found is also provided (**Figure 2**).

4.4.3 The project archive is currently held at the offices of Pre-Construct Archaeology Limited in Brockley, London, under the site code UWKM10. It is anticipated that the archive (copies of the report, drawings and photographs) will be lodged with the local museum. Copies of the report will be sent to South Buckinghamshire District Council.

4.5 Guidance

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

- Association of Local Government Archaeological Officers: *Analysis and Recording for the Conservation and Control of Works to Historic Buildings* (1997)
- British Archaeologists and Developers Liaison Group: *Code of Practice* (1986)
- British Standards Institution: *Guide to the Principles of the Conservation of Historic Buildings (BS 7913)* (1998)
- English Heritage: *Guidance Paper 98: GLAAS: Guidance Paper 3-Standards and Practices in Archaeological Fieldwork in London*
- English Heritage (Clark K): *Informed Conservation* (2001)
- English Heritage: *The Presentation of Historic Building Survey in CAD* (2000)
- IFA: *Standards and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (1999)
- English Heritage *Understanding Historic Buildings; a guide to good recording practice* (2006)

5 HISTORICAL BACKGROUND

5.1 Introduction

5.1.1 A search of primary and secondary source materials was made at the Centre for Buckinghamshire Studies, Aylesbury, in order to reconstruct the history of the site. Historical maps were used to assist in determining the phasing and development of the properties. Information from the Buckinghamshire Sites and Monuments Record (BCSMR), the Greater London Sites and Monuments Record (GLSMR) and published sources were also used.

5.2 Prehistoric - Medieval

5.2.1 Approximately, seven thousand years ago the floodplain of the River Colne, an area of braided river channels which had attracted human habitation since the end of the last Ice Age, became blanketed by peat. During the 1950s and 1960s monitoring of gravel extraction in the area resulted in discoveries of Mesolithic and early pre-historic lithics in association with peat deposits yielding late glacial and early post-glacial flora¹. In advance of construction of the M25 to the west of the site, a lithic scatter and desiccated peat sequence was also investigated (BCSMR 5053). Just thirty meters to the south east of the site lithic scatters found at Three Ways Wharf have confirmed the importance of this general area for archaeological deposits from this period (GLSMR 051023). In the Neolithic the picture of prehistoric human activity taking advantage of the rich natural resource of the area continues with finds of worked flints and a polished stone axe².

5.2.2 It has been suggested that a Roman road from London toward South Oxfordshire traversed close to the site on roughly the same alignment as the present Oxford Road, perhaps within two hundred meters to the north of the site³. Roman finds have been made directly from the River Colne west of the site with the discovery of a third century pottery flagon (BCSMR 050247). Pits containing domestic rubbish and possible cremations have also been found⁴.

5.2.3 Both Denham and Uxbridge are place names that have an Anglo-Saxon origin suggesting settlement in this period. However, during this period increased precipitation, sea level rises and tidal changes in the Lower Thames appear to have impeded river drainage across much of the London Basin which in turn caused marshland to expand across the flood plains of tributary valleys. Habitation was therefore most likely to be on higher ground.

5.2.4 The name Denham means a settlement in a valley, which refers to the long wide valley of the Misbourne which flows through Denham village and joins the River Colne just north of the site. Denham village is first recorded in the Domesday Book (1086) when it was held by the Abbot of Westminster and included two mills, one for fulling and the other for corn, and three fisheries. It is not known whether these occupied some part of the site, but it is thought that a new mill, known as Medemill, was constructed on the southern part of the site by 1388 (BCSMR 0289400000). Milling has therefore been an important part of the village life of Denham for nearly a thousand years. The close proximity of Oxford Road with its bridge over the Colne existed throughout the medieval period and ensured good communication links. The road was later turnpiked and operated by the Wendover to Buckingham Trust.

¹ Chadwick 2008 p8

² Barclay 1995

³ Uxbridge Lock Character Appraisal 2008 p7

⁴ Barclay 1995

5.3 Medieval – Present

- 5.3.1 The earliest known map of the area dates from 1602 and shows two water mills, Black Jacks' and Hubbard's Mill constructed over the 'Colne Streame' (**Figure 3**). The western mill would appear to be near the junction of Willow Avenue and Oxford Road. The eastern mill however is within the site at the approximate present location of Midway Cottage.
- 5.3.2 By 1783 a large pond has been created beside Hubbard's Mill which is in the same location as the present mill pond if a little larger (**Figure 4**). The surrounding land had been divided into fields and was essentially rural. A major change occurred with the coming of the canals in the late eighteenth century and the possibilities that this offered for the transportation of bulk goods.
- 5.3.3 The Grand Trunk Canal joined London to the Midlands in 1790. However, this contour route via Oxford was considered circuitous and in 1792 the Grand Junction Canal was proposed with William Jessop appointed Chief Engineer and James Bames Resident Engineer. Work began at several points and the first part of the canal from Brentford to Uxbridge was opened on 3rd November 1794, with the entire route completed in 1805. In this year the Grand Junction Canal amalgamated with several other canals to form the Grand Union Canal, establishing a route under one ownership between London and Birmingham and was an immediate commercial success.
- 5.3.4 This crucial transport link revitalised the corn milling industry in the district and in 1835-6 the existing brick mill building was constructed on the opposite (north) side of the mill pond from Hubards' Mill. It took advantage of the water borne transport network with a new dock facility for canal boats to moor alongside the north elevation of the mill enabling direct loading and unloading. A similar area alongside the south elevation of the mill allowed for the loading and unloading of sacks to and from road vehicles. A Tithe map of 1840 shows the new mill with its canal barge dock to the north and a weir controlling the flow of water to the mill pond (**Figure 5**). The river channel to the immediate west of the new Mill also seems to have undergone some modification, probably being widened to allow for the turning of barges. A wide roadway runs from the front of the mill to the east to connect it with a bridge (184) over the canal. There is also a new road and bridge connecting the mill with Willow Avenue and Oxford Road.
- 5.3.5 A small building on the site of Mill House is shown on this 1840 map and was probably constructed at the same time as the main mill building, being conveniently situated facing onto the road between the mill and the canal bridge and lock to the east. A building is also shown on the site of Midway Cottage and the adjacent bridge over the south end of the mill pond has been rebuilt to cater for the new road traffic. By this time Kingsmill Cottage had been built in its present form and is also shown on this map, remaining unaltered in this position on all future maps. The basic layout of the site was therefore laid out at this time with the position of watercourses fixed and roads and bridges laid down.
- 5.3.6 Over its lifetime the Mill was known by a number of names, including Denham Mill, New Mill, Kingsmill, Abbot's Mill and the William King Flour Mill, and it was under this last name that the mill operated until its closure in 2003.

6 BUILDING DESCRIPTIONS

6.1 Mill and Extensions

- 6.1.1 The Mill, built 1836, has a rectangular footprint and lies within the centre of the subject site. It is Grade II listed. It is here discussed separately from its numerous additions; namely extensions to the east, west and the construction of additional warehouse, storage and loading facilities to the north-west.
- 6.1.2 The building is constructed of yellow London stock brick, laid in Flemish bond, with a low pitched, slate roof. The structure is four storeys high plus an attic (**Figure 16; Plate 1**). The south (roadside) elevation is six bays wide and a seventh bay has been added later at the east end, in matching style (**Figure 16**). The windows have cambered heads in gauged brick (**Plates 1 and 2**).
- 6.1.3 Alterations are visible on the south (roadside) elevation to windows on the first and second floors (**Plate 1**) and all ground floor windows have been reduced in size (**Figure 16**). The lower halves of these windows have been infilled with a recessed red brick panel and the reduced windows now rest on tile sills (**Plate 2**). Three first floor and one second floor window openings in the original mill have been enlarged presumably to create loading bay openings and later reduced back to original window size. All the openings in the south elevation of the eastern extension have been enlarged and later reduced to former window size. The mill appears to have been extended, then the openings were enlarged possibly in more than one phase and then the enlarged openings were reduced in at least two phases. The third floor windows are not as tall as the rest. Three south facing doorways provide access into the building, one as part of the eastern extension and two within the original build. Two weather-boarded sack hoist canopies extend over this elevation from roof level in Bays 2 and 5 (bays numbered from west to east).
- 6.1.4 Later extensions obscure a large part of the formerly waterside (north) elevation (**Figure 19**). Despite this, numerous alterations are visible. All of the windows in the westernmost bay, Bay 1 (bays numbered from west to east), barring the one on the third floor, have been infilled with yellow brick in Flemish bond (**Plate 3**), and the cambered heads removed in the process. A second floor window in Bay 2 has similarly been infilled with yellow brick, although the cambered head remains (**Plate 4**) and an adjacent former doorway in Bay 3 has also been sealed off with brick. The wear patterns on the upper arch of the ground floor window in Bay 2 indicates the position of a former hoist above; the rope wearing into the brickwork as goods were hauled from boats moored alongside the building directly into the Mill (**Plate 5**). The brickwork below both the ground and first floor windows in this bay has been replaced suggesting that the openings were enlarged and then reduced. The lower halves of the visible ground floor windows (in Bays 2 and 3) have been infilled. Repairs have taken place at the north-western corner of the building, utilising black engineering bricks.
- 6.1.5 Other noteworthy features include two mooring rings which measured 0.17m diameter by 20mm thickness (**Plate 6**), and a tie plate adjacent to the first floor window in Bay 1. The latter was recorded at the same height and was the same size as a second tie plate observed in the west (side) elevation (**Plate 3**).
- 6.1.6 The west and east (side) elevations are mostly obscured by later extensions to the Mill complex (**Figures 17 and 18**). The west elevation appears to have had a central bay flanked symmetrically by two bays (**Figure 18; Plate 7**). A second floor doorway with a third floor window above has been inserted in Bay 2 and a third floor window has been converted to a doorway in Bay 3 (bays numbered from north to south); the latter constructed with an additional steel fire escape and ladder giving access to the flat roof of the Mill's western extension. The only visible first floor window has been blocked.
- 6.1.7 The floor plan of the mill is largely mirrored on each floor (**Figures 12 to 15**). The ground floor is subdivided along the lines of the twenty columns (five east-west and four north-south) which span the length and width of the original building (**Figure 12**). As previously stated, access is gained via doorways located along the southern elevation, and internally, doors to the west and east provide access into the extensions/warehouse areas. Further details regarding internal fixtures or repairs were not established due to health and safety restrictions, preventing access to this floor during the on-site assessment.

- 6.1.8 The first floor follows the same plan (**Figure 13**), with the floor above supported by cast iron columns and reinforced primary timber joists with steel which run from east to west (**Plate 8**). The majority of the columns are original features, but some have since been replaced (**Plate 9**). Other alterations have involved the removal of all original secondary floor joists and floorboards and the subsequent reinforcement of the floor with steel joists to support new machinery (**Plate 9**). Late 20th century grain hoppers remain within the north-west corner of this floor (**Plate 10**). A control room has been added in the south-west corner (also within the western extension); it sits at a slightly higher level looking down into the work area and has a door near the south-west corner (**Plate 8**).
- 6.1.9 The layout of the second floor is comparable to the first. The floor has been reinforced with steel and replaced during the 20th century, and all of the original columns have been replaced (**Plate 11**). Replacement floorboards cover the floor (**Plates 11 and 12**). Within the north-west corner, directly over the grain hoppers are two late 20th century large hoppers (**Plate 13**).
- 6.1.10 Numerous alterations were observed within the third floor, and comparably to the previous levels, primarily relate to the introduction of new machinery, including the reinforcement of the roof. All the original tie beams have been removed and replaced by pairs of RSJs (rolled steel joists) at the sides and all that remains of the trusses are the timber queen posts which support timber purlins (**Plate 14**). This may have been another alteration prompted by the needs of larger, modern machinery. The height of newer equipment may have prompted the need to raise the level of the roof and remove the central part of the tie beams spanning the building north-south. **Plates 15 and 16** illustrate the new steel frame, columns and roof rafters.
- 6.1.11 A consultation of available cartographic sources aids in the broad phasing of this building. The Mill first appears on the Tithe map of 1840 (**Figure 5**) as within plot '643' described as a 'New Mill' and 'Mead'. At this time the property comprises a central rectangular block with small extensions to the east and west. The northern face of the central block is built directly alongside the southern bank of the dock, and the water appears to directly bound the northern face of the eastern extension. By 1881 (**Figure 6**), this part of the inlet has been infilled, and an additional extension has been constructed to the south-east. By the 1899 Ordnance Survey map (**Figure 7**) a further extension has been constructed along the north face of the latter extension. The eastern limits of the Mill remain unchanged up to 1932 (**Figure 8**), a number of additions however appear to the west. It appears that the original extension along the western elevation was initially squared off, extended, and then a small square construction built along the new western elevation. By 1962 (**Figure 9**) the Mill changes considerably. The building is squared off and extended nearly the full length of the promontory of land to the west, and similarly squared off and extended to the east. In addition the dock along the northern face has been altered in shape slightly. Furthermore a bridge appears to link the property with an additional construction on the opposite bank of the inlet. By 1974 (**Figure 10**), this building has been considerably enlarged and the dock has been reduced in size and partially infilled so that the water now only reaches the north-western corner of the original block and only bounds the northern face of the later western extension.
- 6.1.12 The Ordnance Survey map of 1988 (**Figure 11**) illustrates few changes to the southern part of the mill complex. Additional structures appear at this time to the north, the eastern elevation has been extended to the north and south, and this part of the Mill is now amalgamated into the complex of ancillary buildings to the north.
- 6.1.13 The eastern extension to the mill was initially constructed incrementally in the 19th century (**Figures 5 to 7**) and then extended further between 1932 and 1962 (**Figures 8 and 9**). The northern elevation of the original mill is now largely obscured by later extensions built between 1974 and 1988 (**Figures 10 and 11**). The southern elevation of the eastern extension is 1960s in appearance and although shown on the 1962 Ordnance Survey map must have been recently built when this map was surveyed. It has a corrugated steel canopy over an entrance (**Figure 16; Plate 17**) and the brickwork includes a mosaic plaque of the 'William King Flour Millers' (**Plate 18**).
- 6.1.14 When the early 1960s eastern extension was built, the earlier 19th century eastern extension appears to have been incorporated within it and was largely rebuilt (**Plate 19**), apart from the front (south) elevation. The first floor is covered with timber wooden floorboards and steel encased concrete columns support the floor above (**Plate 19**). The second floor is similar with large machinery remaining and the use of steel roof trusses to support the roof (**Plate 20**). A

sub-dividing brick wall on the second floor (**Plate 21**) may represent the former side (east) wall of the late 19th century extension.

- 6.1.15 The 1840 Tithe map (**Figure 5**) shows that the mill had a small western extension by this date; this was added to between 1899 (**Figure 7**) and 1932 (**Figure 8**), and then extended again before 1962 (**Figures 9** and **21**). The southern elevation (**Plate 22**) illustrates numerous alterations to the building, which was last used as a bakery. Two early 20th century additions are visible separated by a straight construction joint in the brickwork (**Figure 16**; **Plate 22**). The scar of a gable can be seen in the extension to the west. This was removed and a first floor with a flat roof was built.
- 6.1.16 All the upper bay windows are double-glazed and the lower windows comprise eight panes by 8 panes. Ground level alterations have included the conversion of a former door into a window, infilled in yellow brick, and the reduction of an arched entrance to a smaller, square entrance (**Plate 23**). To the far west, a later brick extension for the laboratory was built between 1932 (**Figure 8**) and 1962 (**Figure 9**) is again early 1960s in appearance. It has a flat roof (**Plate 24**). An additional entrance opens to the south.
- 6.1.17 The northern elevation shows the same sequence as the southern elevation. The two extensions built between 1899 (**Figure 7**) and 1932 (**Figure 8**) are separated by a straight joint (**Figure 19**; **Plate 25**). The scars of a gable and conversion to a two storey building with a flat roof are visible in the western of these two extensions (**Plate 25**). Below the former gable a former doorway and window have been infilled with yellow brick laid in Flemish bond, leaving their segmental brick arches, formed of two courses of brick-on-edge, in place (**Plate 26**). Immediately above these, a window has been repositioned (**Plate 27**), probably due to the insertion of the large metal flue which extends up this elevation. A window with a segmental brick arch, formed of two courses of brick-on-edge, has been infilled with yellow brick laid in Flemish bond in the west wall of the eastern of the two early 20th century extensions (**Plate 28**).
- 6.1.18 Numerous extensions have been constructed to the north of the original Mill (**Figure 2**). These all date from the later half of the 20th century and can be summarised using cartographic sources. By 1962 (**Figure 9**) a small structure appears along the northern bank of the Dock which was utilised as an area for Silos. By 1974 (**Figure 10**) the dock between the silos and the Mill had been infilled and an additional structure was constructed to the north of the silos to be used as Conditioning Bins. By 1988 (**Figure 11**) a warehouse extension was built over the former Dock area and loading bays were constructed to the north of the conditioning bins.
- 6.1.19 The southern loading bay was designed for wheat intake and was ramped with a corrugated steel roof (**Plate 29**); the northern loading bay also had a ramp (**Plate 30**) and was designed for Offal out-load and was constructed from concrete blocks and had in-built chutes from roof level. **Plate 31** illustrates that the new warehouse area was left largely open plan and included vehicle loading bays. The rear (west) elevation of a large loading bay was constructed of brick with corrugated steel cladding similar to the southern elevation (**Plates 32** and **33**).

6.2 Administration Building

- 6.2.1 The Administration Building lies parallel and to the south of the Mill, following a comparable north-west south-east orientation (**Figure 2**). The building is bound to the south and west by the Mill Pond fed from the River Colne and to the north and east by access roads, and comprises a rectangular, two storey office block. This structure is broadly 1960s in appearance although it appears to have undergone at least two broad construction phases, as supported cartographically and by the on-site recording.
- 6.2.2 The building is of brick, laid in Flemish bond and utilises red brick for the earlier phase and yellow brick for the later extension and enlargement, with a steeply pitched, gabled roof with red clay tiles. The western elevation is heavily overgrown with vegetation, the original construction however is clearly visible in the northern elevation (**Plate 34**). The earlier phase building appears to have extended over three bays (Bays 1 to 3, numbered from west to east) and comprised a single storey structure with two windows (**Figure 21**). The repaired area of yellow brickwork surrounding the present window in Bay 2 indicates the position of the original

central doorway and the current western entrance in Bay 1 represents a converted window, which was enlarged, presumably at the same time as the works to enlarge the offices (**Plate 35**). The original windows had flat brick arches. The later additions comprised an eastward extension, more than doubling the footprint of the property and the construction of the first storey. The brick work around the doorway in Bay 5 shows that it has been inserted.

- 6.2.3 The multiple paned windows appear to be largely contemporary with the construction of the second phase of works; these rest on tiled sills, capped with a flat course of brick-on edge. Steel guttering runs the full length of the building. Alterations are however visible in the eastern elevation, where the ground floor windows have been enlarged from the original design, possibly an addition prompted by a change in use at this end of the building (**Plate 36**). A metal fire escape/staircase extends up the eastern end of the southern face. This appears to be contemporary with the rest of the Phase 2 building since the brickwork surrounding the doorway appears to match with the remainder of the structure (**Plates 37 to 39**).
- 6.2.4 Internally, the building has been extensively modernised and altered. Elements of the earlier phase building are visible (**Plate 40**) to the west whereas the remainder of the building has been refurbished during the latter half of the 20th century. The earlier part of the building is not visible internally (**Plate 40**) with comparatively recent sub-divisions of the ground floor. Even at the later west end of the building, earlier internal walls have been removed (**Plate 41**). The ground floor (**Figure 21**) is accessed by an entrance along the northern elevation into a reception area (**Plate 42**). A corridor to the east provides access to three additional rooms, including a kitchen to the south (**Plate 43**). Additional office space and storage areas lie to the west (**Plate 44**) and a northern staircase gives access to the first floor (**Plate 45**).
- 6.2.5 The first floor (**Figure 23**) is orientated around a slightly off centre corridor which runs from east to west from the main staircase. This has similarly been modernised with new floors, ceilings and internal fixtures, with the office space sub-divided into numerous small work areas to the north and south (**Plate 46**). A larger room to the west was being used as a living room (**Plate 47**).
- 6.2.6 In terms of phasing, the original building appears to date from the early 20th century. The Ordnance Survey Map of 1899 (**Figure 7**) illustrates the plot of land on which the Administration Block was constructed as empty. However, it is noteworthy this promontory of land is bound by an inlet from the Mill Pond directly to the east. The first cartographic source depicting the building is the Ordnance Survey map of 1932 (**Figure 8**), which depicts a central block bound by a small extension to the east and a second extension, off-set to the north-west. The eastern inlet presumably aided access to the unloading/loading of boats moored along this bank. It is probable that the earlier east end incorporates this building. By 1962 (**Figure 9**) the western extension had been extended south, effectively squaring off the western limits of the property. Extensions were also constructed along the northern elevation, and the eastern extension was expanded north to lie flush with the line of the original northern elevation. At this time the entirety of the original northern elevation had been obscured, and this side of the property appeared stepped in plan. By 1974 (**Figure 10**), the northern limits of the block were extended once more to give the property a more regular, rectangular appearance in plan, and the extension continued to the east, just beyond the line of the eastern elevation. At this time, the river inlet which had lain to the east of the property was also in-filled. By 1988 (**Figure 11**) the block was extended again to the east, reaching its current proportions, over and beyond the former river inlet.
- 6.2.7 Although the map evidence suggests a complex evolution, the building recording suggests that an early 20th century single storey block is incorporated in the west end of the current building and the rest of the building is 1960s or 1970s in date. It is possible that some of the vegetation covering the walls of building has obscured evidence for its development.

6.3 Mill House

- 6.3.1 Mill House was in all probability built in 1836 at the same time as the main mill building. It is not shown on maps prior to a Tithe map dated 1840 in which the mill was also first shown

(Figure 5). The building here illustrated is square in plan and so may simply not be an accurate representation of the building; however, it is possible that this small square structure is not the Mill House standing today which was to replace this building shortly after its construction as it is more accurately shown on an 1881 Ordnance Survey map (**Figure 6**). Found to the east of the main mill building adjacent to the Grand Union Canal, Mill House was most likely to have been built as the mill manager's residence. It afforded a commanding view of the main elevation of the mill, the road leading to the mill from the west and the road to the east that crosses the Grand Union Canal via a bridge just north-east of the building.

- 6.3.2 The building is of brick, laid in a Flemish bond, two storeys high with a shallow hipped roof. It has been extended on several occasions on the east/rear elevation (**Figure 22**). The original house would have been rectangular, aligned north-south and would have had its entrance in the centre of the west elevation. This segmental arched opening has now been infilled with slightly recessed brickwork (**Plate 48**). The rest of this elevation would originally have had a segmental arched sash window on either side of the doorway which were aligned with similarly sized windows on the first floor. The ground floor windows were enlarged at the same time as the front doorway was blocked, when the building was converted in the latter half of the twentieth century. The three upper window openings of the west elevation are all their original size and in their original location with a segmental brick arch, although the sills and windows had been replaced by double glazed units with a simple ventilator type opening at the top of the window.
- 6.3.3 The south and north elevations of the original building (**Plate 49**) would have had the same sized window openings as on the west elevation on both the ground and first floor. On the south elevation the first floor window had been infilled and the segmental arched head replaced with a horizontal lintel. The ground floor opening remained unaltered, despite the insertion of a late twentieth century double glazed unit. The north elevation retained its first floor window opening with a double glazed unit, but the ground floor had been more significantly modified with the window being converted to an internal doorway. The east elevation of the original building has been masked by later additions and a cement render to the south and east elevations also blocks the identification of original openings.
- 6.3.4 The floor plan of the original building would have been orientated about a central hallway aligned east-west. This gave access from the main entrance to a single room to the north and south of the hallway and via a staircase and first floor landing to similarly sized two rooms on the first floor (**Figure 22**). Both of the rooms on the ground and first floor would have been heated by a fireplace against the east wall. These fireplaces no longer existed, however two chimney breasts supported two original chimney stacks each with two cylindrical terracotta chimney pots showing that these fireplaces once existed and were central in the east wall of all four rooms.
- 6.3.5 The 1881 Ordnance Survey map shows that the building had a small extension in the centre of the east elevation and a small structure had been erected against the boundary with the canal towpath to the east (**Figure 6**). This illustration also shows that the mill itself was successful as new ancillary buildings had been built to the north and south. By 1932 the Ordnance Survey map shows that the plan of the building had not been significantly altered, although a narrow structure appears to connect the main house with the smaller building to the east (**Figure 8**).
- 6.3.6 The rectangular plan was initially added to with an east extension and then by an extension to the south-east corner that involved moving the staircase from the centre of the building to this corner. The turned timber newel post and square balusters of this staircase may have been reused and repositioned in the new extension. This rearrangement meant the two ground floor rooms and hallway could be combined into a single open plan area. A new entrance to this space was created in the north elevation where there once had been a window and a brick built lean-to structure created an entrance porch. This porch also provided a covered entrance to the ground floor east extension.
- 6.3.7 Following this there was a single storey eastward extension that replaced the previous small north-south structure. When the ground floor was converted into a mess room the east extension was used as a toilet with the further modern extension east providing showering facilities. The final modification to the building came with the addition of a single toilet to the south end of the east elevation, accessible from beneath the stairs. This had a lean-to type

roof which had a terracotta style tile covering. The rest of the building had been reroofed in a single episode with grey slates. As previously mentioned the windows of the original building had been replaced and the windows in all of the extensions were of the same date and style, namely aluminium framed doubled glazed windows with a small top hung ventilator window probably dating to the 1980s. This would therefore date all of the structural work to a date prior to this. The first floor was also opened up into one large room on the western side which was latterly used as a board room and the landing at the top of the stairs was fitted with a sink against the south wall (**Plates 50 and 51**). The first floor room in the east extension was used for storage.

6.4 Vehicle Workshop

- 6.4.1 The Vehicle Workshop occupies the south-eastern corner of the development area, directly adjacent to the Grand Union Canal. A review of cartographic sources suggests a construction date after 1962 (**Figure 9**). The structure first appears on the Ordnance Survey map of 1974 (**Figure 10**) as a rectangular building with a small square extension along the northern face. No changes are illustrated on later editions and the workshop remains unchanged to the present, barring a second smaller southern extension. This may have been lacking from previous maps due to scale as opposed to a later construction.
- 6.4.2 The vehicle workshop is a rectangular, steel framed structure with infilling brick exterior walls aligned north-south with a pitched roof with gables at the north and south ends. The building is located close to and parallel with the Grand Union Canal to the east and faced west with five large openings each with a steel roller shutter and a central doorway (**Plates 52 and 53**). This late twentieth century building had a large area of hard standing in front for easy access by the mills' fleet of lorries which it was designed to service.
- 6.4.3 The layout of the building was originally divided into three sections with a large open workshop area at the north end, a similar open area at the south end and a central area divided between an office (**Plate 54**) on two levels with an open space in front accessible from the west elevation. The exterior brick walls of the north, south and east elevations, the brick built office and the corrugated asbestos roof all appeared to be original; however, the steel roller shutters and the brick wall of the west elevation were later additions. The original brick walls were laid in English bond while the newer west elevation wall was in stretcher bond only and between the shutters was a linear opening across the top of the wall covered by corrugated perspex panels. The two steel roller shutters at the north end of the west elevation were slightly wider than the others as they allowed for vehicles to freely access the open workshop at this end of the building and the vehicle inspection pit therein. The southern end would originally have been a similar open workshop, but the construction of a concrete block wall had been divided the space into two separate bays each accessible to vehicles with a steel roller shutter in the west elevation. The southern gable end wall had also been modified as a doorway had been inserted centrally and a small single storey lean to brick structure had been erected against the east side of the elevation. This contained a timber workbench and vice for maintenance presumably associated with vehicle repairs.
- 6.4.4 Just to the north west of the vehicle workshop building was a free standing steel ramp rising to a height of approximately one and a half metres and eight metres in length. This was of sufficient size and strength to enable the inspection and maintenance of the underside of large lorries. Adjacent to the north gable end were three large cylindrical diesel fuel tanks of 35000, 12000 and 8000 litres capacity. There was also a smaller rectangular tank with pipework feeding directly into the vehicle workshop. All four tanks were surrounded by a concrete lined brick bund. The three larger tanks were associated with a neighbouring vehicle refuelling pump and nozzle to the west and were refilled via pipes fixed to the north wall of the vehicle workshop with connections at its northwest corner.

6.5 Midway Cottage

- 6.5.1 Midway Cottage lies to the south of the development area, along the west bank of the Mill Stream (**Figure 2**). Vegetation bounds its northern limits, and an access road passes directly

to the south. The building lies to the east of King's Mill Cottage and to the west of the Vehicle Workshop.

- 6.5.2 The building was of yellow brick, laid in Flemish bond, with red brick detailing, two storeys high with a half hipped roof of red clay tiles. The main entrance is positioned centrally along the front (west) elevation and is formed of a gabled entrance porch, similarly roofed in red clay tiles (**Plate 55**). No original windows remain on the main structure and all have been replaced by double glazed windows. The window heads are a single course of brick-on-edge. The building is 1950s in appearance.
- 6.5.3 A small extension has been constructed along the northern elevation (**Figure 23**). This was largely built in red brick with a glass panelled lean-to roof (**Plate 56**). The windows within this extension were the only examples to retain their original wooden frames. The eastern elevation illustrates repairs to the rear two windows, but the construction otherwise appears contemporary to the remainder of the property (**Plate 57**).
- 6.5.4 Internally the house is orientated around a staircase positioned slightly south of centre. The ground floor (**Figure 23**) comprises one square living area to the south of the staircase, and a second room and a modernised kitchen (**Plate 58**) with pantry space to the north. The latter are accessed by a corridor positioned to the front of the cottage. Chimney breasts are located along the northern wall of the living room (**Plate 59**) and along the south wall of the kitchen. The layout of the first floor differs slightly. The corridor connecting the master, southern bedroom, with the two other bedrooms and bathroom is placed to the rear (east) of the property (**Plate 60**). The Master bedroom includes an *en suite* toilet at the north-western corner, and the main bathroom lies within the north-eastern corner of the building.
- 6.5.5 A review of the available cartographic data illustrates a property here from at least 1840 (**Figure 5**). The rectangular structure appears to be for industrial purposes, given its colouration, and was built directly along the west bank of the inlet from the River Colne. By 1875 (not reproduced) a small protrusion appears to the north of the building and may represent a northern extension. The property appears unchanged on maps of 1899 (**Figure 7**) and 1932 (**Figure 8**). It is noteworthy that none of the maps illustrate a protuberance to the west of the property indicative of the front porch, suggesting this to be a different structure than the extant Midway House. By 1962 (**Figure 9**), the current property is depicted as lying within the footprint of its pre-cursor. The front porch and northern extension are clearly marked and support the notion that the extension was roughly contemporary to the core of the property. The building remains unchanged to the present (see **Figures 10 and 11**).
- 6.5.6 The property now known as 'Midway Cottage' therefore represents a mid 20th century construction within the footprint of an early 18th century property. No other information concerning this earlier property was established.

6.6 Kingsmill Cottage

- 6.6.1 King's Mill Cottage is 18th century in appearance with hipped slate roof and brick segmental heads to the window. It lies along the site's western boundary, west of the Bypass Channel and Midway House, and is bounded to the south by the access road and on all other sides by overgrown vegetation.
- 6.6.2 The building exhibits at least three main phases of alterations, and comprises a two storey structure. The central doorway opens on the west elevation (**Figure 24**), which is constructed from red brick, and laid in Flemish bond, similarly to the southern and northern elevations (**Plate 61**). The four ground floor windows have brick segmental arches, and the upper windows along this western face all appear to be in their original positions, and rest upon cement rendered aprons. The door however is a modern addition.
- 6.6.3 A small square, lean-to brick extension has been constructed along the northern elevation, which is slightly off-set from the alignment of the main property. This single storey construction has a slate, hipped roof (**Plate 62**) and has functioned as a kitchen and bathroom (**Figure 24**). External access to this is provided by a door along the rear, eastern elevation. The similarity in construction of this extension to the remainder of the property suggests it to be relatively contemporary to the core of the property. Internally however, this part of the property has been extensively modernised (**Plate 63**) with no original fittings remaining.

- 6.6.4 The rear, eastern, elevation is particularly revealing. The entirety of this elevation is constructed in yellow brick, laid in Flemish bond (**Plate 64**) and all windows appear to be contemporary with this build and have not been enlarged at a later date. At some point the entire back wall has clearly been rebuilt, perhaps due to collapse or damp.
- 6.6.5 The floor plan of the original building, barring the northern extension, is symmetrically orientated about a central staircase (**Figures 24**). The ground floor comprises two square rooms, both designated as 'Lounge', with access gained by doorways to the west of the dividing walls and an additional doorway to the east of the northern lounge to access the bathroom and kitchen. The latter panelled doorways and tongue and groove architraves represent original fittings (**Plate 65**). Similarly, the doorways on the first floor are also clearly original fittings (**Plate 66**) and as such represent the only original fixtures left within the property. **Plate 66** also illustrates the lean of the doorframes and extensive damp suffered by the building.
- 6.6.6 The first storey mirrors the layout of the ground floor and comprises two bedrooms (**Figure 24**). The chimney breasts have been sealed on this floor (**Plate 67**), and differential brickwork as seen on the external chimney stacks indicate further alterations. The northern and southern chimney stacks differ considerably. The northern, single stack, is constructed with red brick in-keeping with the remainder of the property whereas the southern, double stack appears to be constructed in a combination of yellow and re-used brick (**Plate 68**).
- 6.6.7 A review of the available cartographic sources shows the property on maps from 1840 to the present. The Tithe apportionment records of 1840 (**Figure 5**) denote that plot 621 is occupied by a 'Cottage and Garden' and illustrate a good sized garden or grounds extending to the north and rear of the building. By 1932 (**Figure 8**), no changes appear to the property and a small detached construction appears to the immediate north-east. Similarly in the Ordnance Survey maps of 1962 (**Figure 9**) the property remains unchanged. By 1974 (**Figure 10**), the northern end of the property (the extension) is shown in more detail.

6.7 Gazebo and Weighbridges

- 6.7.1 The gazebo is a small rectangular timber-framed building upon a low yellow brick footing located in the centre of the site. On the east side of the mill pond and just to the north of the southern most weighbridge, the building lies adjacent to and aligned parallel with the road and would have had an excellent view of vehicles and pedestrians entering the site across the bridge just to the south of Midway Cottage. The building was heavily overgrown and a visual assessment of the exterior was not possible at the time of recording (**Plate 69**).
- 6.7.2 There is a door in the northeast elevation that has six glass panes in the upper two thirds with a single panel below. All of the walls are similarly glazed with a number of timber frames containing eight rectangular panes of clear glass with moulded timber glazing bars in each elevation (**Plate 70**). Several of these would once have opened as casement windows and these have a decorative handle with a spiral detail. The unglazed sections of wall are covered by horizontal tongue and groove boards as is the lower part of the underside of the sloping roof. The ceiling is also boarded, presumably these were fixed to the underside of a simple collar beam roof construction which were approximately a third of the way up the slope of the roof. At the top of all four walls was a narrow timber shelf. The interior walls and ceiling were all painted white. Along both side walls below the window sills were two fixed tables. Along with general detritus the interior of the gazebo contained a free standing sign stating 'All works contractors to sign in'. This would seem to suggest that the structure had previously been used as a security/reception office for those visiting the site. The polite and rather ornate architectural style of the building is somewhat extravagant for a security office, so it is probable that the building had a previous life as summerhouse, perhaps within the garden of Mill House and was relocated to its present position. From its design and details the building probably dates from the first half of the twentieth century.
- 6.7.3 Two weighbridges were located in the centre of the site on either side of the road as it turns to the north between the Vehicle Workshops and Mill House (**Figure 2; Plate 69**). The southern most of these adjacent to the gazebo building, would appear to be the earlier of the two. It was constructed from steel with the weighbridge itself having a grooved diamond chequerboard surface. The road surface around the weighbridge was also fitted with a slightly ridged steel

edging and at one end this was embossed with the manufacturers name 'Avery Birmingham England'. The weighbridge is shown on the 1974 Ordnance Survey map (**Figure 10**) and so must have been installed prior to this date. A site plan, this time drawn by the Architectural firm of Gelder and Kitchen dated July 1995 detailing proposed developments to the site states the weighbridge to be 'unused' and superseded by a second weighbridge to the north-east. This is not shown on the 1972 map and was larger than the previous weighbridge which was still of sufficient size to accommodate lorries, but perhaps not the larger juggernauts of the late twentieth century. This second weighbridge was constructed from concrete with a slightly raised concrete edging to the road surface (**Plate 72**). Equally spaced down the centre of the weighbridge were three circular man hole covers.

7 CONCLUSIONS

- 7.1 The core of the Mill was constructed c.1836 and is Grade II listed. At this time the 'dock' to the north directly bounds the building's northern face. Documentary sources suggest that this dock was reduced prior to 1974, backfilled, and the area redeveloped by 1988. Extensions were constructed to the east of the Mill after 1840 until 1899 and then to the west of the building prior to 1932 during the early 20th century. Both eastern and western limits of the building were extended again before 1962, prior to being amalgamated within the main warehouse and storage complex to the north. The eastern extension was utilised as a Laboratory with an associated Bakery for testing the Flour. This means that the eastern and western elevations of the mill underwent considerable alteration. Internally, there is extensive evidence of alterations to the Mill, including the complete remodelling of the roof trusses. The majority of these changes, including reinforced floor supports, is presumably related to the introduction of new machinery.
- 7.2 The northern extensions to the Mill complex were all mid to late 20th century constructions. By 1962 the Silo's were built on the northern bank of the dock. Historic cartographic sources suggest a former complex had existed on this site c.1899, but had been demolished by 1932. Conditioning Bins accompanied the silos and were constructed by 1974. The final phase of works involved the construction of loading bays to the far north and connecting the former Mill building with the storage facilities by means of a large covered storage area, which was completed by 1988.
- 7.3 The initial phase of the Administration Building is early 20th century with a single storey building, arranged over three bays, later extended to the east. The map regressions shows its initial appearance by 1932. By 1962 extensions had been constructed and it had been further extended by 1974. The building nearly doubled in size by 1988, following the infilling of a former dock which had formerly bound the eastern limits, and the eastern extension constructed over the top of the channel. The eastern part of the building post dates 1974.
- 7.4 The extant 'Mill House' appears to represent a later construction within the footprint of an earlier c.1836 structure, built as the Mill Manager's residence. The existing Mill House appears on Ordnance Survey maps from 1881 and remained largely unchanged until 1932. Eastern and south-eastern extensions were then constructed and the central staircase moved to this corner, and new entrance created in the north elevation. Later alterations included a single storey eastern extension and construction of a small toilet. The building had been altered with new windows and modern fixtures and fittings. These may largely be a result of the property's conversion from a house into a ground floor mess room and first floor boardroom during the 1980s.
- 7.5 The Vehicle Workshop appears on Ordnance Survey maps from 1974 and post dates 1962. This building was predominantly open plan to accommodate workshop areas, with a two storey brick built office space. The only significant alteration to the workshop was the enclosure of the western elevation, during the late 20th century.
- 7.6 Similarly to Mill House, Midway Cottage appears to represent a 20th century construction within the footprint of an older property. The former property appears from tithe maps of 1840 until 1932, and at some point prior to 1962 was demolished and the extant Midway Cottage constructed. The northern extension to the property is depicted from this date and can therefore be assumed to be roughly contemporary with the core of the property.
- 7.7 King's Mill Cottage is the only other property within the study site other than the Mill to have Grade II listing status. The property dates from the 18th century and appears on Tithe maps of 1840. A review of the cartographic sources suggested that the property remained as a single, rectangular structure until 1962. At some point prior to 1972 a lean-to structure constructed against the north elevation. Other alterations included the re-building of the entire rear elevation in yellow brick. It is possible that the close proximity to the inlet from the River Colne led to subsidence and damp, necessitating structural improvements.

8 ACKNOWLEDGEMENTS

- 8.1 Pre-Construct Archaeology Limited is grateful to CgMs Consulting for commissioning the project on behalf of their client. The assistance of Duncan Hawkins of CgMs is gratefully acknowledged. Thanks are also due to the staff of the Centre for Buckingham Studies for their assistance in researching for this report.
- 8.2 The project was managed for Pre-Construct Archaeology Ltd by Charlotte Matthews. Malcolm Gould and Strephon Duckering (photographer) carried out the on-site recording. Amelia Fairman and Malcolm Gould wrote this report. Mark Roughley prepared the illustrations.

9 BIBLIOGRAPHY

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English Heritage 2006 *Understanding Historic Buildings; a guide to good recording practice*.

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South Bucks District Council 2008 *Uxbridge Lock Conservation Area Character Appraisal*

9.2 Cartographic Resources

British Geological Survey 2006 *Sheet 256 North London. Bedrock and Superficial Deposits*.

Map of 'Cock Mead and the Mill' 1602

A Map of the Parish of Denham 1783

Tithe Map 1840

Ordnance Survey map 1881

Ordnance Survey map 1899

Ordnance Survey map 1932

Ordnance Survey map 1962

Ordnance Survey map 1974

Ordnance Survey map 1988

9.3 Internet Resources

<http://westminster.gov.uk>

<http://www.english-heritage.org.uk/lonline>

<http://www.british-history.ac.uk>

<http://www.ads.ahds.ac.uk>

APPENDIX 1. PHOTOGRAPHIC REGISTERS

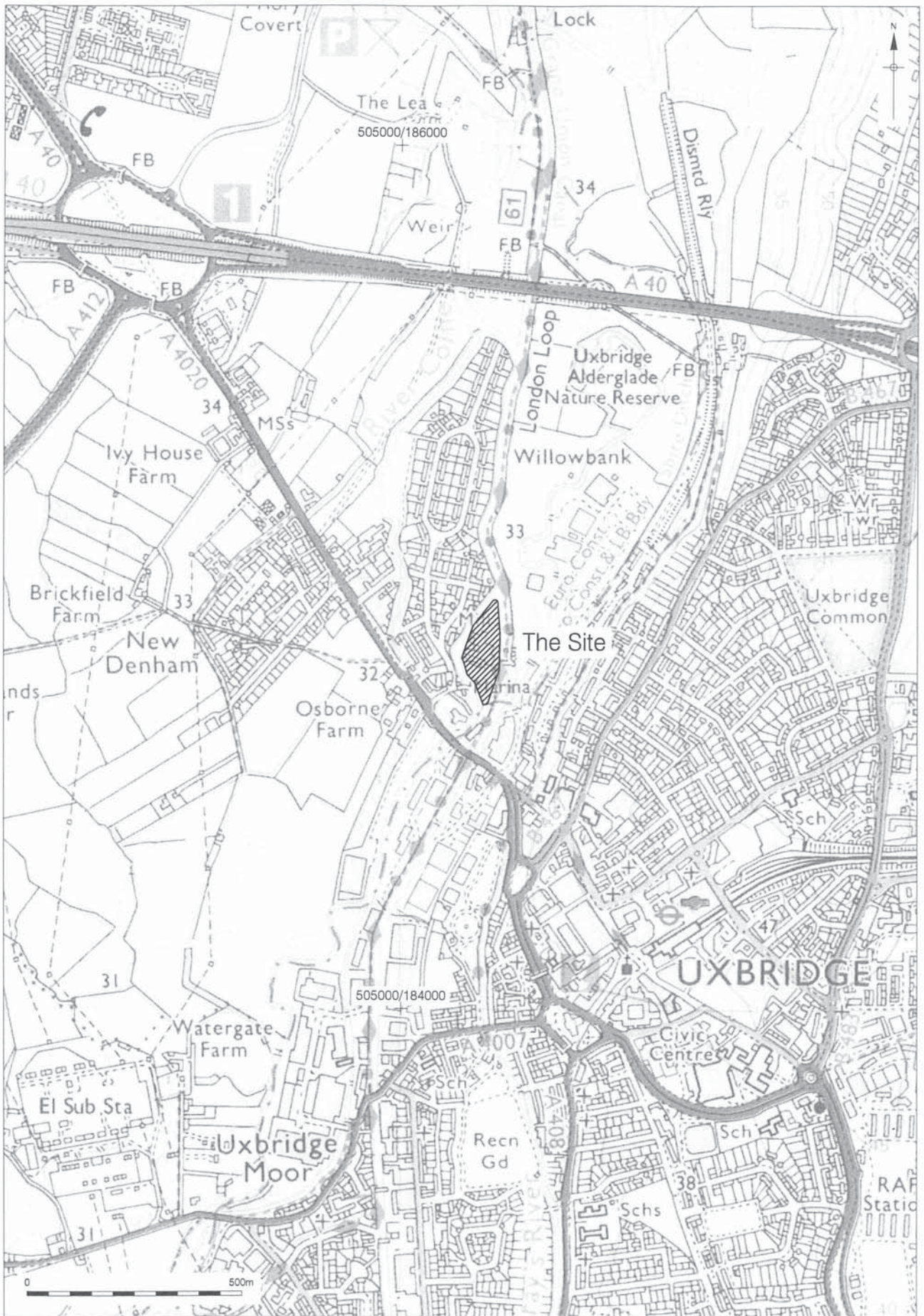
| SITE NAME | UXBRIDGE MILL | | | | SITE CODE | COMMENTS |
|-----------|---------------------|-------------|-----------|----------------|-----------|---|
| | DATE | FILM TYPE | DIRECTION | IDENTIFIER | | |
| | FRAME & FILM NUMBER | | | | | |
| | Col. Slide | Digital | | | | |
| 16/8/10 | 1-3 100 | 1 D100 | E | BRIDGE | 7 | MAIN GATE/ ENTRANCE |
| 16/8/10 | 4-6 100 | 2 D100 | NE | LAMP POST | 7 | ENTRANCE BUILDING |
| 16/8/10 | 7-9 100 | 3 D100 | NE | ROAD | 6 | MIDWAY COTTAGE |
| 16/8/10 | 9-11 100 | 4 D100 | S | BRIDGE RAILING | - | MILL RACE & BRIDGE |
| 17/8/10 | 13-15 100 | 5 D100 | W | GATE | 7 | MAIN GATE & REAR ELEV. OF KINGSMILL COTTAGE |
| 17/8/10 | 16-18 100 | 6 D100 | NW | BUSHES | - | BYPASS CHANNEL SLUICE GATE |
| 17/8/10 | 19-21 100 | 7 D100 | S | TREES | - | CAR PARK IN SW CORNER OF SITE |
| 17/8/10 | 22-24 100 | 8 D100 | N | FENCE | - | CARPARK & MIDWAY COTTAGE |
| 17/8/10 | 25-27 100 | 9 D100 | NW | CEMENT RENDER | - | EAST ELEVATION OF MIDWAY COTTAGE |
| 17/8/10 | 28-30 100 | 10,10a D100 | N | WILLOW | - | MILLPOND & MILL |
| 17/8/10 | 31-33 100 | 11 D100 | SSE | STEEL SHUTTERS | - | VECHICLE WORKSHOP WEST ELEVATION |
| 17/8/10 | 34-36 100 | 12 D100 | W | TREES | - | MIDWAY COTTAGE BRIDGE |
| 17/8/10 | 1-3 102 | 7-9 105 | N | ASPHALT | - | AREA WEST OF VEHICLE WORKSHOP |
| 17/8/10 | 4-6 102 | 10-12 105 | W | METAL PLATE | - | WEIGHBRIDGE |
| 17/8/10 | 7-9 102 | 13-15 105 | S | LEAN TO SHED | 6 | WEST ELEVATION OF MIDWAY COTTAGE |
| 17/8/10 | 10-12 102 | 1-3 107 | N | FIREPLACE | 6 | GROUND FLOOR SOUTH ROOM |
| 17/8/10 | 13-15 102 | 4-6 107 | W | SOFA | 6 | 1ST FLOOR SOUTH ROOM |
| 17/8/10 | 16-18 102 | 7-9 107 | W | BUSHES | - | GAZEBO EXTERIOR |
| 17/8/10 | 19-21 102 | 10-12 107 | S | TONGUE&GROOVE | - | GAZEBO INTERIOR |
| 17/8/10 | 22-24 102 | 13-15 107 | W | DOOR | - | GAZEBO DOORWAY |
| 17/8/10 | 25-27 102 | 1-3 109 | ENE | CANOPY | - | DIESEL FUEL PUMP |
| 18/8/10 | 28-30 102 | 4-6 109 | N | ASPHALT | - | WEIGHBRIDGE |
| 18/8/10 | 31-33 102 | 7-9 109 | NE | RED CAR | - | FUEL PUMP & WEIGHBRIDGE |
| 18/8/10 | 34-36 102 | 10-12 109 | SSW | PAVING | - | GENERAL VIEW SOUTH OF MILLHOUSE |
| 18/8/10 | 1-3 104 | 13-15 109 | NNW | PAVING | - | GENERAL VIEW SOUTH OF MILLHOUSE |
| 18/8/10 | 4-6 104 | 1-3 111 | ENE | WHITE HOUSE | 6 | WEST ELEVATION OF MILLHOUSE |
| 18/8/10 | 7-9 104 | 4-6 111 | E | TELEPHONE BOX | 6 | WEST ELEVATION OF MILLHOUSE |
| 18/8/10 | 10-12 104 | 7-9 111 | S | CONCRETE ROAD | 6 | NORTH ELEVATION OF MILLHOUSE |

| | | | | | | | | |
|---------|-----------|-----------|-------------|-----|--|-------------------|-------|--|
| 18/8/10 | 13-15 104 | 10-12 111 | 29 D100 | NNE | | PILING RIG | 2 | EAST ELEVATION OF MILLSTORE |
| 18/8/10 | 16-18 104 | 13-15 111 | 30,30a D100 | WSW | | FLOUR CHUTES | 2 | VEHICLE LOADING BAY |
| 18/8/10 | 19-21 104 | 1-3 113 | 31 D100 | S | | LOADING DOORS | 2 | SOUTH ELEVATION OF LOADING BAY |
| 18/8/10 | 22-24 104 | 4-6 113 | 32 D100 | SW | | FLOUR CHUTE | 2 | EAST ELEVATION OF LOADING BAY |
| 18/8/10 | 25-27 104 | 7-9 113 | 33 D100 | NW | | METAL FRAME | 2 | FLOUR CHUTE LOADING BAY |
| 18/8/10 | 28-30 104 | 10-12 113 | 34 D100 | W | | QUAD BIKE | 2 | EAST ELEVATION OF LOADING BAY |
| 18/8/10 | 31-33 104 | 13-15 113 | 35 D100 | ESE | | GREEN GATE | 3 | NORTH ELEVATION OF ADMIN BLOCK |
| 18/8/10 | 34-36 104 | 1-3 115 | 36 D100 | SE | | TOWER BLOCK | 7 | WEST ELVATION OF KINGSMILL COTTAGE |
| 18/8/10 | 1-3 106 | 4-6 115 | 37 D100 | N | | WATERFALL | - | SLUICE GATE ON BY-PASS CHANNEL |
| 23/8/10 | 1-3 108 | 1-3 117 | 38 D100 | SE | | TOWER BLOCK | 2 | NORTH ELEVATION OF STORAGE BUILDING |
| 23/8/10 | 4-6 108 | 4-6 117 | 39 D100 | W | | RAMP | 2 | LOADING BAY SOUTH |
| 23/8/10 | 7-9 108 | 7-9 117 | 40 D100 | NW | | GRAIN DROPS | 2 | LOADING BAY NORTH |
| 23/8/10 | 10-12 108 | 10-12 117 | 41 D100 | N | | LOADING BAY | 2 | VEHICLE TURNING AREA NORTH OF MILL |
| 23/8/10 | 13-15 108 | 13-15 117 | 42 D100 | NW | | CANOPY | 1 & 2 | SOUTH ELEVATION OF MILL |
| 23/8/10 | 16-18 108 | 1-3 119 | 43 D100 | SW | | GABLE END | 3 | EAST ELEVATION OF ADMIN BLOCK |
| 23/8/10 | 19-24 108 | 4-6 119 | 44 D100 | NNW | | WATER | - | MILL POND & WEIR |
| 23/8/10 | 25-27 108 | 7-9 119 | 45 D100 | NE | | MILL POND | 1 & 3 | ADMIN BLOCK AND MILL POND |
| 23/8/10 | 28-30 108 | 10-12 119 | 46 D100 | N | | MILL POND | 1 & 2 | MILL POND & MILL |
| 23/8/10 | 31-33 108 | 13-15 119 | 47 D100 | NNW | | BYPASS CHANNEL | - | SLUICE GATE |
| 23/8/10 | 34-36 108 | 1-3 121 | 48 D100 | N | | BRICK WALL | 1 | SOUTH ELEVATION OF MILL |
| 23/8/10 | 1-3 110 | 4-6 121 | 49 D100 | NW | | BAY WINDOW | 1 | SOUTH ELEVATION OF MILL |
| 23/8/10 | 4-6 110 | 7-9 121 | 50 D100 | NNW | | WILLIAM KING SIGN | 1 | EAST END OF MILL'S SOUTH ELEVATION |
| 23/8/10 | 7-9 110 | 10-12 121 | 51 D100 | NW | | DORMERS X2 | 1 | SOUTH ELEVATION OF MILL |
| 23/8/10 | 10-12 110 | 13-15 121 | 52 D100 | NNE | | CANOPY | 2 | SOUTH ELEVATION EXTENSION TO MILL |
| 23/8/10 | 13-15 110 | 1-3 123 | 53 D100 | SE | | WHITE WATER | - | WEIR |
| 23/8/10 | 16-18 110 | 4-6 123 | 54 D100 | S | | WEIR BRIDGE | - | EAST ELEVATION MILL & WEIR |
| 23/8/10 | 19-21 110 | 7-9 123 | 55 D100 | ESE | | GABLE | 1 | EAST ELEVATION OF MILL |
| 25/8/10 | 22-24 110 | 10-12 123 | 56 D100 | WSW | | WATER | 2 | WEST OF MILL EXTENSION & DOOR |
| 25/8/10 | 25-27 110 | 13-15 123 | 57 D100 | S | | MILL ON LEFT | 2 | EXTENSIONS OF WEST MILL |
| 25/8/10 | 28-30 110 | 1-3 125 | 58 D100 | SE | | GABLE | 1 | WEST GABLE OF MILL & NORTH ELEVATION |
| 25/8/10 | 31-33 110 | 4-6 125 | 59 D100 | SE | | STEEL CHIMNEY | 1 | WEST END OF MILL'S NORTH ELEVATION |
| 25/8/10 | 34-36 110 | 7-9 125 | 60 D100 | S | | WINDOW | 1 | MILL N. ELEVATION WINDOW WITH ROPE SOCKETS |
| 25/8/10 | 1-3 112 | 10-12 125 | 61 D100 | SW | | DOCK | 1 | MILL NORTH ELEVATION MOORING RINGS |
| 25/8/10 | 4-6 112 | 13-15 125 | 62 D100 | NE | | WEIR | 1 & 2 | WEST ELEVATION OF MILL |
| 25/8/10 | 7-9 112 | 1-3 127 | 63 D100 | E | | GABLE | 1 | MILL & WEIR WEST ELEVATION |
| 25/8/10 | 10-12 112 | 4-6 127 | 64 D100 | ESE | | DOCK | 1 | MILL WEST GABLE & DOCK |
| 25/8/10 | 13-15 112 | 7-9 127 | 65 D100 | SSE | | RIVER | - | BY-PASS CHANNEL AND WEIR |

| | | | | | | | |
|---------|-----------|-----------|------------|-----|-------------------|-------------|---|
| 25/8/10 | 16-18 112 | 10-12 127 | 66 D100 | NE | WILOW | 2 | 2 NEW MILL FORM WEST BANK |
| 25/8/10 | 19-21 112 | 13-15 127 | 67 D100 | SE | CANTEEN | 4 | MILL HOUSE GROUND FLOOR CANTEEN |
| 25/8/10 | 22-24 112 | 1-3 129 | 68 D100 | NE | CANTEEN | 4 | MILL HOUSE GROUND FLOOR CANTEEN |
| 25/8/10 | 25-27 112 | 4-6 129 | 69 D100 | NW | BOARDROOM | 4 | MILL HOUSE MAIN ROOM OF 1ST FLOOR |
| 25/8/10 | 28-30 112 | 7-9 129 | 70 D100 | SE | BOARDROOM | 4 | MILL HOUSE MAIN ROOM OF 1ST FLOOR |
| 25/8/10 | 31-33 112 | 10-12 129 | 71 D100 | S | STAIRS | 4 | MILL HOUSE 1ST FLOOR LANDING |
| 25/8/10 | - | - | 1 D101 | - | 1962 | - | PHOTO THE ROLLER FLOOR AT WILLIAM KINGS' |
| 25/8/10 | - | - | 2 D101 | - | 1993 | - | COPY OF PHOTO FOUND IN MILL HOUSE. MILL IN 1993 |
| 25/8/10 | - | - | 3 D101 | - | UNDATED | - | COPY OF PHOTO FOUND IN MILL HOUSE. MILL |
| 26/8/10 | 34-36 112 | 13-15 129 | 4 D101 | NW | COLUMNS | 1 1st FLOOR | 1ST FLOOR OF MILL |
| 26/8/10 | 1-3 114 | 1-3 131 | 5 D101 | SW | WINDOWS | 1 1st FLOOR | MILL, SOUTH ELEVATION WINDOWS |
| 26/8/10 | 4-6 114 | 4-6 131 | 6 D101 | ENE | COLUMNS | 1 1st FLOOR | NORTH EAST CORNER OF MILL'S 1ST FLOOR |
| 26/8/10 | 7-9 114 | 7-9 131 | 7 & 8 D101 | NW | GRAIN HOPPERS | 1 1st FLOOR | N.W. CORNER MILL 1ST FLOOR GRAIN HOPPERS |
| 26/8/10 | 10-12 114 | 10-12 131 | 9 D101 | NE | SQUARE COLUMN | 1 1st FLOOR | NORTH SIDE OF MILL'S 1ST FLOOR |
| 26/8/10 | 13-15 114 | 13-15 131 | 10 D101 | ESE | DESK | 1 1st FLOOR | CONTROL ROOM IN 1ST FLOOR OF MILL |
| 26/8/10 | 16-18 114 | 1-3 133 | 11 D101 | ENE | PIPES | 1 2nd FLOOR | MILL STAIRWELL FROM 1ST TO 2ND FLOOR |
| 26/8/10 | 19-21 114 | 4-6 133 | 12 D101 | SW | WINDOWS | 1 2nd FLOOR | MILL'S 2ND FLOOR SOUTH SIDE WINDOWS |
| 26/8/10 | 22-24 114 | 7-9 133 | 13 D101 | E | COLUMNS | 1 2nd FLOOR | GENERAL SHOT OF MILL'S 2ND FLOOR |
| 26/8/10 | 25-27 114 | 10-12 133 | 14 D101 | NW | HOPPERS | 1 2nd FLOOR | N.W. CORNER 2ND FLOOR 2 LARGE HOPPERS |
| 26/8/10 | 28-33 114 | 13-15 133 | 15 D101 | W | DOOR & WINDOW | 1 2nd FLOOR | MILL'S WEST ELEVATION & INSERTED DOOR |
| 26/8/10 | 34-36 114 | 1-3 135 | 16 D101 | ENE | ORANGE MOTOR | 1 2nd FLOOR | MILL'S NORTH EAST CORNER AND HOPPERS |
| 26/8/10 | - | 4-6 135 | 17 D101 | N | FLOOR BOARDS | 1 2nd FLOOR | ORIGINAL BOARDS BELOW MODERN FLOORING |
| 8/8/10 | 1-3 116 | 1-3 137 | 18 D101 | S | ALLIED MILLS SIGN | 3 | WEST END OF ADMIN BLOCK'S NORTH ELEVATION |
| 8/8/10 | 4-6 116 | 4-6 137 | 19 D101 | WNW | SLOPING ROOF | 1 3rd FLOOR | MILL, TOP FLOOR FROM STAIRS |
| 8/8/10 | 7-9 116 | 7-9 137 | 20 D101 | SW | WINDOWS | 1 3rd FLOOR | MILL, TOP FLOOR SOUTH ELEVATION |
| 8/8/10 | 10-12 116 | 10-12 137 | 21 D101 | NE | COLUMNS | 1 3rd FLOOR | MILL, TOP FLOOR FROM WEST FIRE ESCAPE |
| 8/8/10 | 13-15 116 | 13-15 137 | 22 D101 | NNE | RAFTERS | 1 3rd FLOOR | MILL, UNDERSIDE OF ROOF'S WEST END |
| 8/8/10 | 16-18 116 | 1-3 139 | 23 D101 | NNW | ROUND WINDOW | 1 3rd FLOOR | MILL, TOP FLOOR NW CORNER |
| 8/8/10 | 19-21 116 | 4-6 139 | 24 D101 | W | HOIST | 1 3rd FLOOR | MILL, TOP FLOOR HOIST & AIR EXTRACTORS |
| 8/8/10 | 22-24 116 | 7-9 139 | 25 D101 | NW | HOLE | 1 3rd FLOOR | MILL, HOIST HOLE TO ALL FLOORS BELOW |
| 8/8/10 | 25-27 116 | 10-12 139 | 26 D101 | NE | TANKS | 1 3rd FLOOR | MILL, TOP FLOOR, NORTH EAST CORNER |
| 8/8/10 | 28-30 116 | 13-15 139 | 27 D101 | SE | COLUMNS | 1 3rd FLOOR | MILL, TOP FLOOR, SOUTH EAST CORNER |
| 8/8/10 | 31-33 116 | 1-3 141 | 28 D101 | SW | ELEC. CUPBOARD | 1 3rd FLOOR | MILL, TOP FLOOR, SOUTH WEST CORNER |
| 8/8/10 | 34-36 116 | 4-6 141 | 29 D101 | W | ROUND WINDOW | 1 3rd FLOOR | MILL, TOP FLOOR, ROOF SPACE |
| 8/8/10 | 1-3 118 | 7-9 141 | 30 D101 | S | TIMBER CANOPY | 1 3rd FLOOR | MILL, TOP FLOOR, EAST HOIST CANOPY |
| 8/8/10 | 4-6 118 | 10-12 141 | 31 D101 | N | TIMBER CANOPY | 1 3rd FLOOR | MILL, E. HOIST CANOPY, JUNCTION WITH ROOF |
| 8/8/10 | 7-9 118 | 13-15 141 | 32 D101 | NE | GABLE | 1 | MILL, WEST GABLE, FROM FLAT ROOF |

| | | | | | | | |
|---------|-----------|-----------|---------|-----|------------------|--------------|--|
| 8/8/10 | 10-12 118 | 1-3 143 | 33 D101 | N | MOSAIC | 1 | MILL, MOSAIC DETAIL ON SOUTH ELEVATION |
| 8/8/10 | 13-15 118 | 4-6 143 | 34 D101 | WNW | PIPES | 1 3rd FLOOR | MILL, ROOF SPACE NORTH SIDE, STEEL FRAME |
| 8/8/10 | 16-18 118 | 7-9 143 | 35 D101 | WSW | RAFTERS | 1 3rd FLOOR | MILL, ROOF SPACE S. SIDE, TIMBER & STEEL FRAME |
| 8/8/10 | 19-21 118 | 10-12 143 | 36 D101 | SW | STEEL TRUSS | 1 3rd FLOOR | MILL, TOP FLOOR, INSRTED STEEL FRAME |
| 8/8/10 | 22-24 118 | 13-15 143 | 37 D101 | E | STEPS | 1 3rd FLOOR | MILL, TOP FLOOR, STAIRCASE |
| 8/8/10 | 25-27 118 | 1-3 145 | 38 D101 | NE | BRICK WALL | 2 2nd FLOOR | MILL, NORTH SIDE OF EAST EXTENSION |
| 8/8/10 | 28-30 118 | 4-6 145 | 39 D101 | SE | MACHINE BASES | 2 2nd FLOOR | MILL, SOUTH SIDE OF EAST EXTENSION |
| 8/8/10 | 31-33 118 | 7-9 145 | 40 D101 | NE | CONC. COLUMNS | 2 1st FLOOR | MILL, NORTH SIDE OF EAST EXTENSION |
| 8/8/10 | 34-36 118 | 10-12 145 | 41 D101 | SW | CONC. COLUMNS | 2 1st FLOOR | MILL, SOUTH EAST SIDE OF EAST EXTENSION |
| 8/8/10 | - | - | 42 D101 | SE | ROOF TRUSS | 2 1st FLOOR | NEW MILL, 1ST FLOOR DOWN INTO EAST LOADING BAY |
| 8/8/10 | - | - | 43 D101 | NE | ROOF TRUSS | 2 1st FLOOR | NEW MILL, 1ST FLOOR DOWN INTO EAST LOADING BAY |
| 8/8/10 | 1-3 120 | 13-15 145 | 44 D101 | NW | SASH WINDOW | 3 Grnd FLOOR | E. END OF ADMIN BLOCK'S GROUND FLOOR INTERIOR |
| 8/8/10 | 4-6 120 | 1-3 147 | 45 D101 | SW | SASH WINDOW | 3 Grnd FLOOR | E. END OF ADMIN BLOCK'S GROUND FLOOR INTERIOR |
| 8/8/10 | - | - | 46 D101 | SE | PILLAR | 3 Grnd FLOOR | ADMIN BLOCK, EAST END |
| 8/8/10 | - | - | 47 D101 | SW | WINDOWS | 3 Grnd FLOOR | ADMIN BLOCK, KITCHEN |
| 8/8/10 | - | - | 48 D101 | SW | DESK | 3 Grnd FLOOR | ADMIN BLOCK, RECEPTION |
| 8/8/10 | 7-9 120 | 4-9 147 | 49 D101 | NE | STAIRCASE | 3 Grnd FLOOR | ADMIN BLOCK, RECEPTION |
| 8/8/10 | 10-12 120 | 10-12 147 | 50 D101 | NE | STAIRCASE | 3 Grnd FLOOR | ADMIN BLOCK, RECEPTION |
| 8/8/10 | - | - | 51 D101 | NW | STAIRS DOWN | 3 1st FLOOR | ADMIN BLOCK, STAIRS DOWN |
| 8/8/10 | 13-15 120 | 13-15 147 | 52 D101 | W | COCKREL | 3 Grnd FLOOR | ADMIN BLOCK, SOUTH WEST OFFICE |
| 8/8/10 | 16-18 120 | 1-3 149 | 53 D101 | NW | ARCH | 3 Grnd FLOOR | ADMIN BLOCK N.W. OFFICES WITH OLD WINDOWS |
| 8/8/10 | 19-21 120 | 4-6 149 | 54 D101 | W | IVY & WINDOW | 3 Grnd FLOOR | ADMIN BLOCK N.W. OFFICE CORRIDOR & DOOR |
| 8/8/10 | 22-24 120 | 7-9 149 | 55 D101 | N | BRICK | 1 | MILL, BLOCKED WINDOW DETAIL IN SOUTH ELEVATION |
| 10/9/10 | 25-27 120 | 10-12 149 | 56 D101 | NW | SOFA | 3 1st FLOOR | ADMIN BLOCK, WEST END ROOM, LIVING ROOM |
| 10/9/10 | 28-30 120 | 13-15 149 | 57 D101 | NE | WARDROBE | 3 1st FLOOR | ADMIN BLOCK, WEST END ROOM |
| 10/9/10 | 31-33 120 | 1-3 151 | 58 D101 | ENE | OFFICE PARTITION | 3 1st FLOOR | ADMIN BLOCK, SOUTH SIDE CENTRAL |
| 10/9/10 | 34-36 120 | 4-6 151 | 59 D101 | E | EXTINGUISHERS | 3 1st FLOOR | ADMIN BLOCK, CENTRAL CORRIDOR |
| 10/9/10 | 1-3 122 | 7-9 151 | 60 D101 | NE | COAT STAND | 3 1st FLOOR | ADMIN BLOCK, OFFICES EAST END |
| 10/9/10 | 4-6 122 | 10-12 151 | 61 D101 | SE | FIRE ESCAPE | 3 1st FLOOR | ADMIN BLOCK, SOUTH EAST OFFICES |
| 10/9/10 | 7-9 122 | 13-15 151 | 62 D101 | SE | BLUE GANTRY | 3 1st FLOOR | GARAGES, WORKSHOP AREA, WEST END |
| 10/9/10 | - | - | 63 D101 | NNE | GABLE | 5 | VEHICLE WORKSHOP, NORTH END |
| 10/9/10 | - | - | 64 D101 | NNE | GABLE | 5 | VEHICLE WORKSHOP, NORTH END |
| 10/9/10 | 10-12 122 | 1-3 153 | 65 D101 | ESE | WHITE WALLS | 5 | VEHICLE WORKSHOP OFFICE |
| 10/9/10 | 13-15 122 | 4-6 153 | 66 D101 | E | STAIRS | 7 | KINGSMILL COTTAGE, ENTRANCE HALLWAY, |
| 10/9/10 | 16-18 122 | 7-9 153 | 67 D101 | S | DOOR | 7 Grnd FLOOR | KINGSMILL COTTAGE, DOOR DETAIL IN SOUTH ROOM |
| 10/9/10 | - | - | 68 D101 | SE | COUNTERS | 2 Grnd FLOOR | LABORATORY, SOUTH SIDE |
| 10/9/10 | 19-21 122 | 10-12 153 | 69 D101 | NW | COUNTERS | 2 Grnd FLOOR | LABORATORY, NORTH SIDE |

| | | | | | | | |
|---------|-----------|-----------|---------|-----|----------------|--------------|---|
| 10/9/10 | 22-24 122 | 13-15 153 | 70 D101 | ESE | CUPBOARDS | 2 Grnd FLOOR | BAKERY, EAST SIDE |
| 10/9/10 | - | - | 71 D101 | SW | CUPBOARDS | 2 Grnd FLOOR | BAKERY, WEST SIDE |
| 24/8/10 | - | - | 1 D102 | E | WASHINGMACHINE | 6 | MIDWAY COTTAGE KITCHEN |
| 17/8/10 | - | - | 2 D102 | S | STAIRS | 6 1st FLOOR | MIDWAY COTTAGE LANDING & STAIRS |
| 17/9/10 | - | - | 3 D102 | N | MATTRESS | 6 1st FLOOR | MIDWAY COTTAGE LANDING |
| 17/9/10 | - | - | 4 D102 | W | SOFA | 6 1st FLOOR | MIDWAY COTTAGE CENTRAL BEDROOM |
| 17/9/10 | - | - | 5 D102 | W | WARDROBE | 6 1st FLOOR | MIDWAY COTTAGE NORTH BEDROOM |
| 17/9/10 | - | - | 6 D102 | NW | BATH & SINK | 6 1st FLOOR | MIDWAY COTTAGE BATHROOM |
| 24/8/10 | - | - | 7 D102 | WSW | CANAL | 4 | MILL HOUSE VIEWED FROM CANAL BRIDGE 184 |
| 24/8/10 | - | - | 8 D102 | SW | CANAL BARGE | - | NORTH TIP OF ISLAND & SILO FROM NORTH TOWPATH |
| 24/8/10 | - | - | 9 D102 | NW | CHIMNEY | 7 | KINGSMILL COTTAGE N & S ELEVATIONS |
| 24/8/10 | - | - | 10 D102 | NNW | BRICK WALL | 7 | KINGSMILL COTTAGE EAST/REAR ELEVATION |
| 10/9/10 | - | - | 11 D102 | SE | FURNITURE | 7 Grnd FLOOR | KINGSMILL COTTAGE NORTH LIVING ROOM |
| 10/9/10 | - | - | 12 D102 | NW | SINK | 7 Grnd FLOOR | KINGSMILL COTTAGE KITCHEN |
| 10/9/10 | - | - | 13 D102 | SW | WINDOWS | 7 1st FLOOR | KINGSMILL COTTAGE NORTH BEDROOM WEST SIDE |
| 10/9/10 | - | - | 14 D102 | S | DOORS | 7 1st FLOOR | KINGSMILL COTTAGE N. BEDROOM DOOR & LANDING |
| 10/9/10 | - | - | 15 D102 | E | STAIRS | 7 1st FLOOR | KINGSMILL COTTAGE STAIRS UP TO LOFT |
| 10/9/10 | - | - | 16 D102 | NE | BED | 7 1st FLOOR | KINGSMILL COTTAGE S. BEDROOM N. SIDE |
| 6/9/10 | - | - | 17 D102 | WSW | BOLLARDS | 3 | ADMIN BLOCK E. & N. ELEVATIONS |
| 6/9/10 | - | - | 18 D102 | NW | STEPS | 3 | ADMIN BLOCK S. ELEV. E. END FIRE ESCAPE STEPS |
| 6/9/10 | - | - | 18 D102 | NW | STEPS | 3 | ADMIN BLOCK S. ELEV. E. END FIRE ESCAPE STEPS |
| 6/9/10 | - | - | 19 D102 | ENE | IVY | 3 | ADMIN BLOCK SOUTH ELEVATION EAST END |
| 6/9/10 | - | - | 20 D102 | WNW | BRACKEN | 3 | ADMIN BLOCK S. ELEV. E. END CHANNEL REMAINS |
| 6/9/10 | - | - | 21 D102 | W | WILLOW | - | WEIR FROM S. ELEVATION ADMIN BLOCK |
| 6/9/10 | - | - | 22 D102 | N | DATE PLAQUE | 1 | MILL, S. ELEVATION DATE PLAQUE DETAIL |
| 6/9/10 | - | - | 23 D102 | N | ARCH | 2 | MILL, S. ELEVATION BAKERY DOOR MODIFICATIONS |
| 6/9/10 | - | - | 24 D102 | NE | WINDOWS | 2 | MILL, SOUTH ELEVATION W. END LABORATORY |
| 6/9/10 | - | - | 25 D102 | SW | DOOR INFILL | 2 | MILL, N. ELEVATION W. EXTENSION DETAILS |
| 6/9/10 | - | - | 26 D102 | S | WINDOW INFILL | 2 | MILL, N. ELEVATION W. EXTENSION DETAILS |
| 9/9/10 | - | - | 27 D102 | WSW | SILO | 2 | MILL, E. ELEVATION N. END LOADING BAYS & SILO |
| 9/9/10 | - | - | 28 D102 | E | LOADING BAY | 2 | MILL, LOADING BAY 2ND TO NORTH END |
| 10/9/10 | - | - | 29 D102 | SE | BED | 7 1st FLOOR | KINGSMILL COTTAGE S. BEDROOM CHIMNEY BREAST |
| 10/9/10 | - | - | 30 D102 | NE | SHOWER | 7 Grnd FLOOR | KINGSMILL COTTAGE BATHROOM SHOWER CUBICLE |



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Figure 1
 Site Location
 1:12,500 at A4

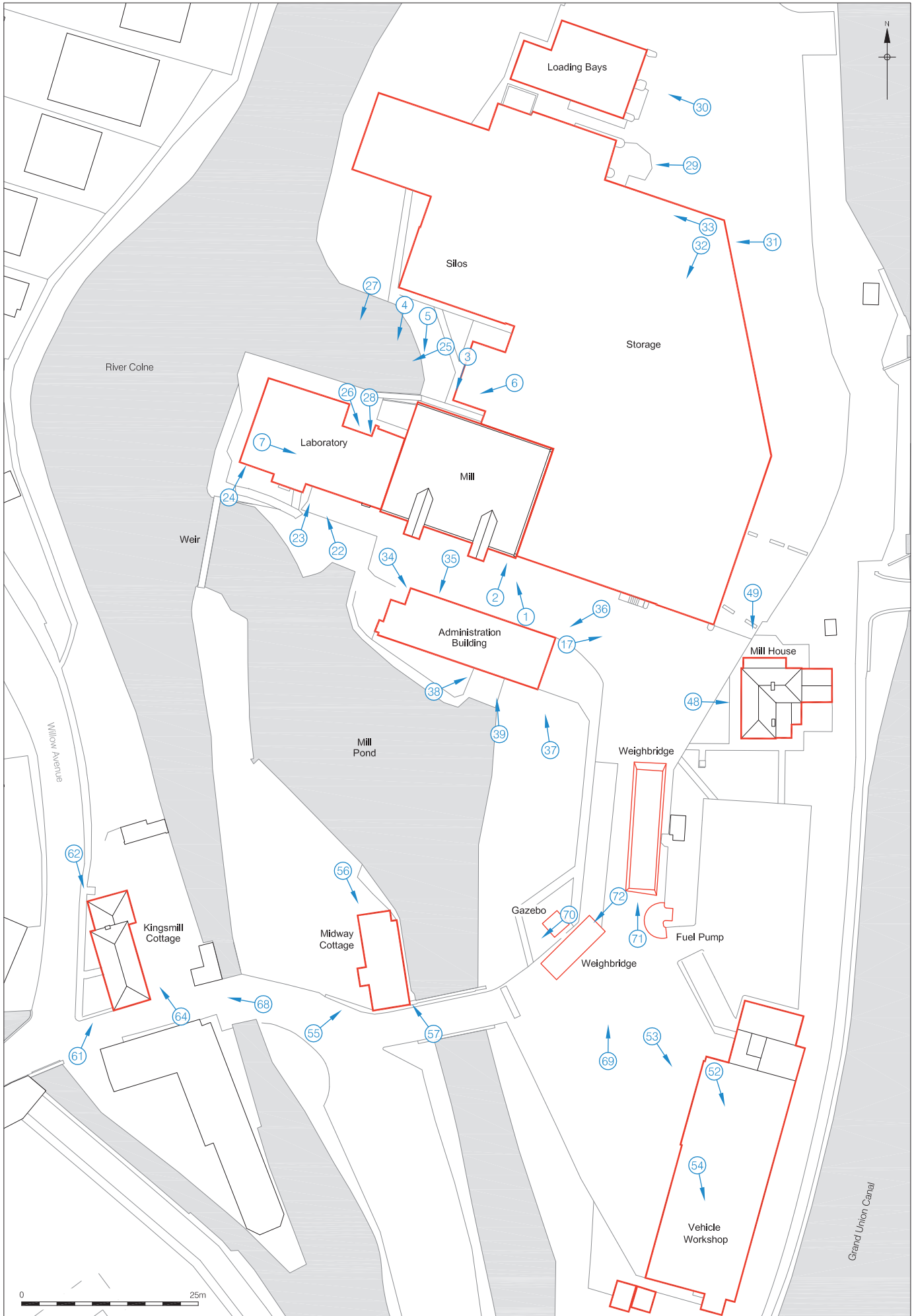


Figure 2
 Site Plan showing Plate Locations
 1:500 at A3

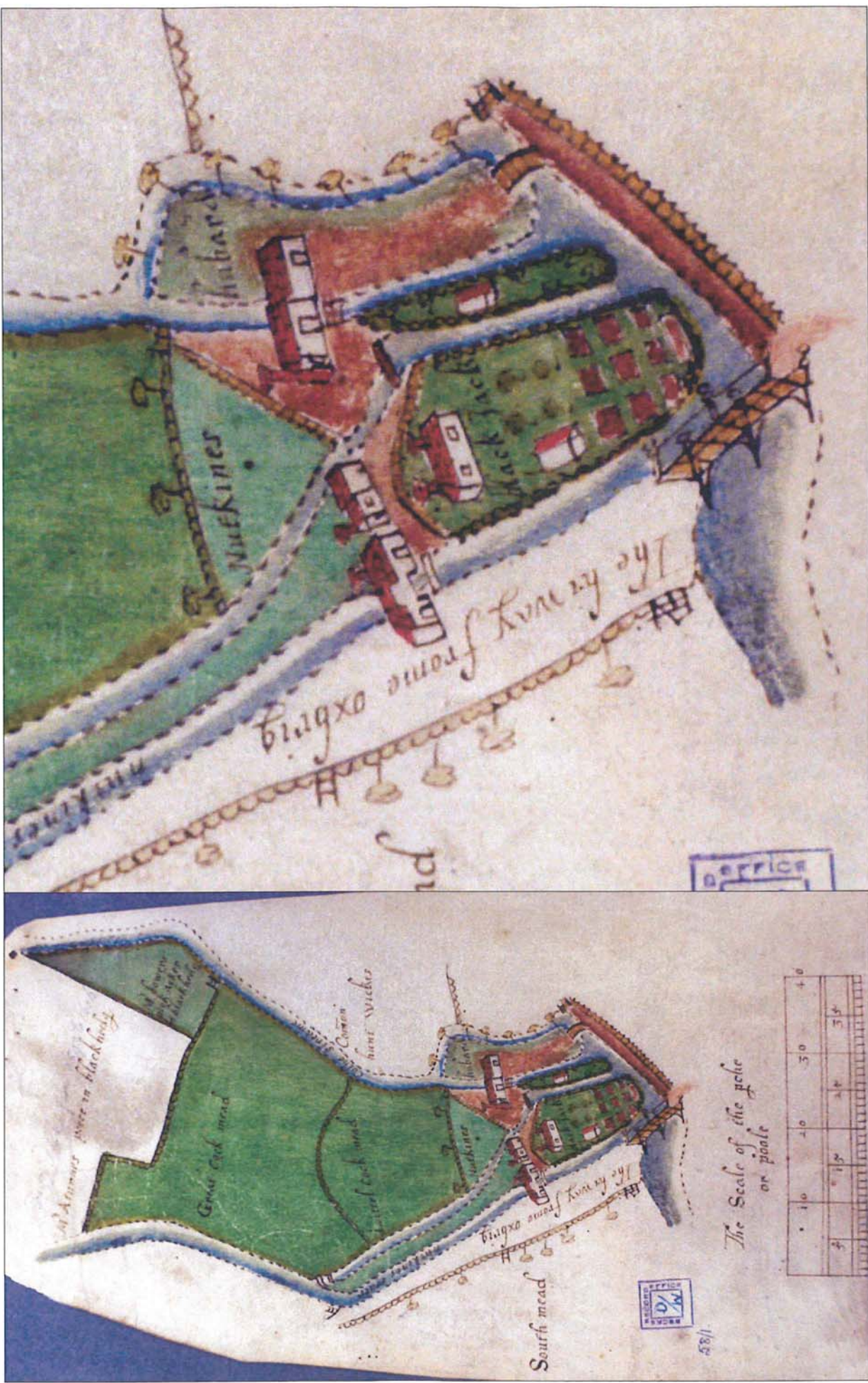
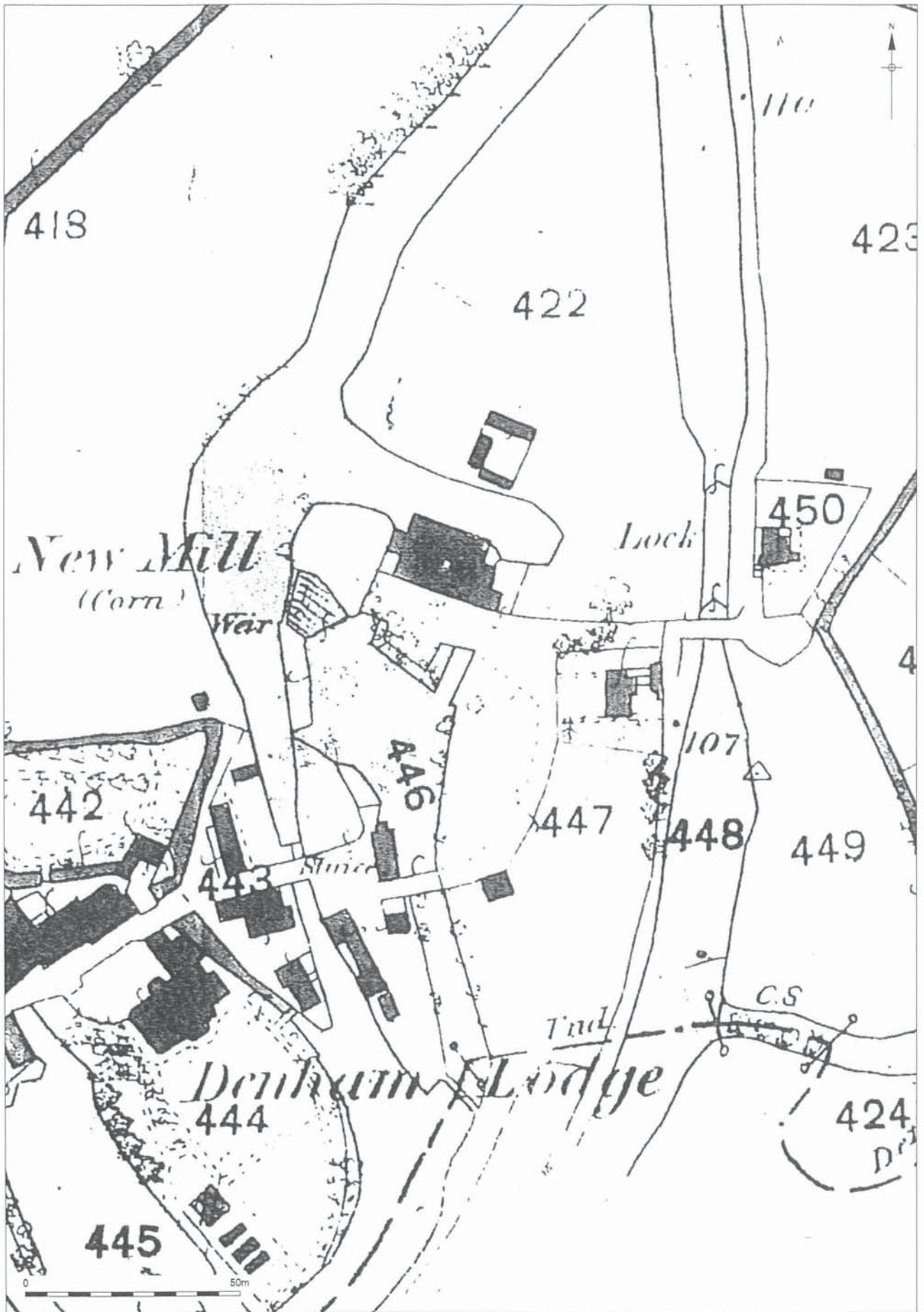


Figure 3
Plan of 'Cock Mead and The Mill', 1602
not to scale



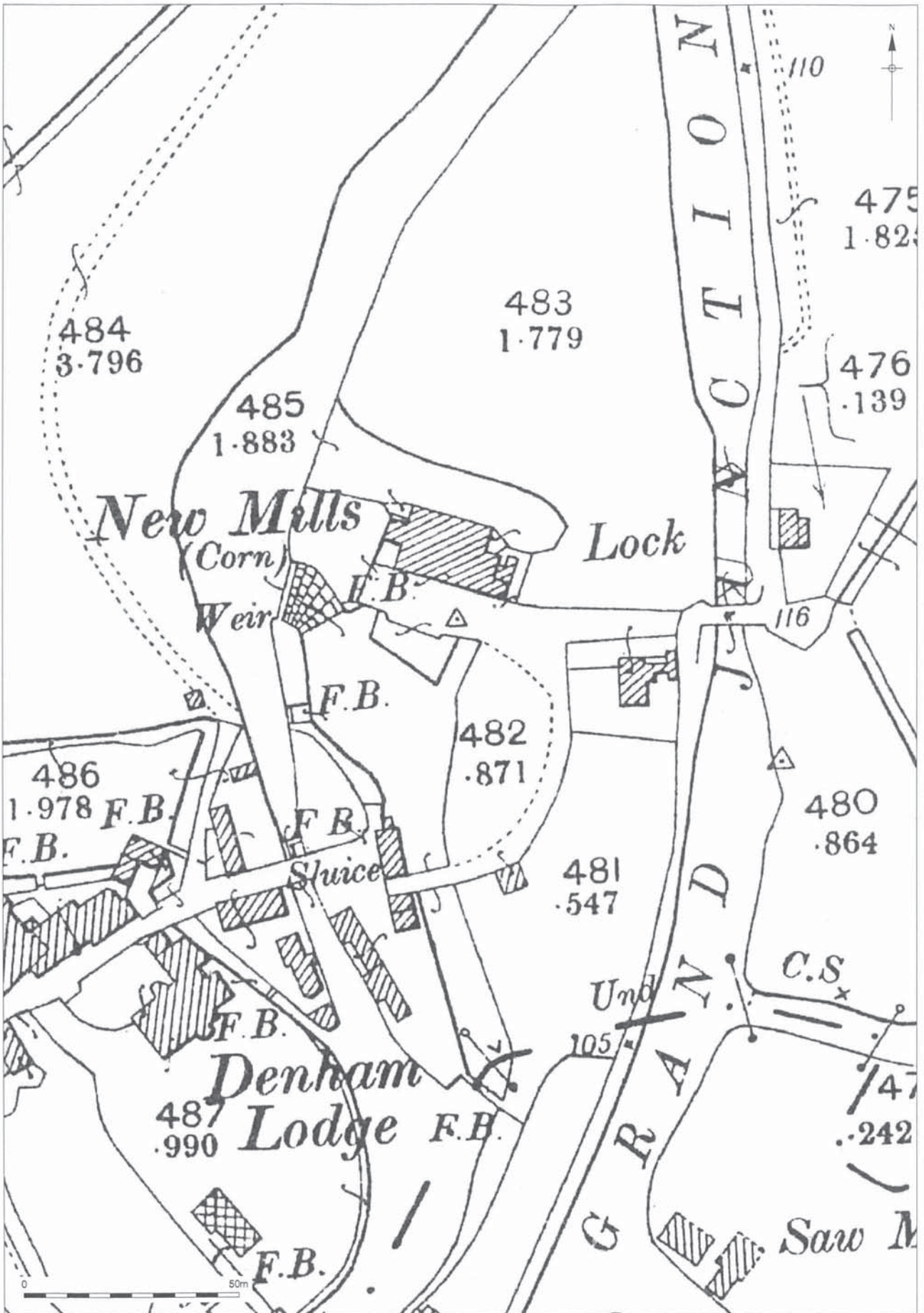
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Figure 4
A map of the Parish of Denham, 1783
Approx. 1:2,000 at A4



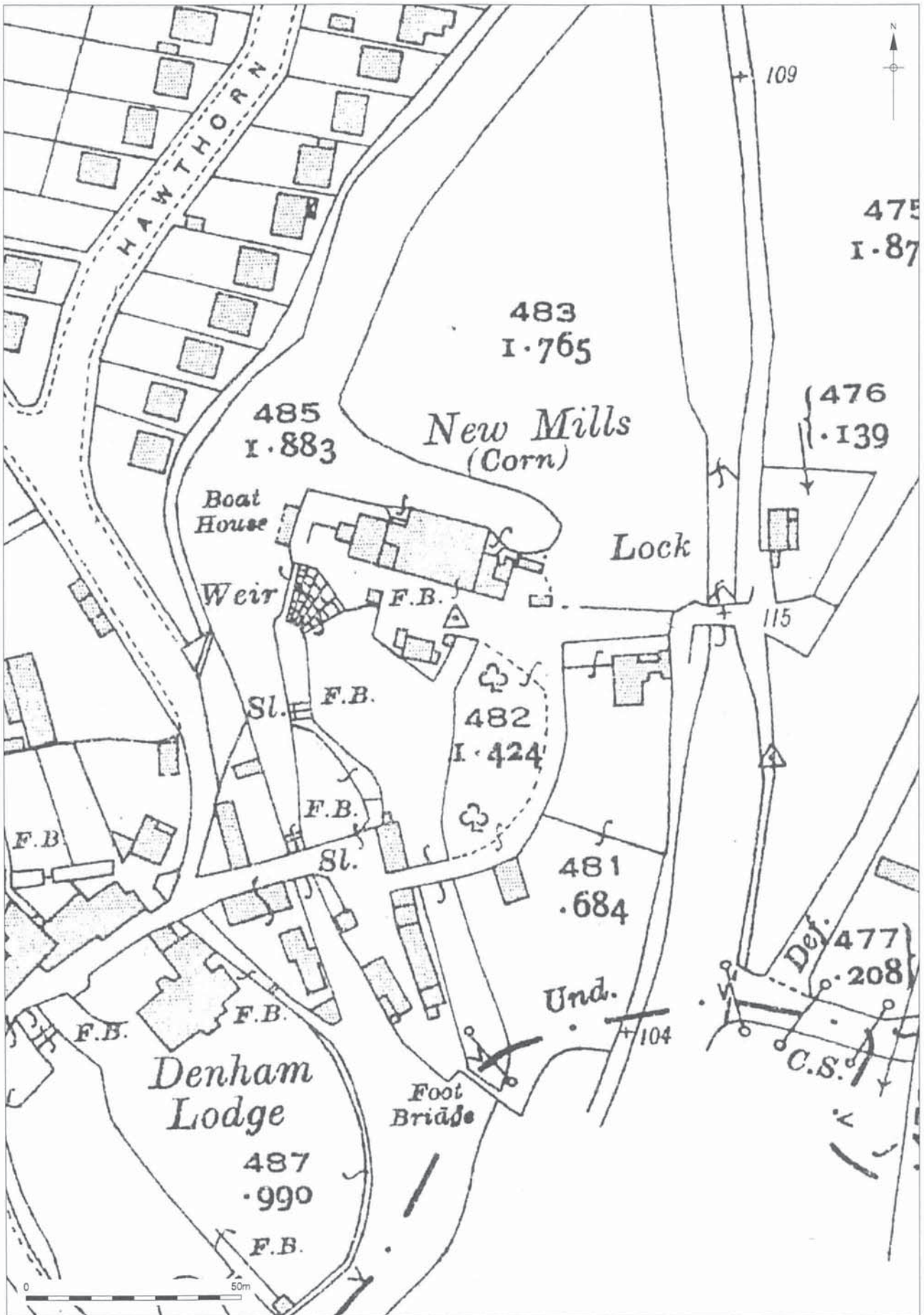
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Figure 6
 Ordnance Survey 1st Edition map, 1881
 1:1,250 at A4



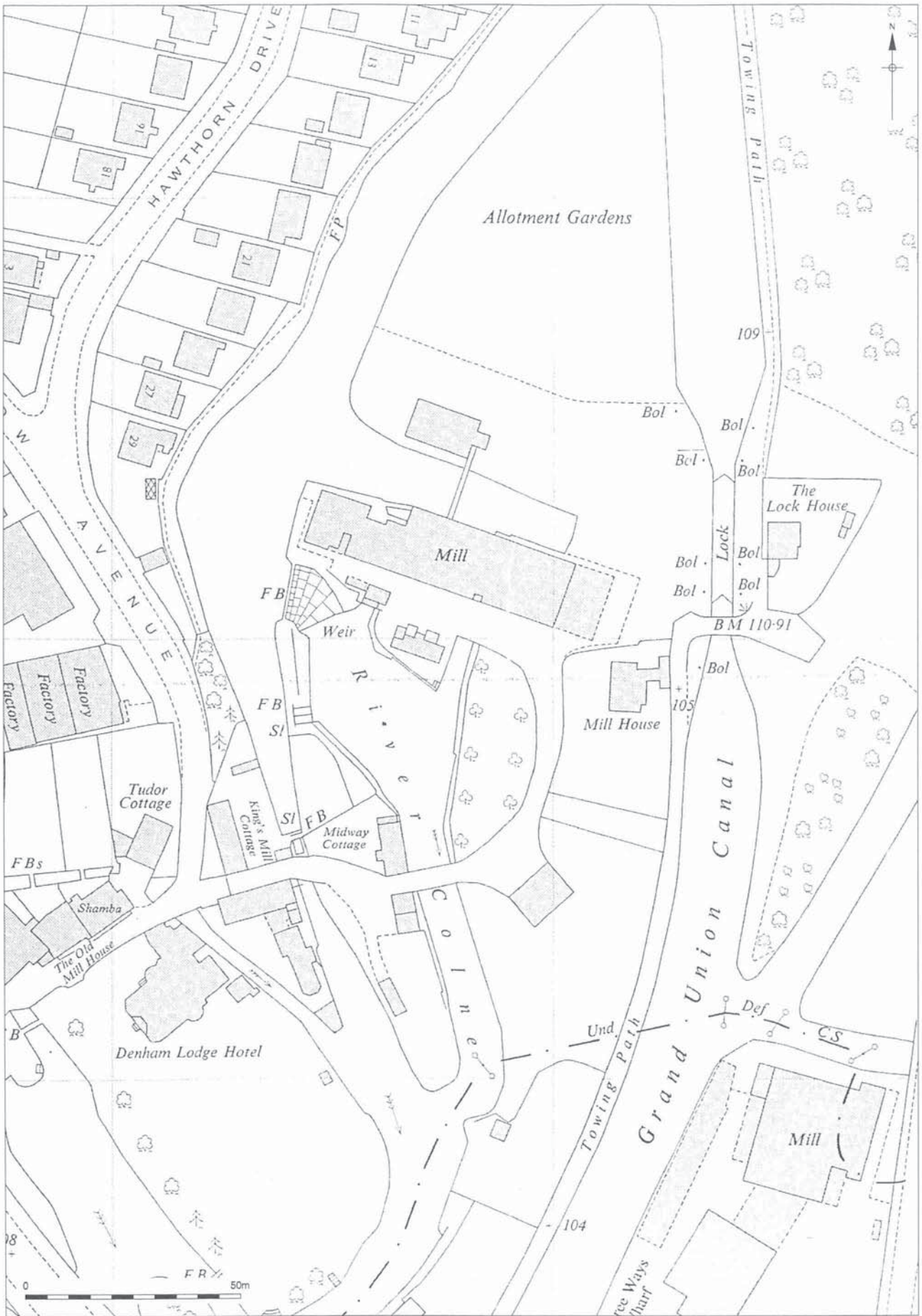
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Figure 7
 Ordnance Survey 2nd Edition map, 1899
 1:1,250 at A4



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Figure 8
 Ordnance Survey map, 1932
 1:1,250 at A4



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Figure 9
 Ordnance Survey map, 1962
 1:1,250 at A4



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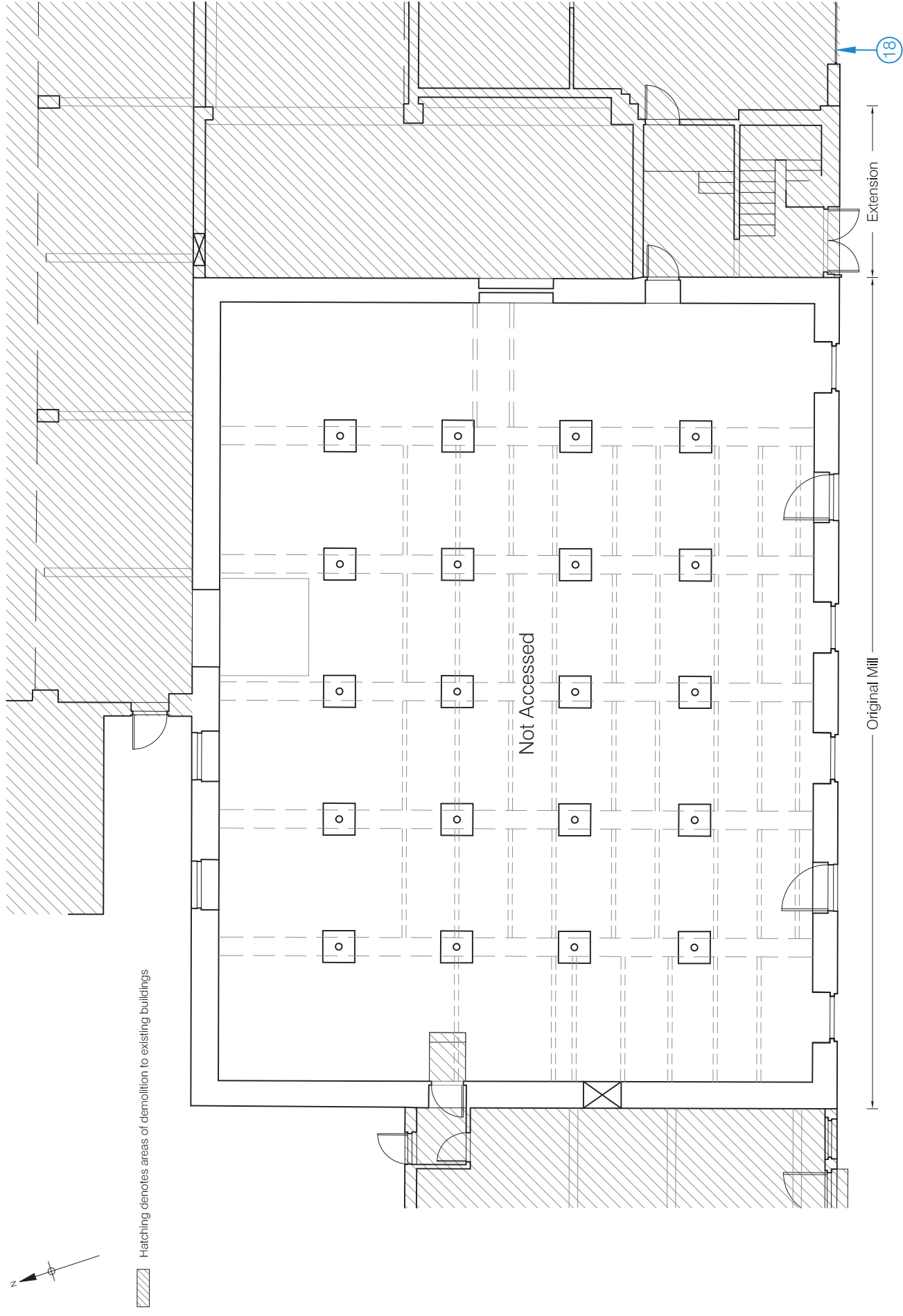
Figure 10
Ordnance Survey map, 1974
1:1,250 at A4



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Figure 11
Ordnance Survey map, 1988
1:1,250 at A4



Hatching denotes areas of demolition to existing buildings

Not Accessed

Original Mill

Extension

18

0 5m

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Figure 12
Mill Ground Plan with Plate Locations
1:125 at A4

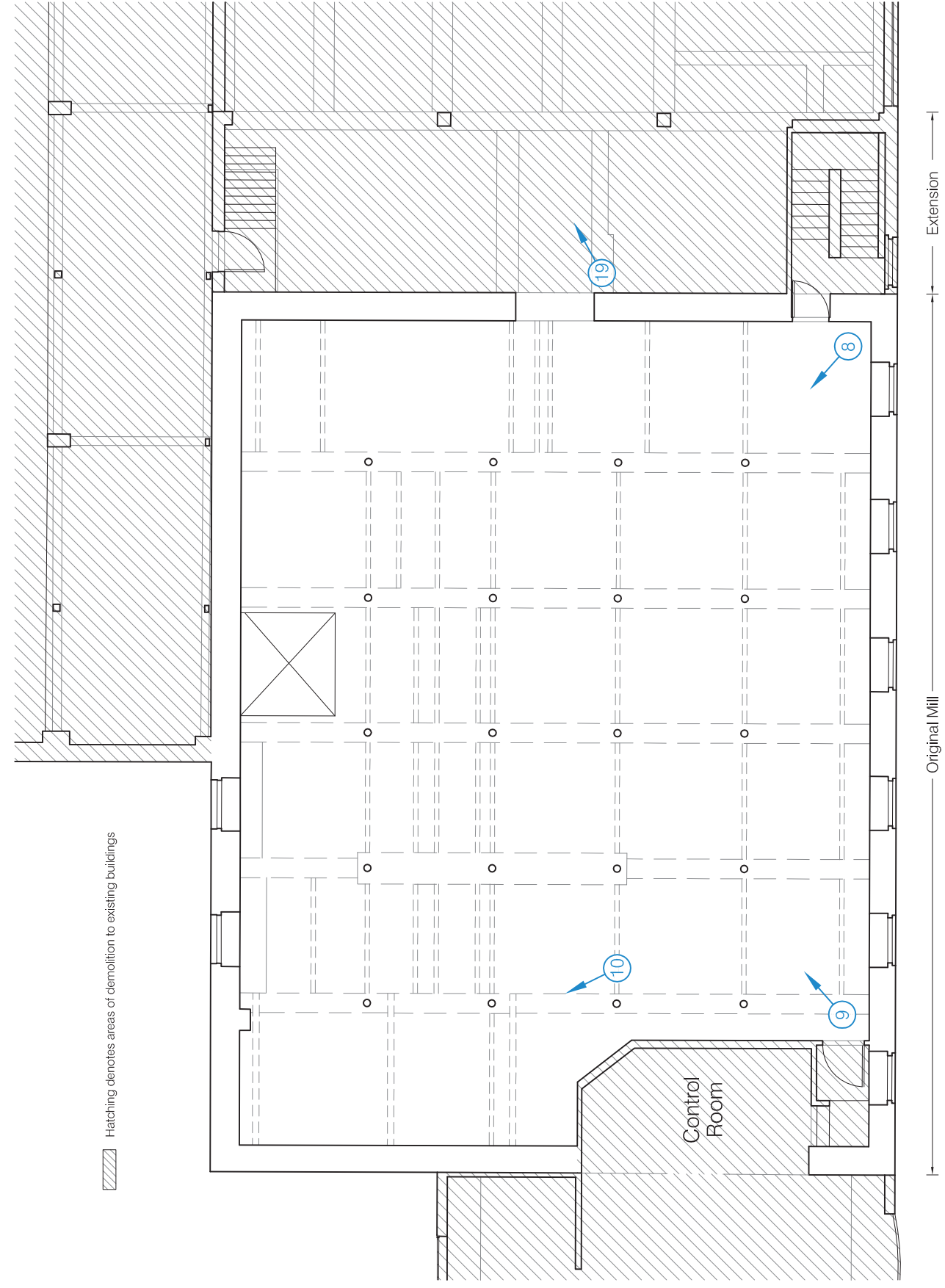


Figure 13
Mill First Floor Plan with Plate Locations
1:125 at A4

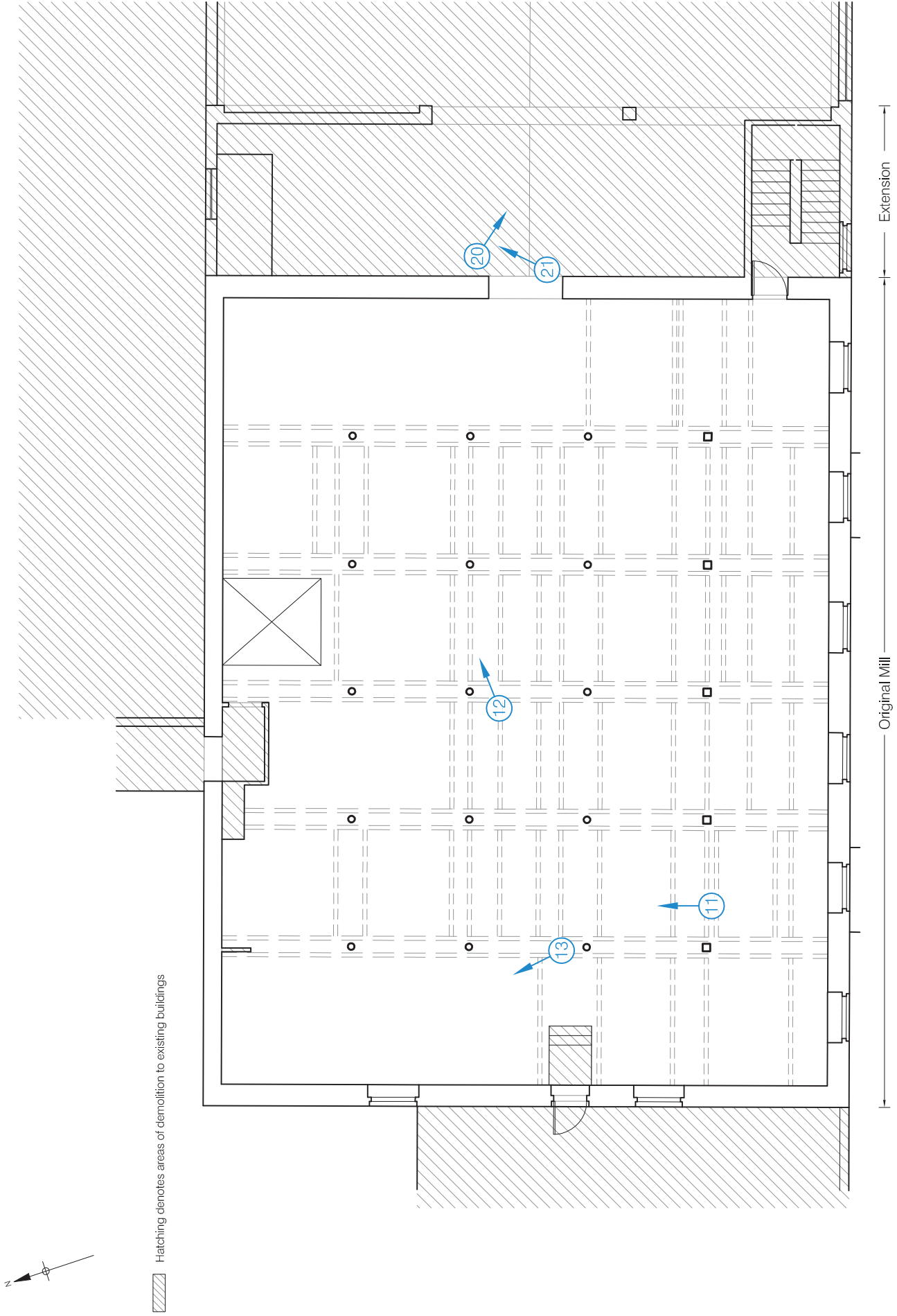


Figure 14
Mill Second Floor Plan with Plate Locations
1:125 at A4

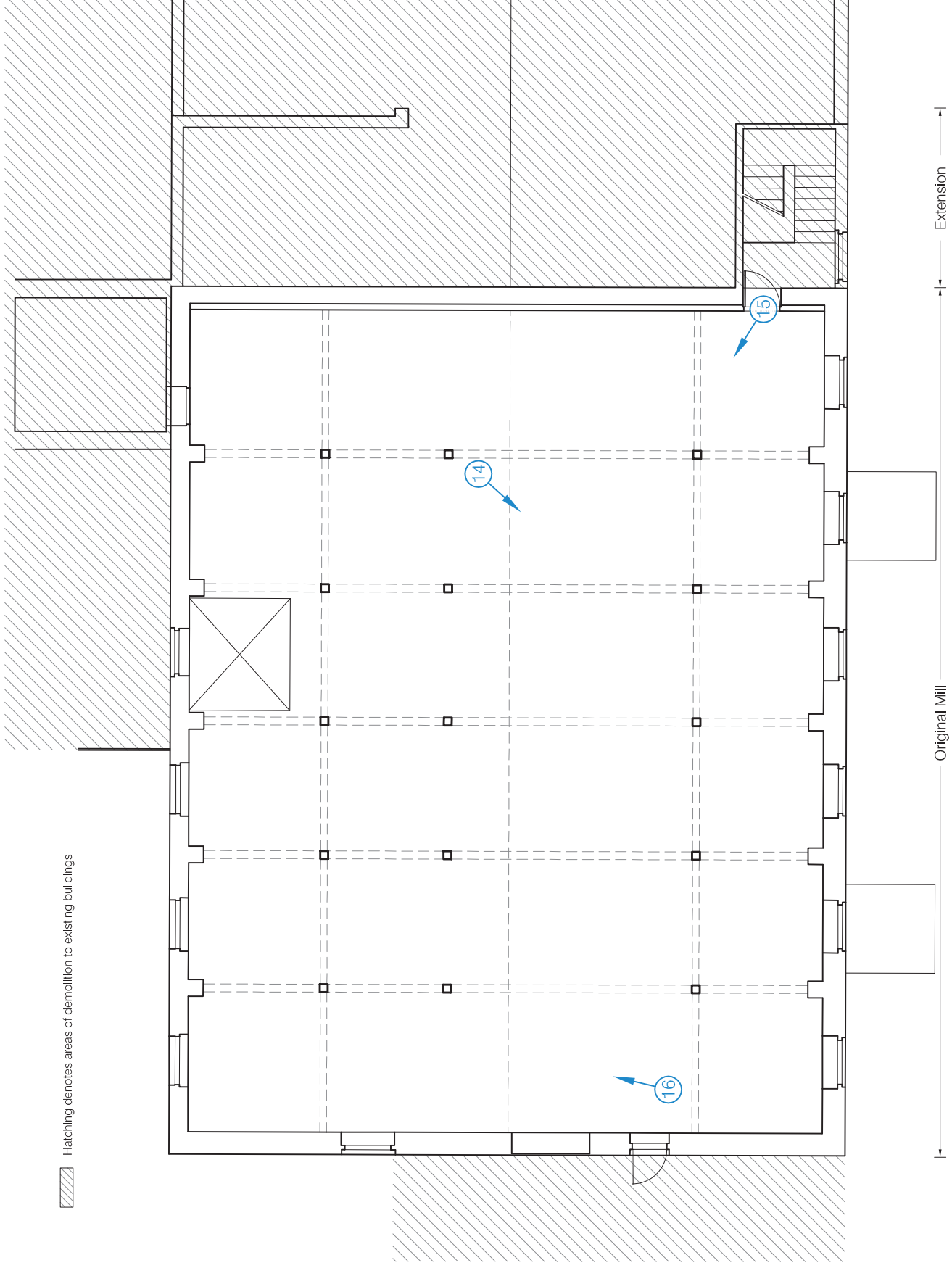
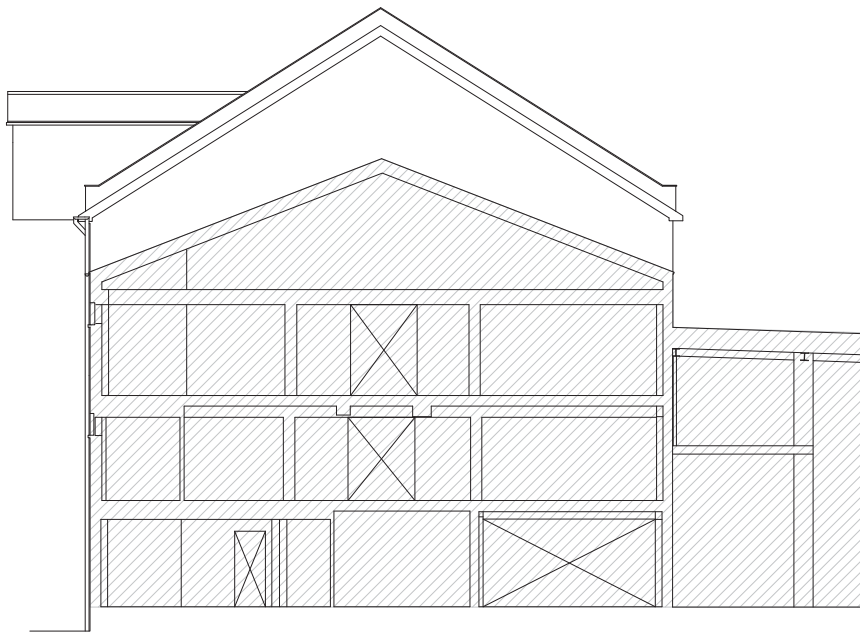


Figure 15
Mill Third Floor Plan with Plate Locations
1:125 at A4



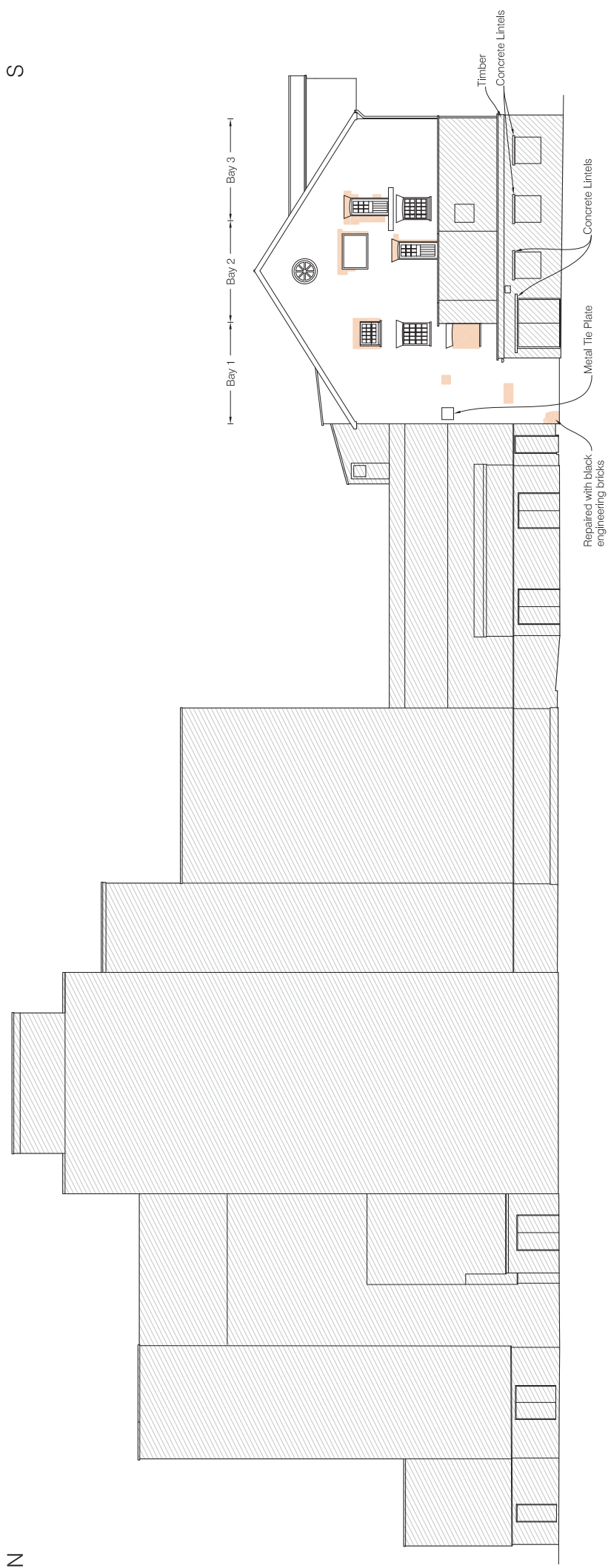
Figure 16
Mill South Elevation
1:200 at A3

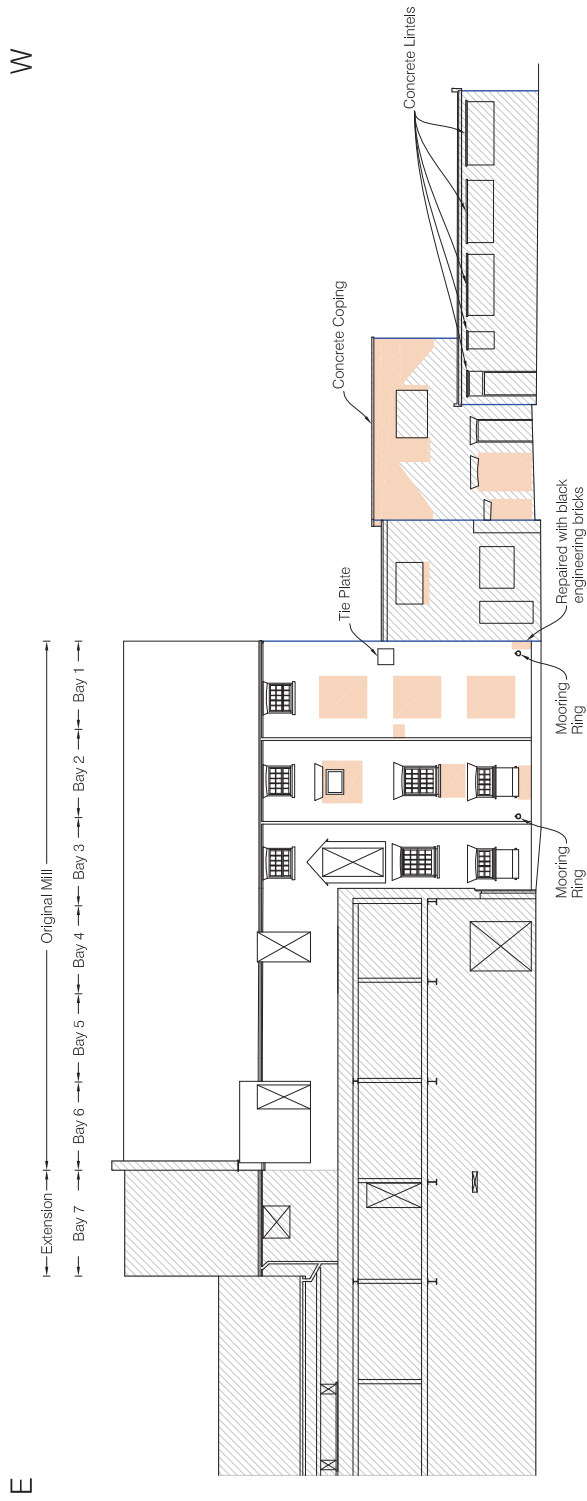


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Hatching denotes areas of demolition to existing buildings 

Figure 17
Mill East Elevation
1:200 at A4





Key:
Brick Mill
Hatching denotes areas of demolition to existing buildings



Reproduced from drawings produced by architects: Lifschutz Davidson Sandilands

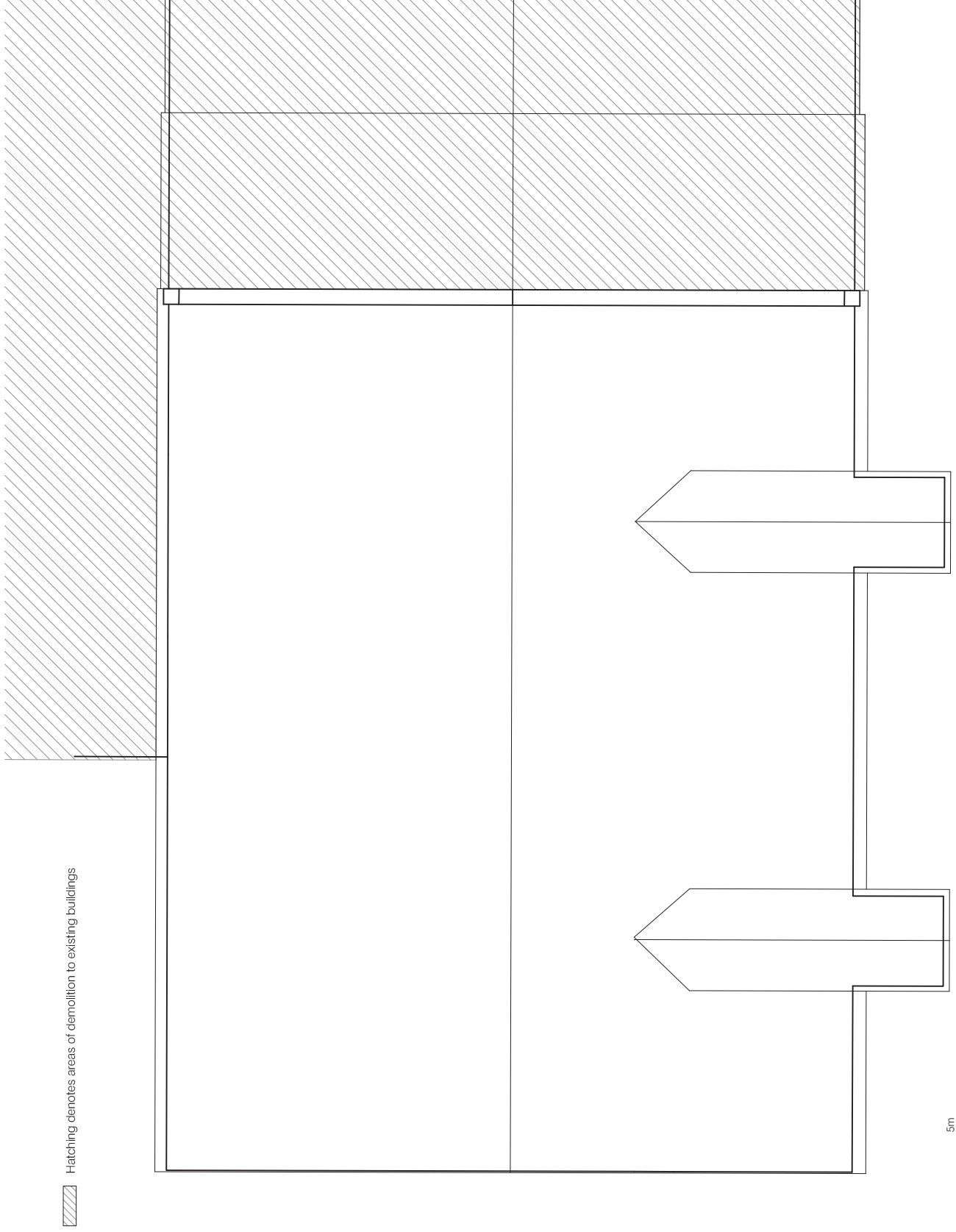
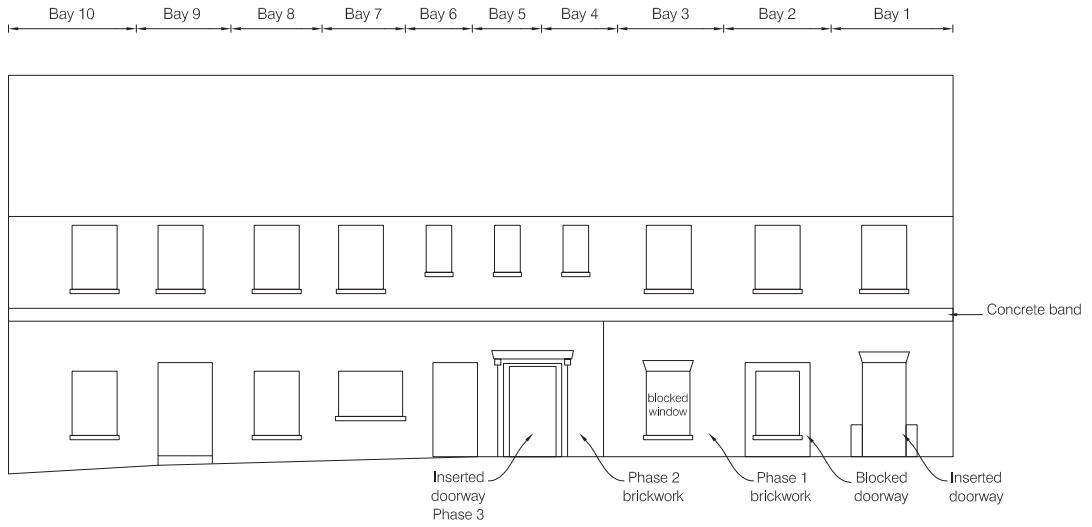
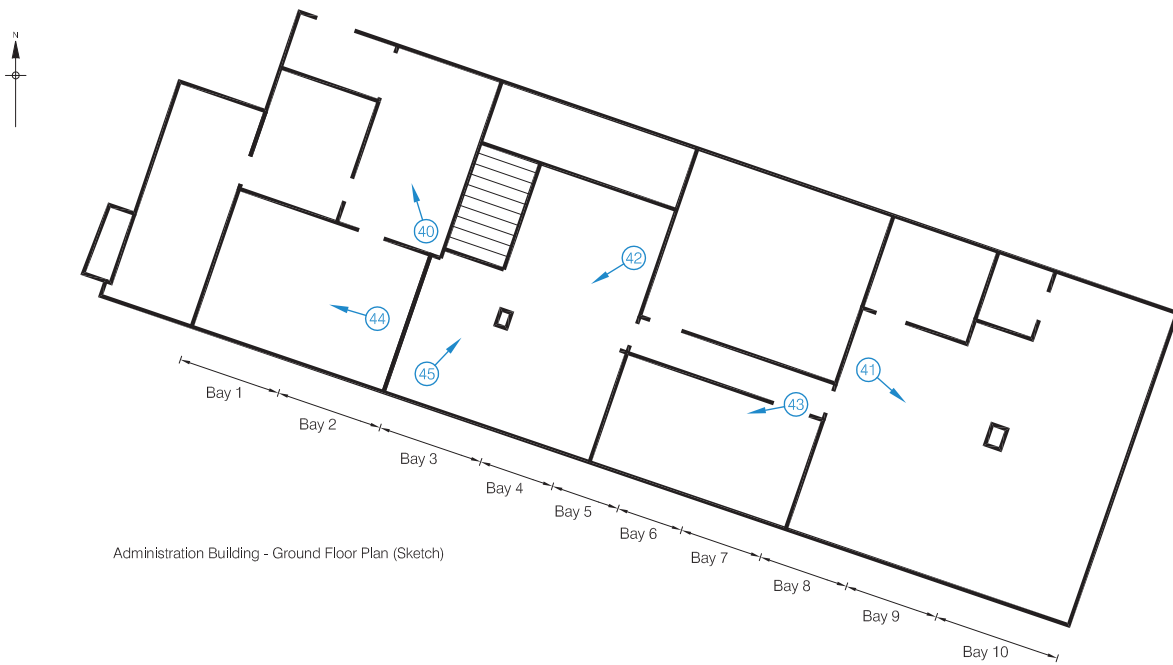


Figure 20
Mill Roof Plan
1:125 at A4

0 5m
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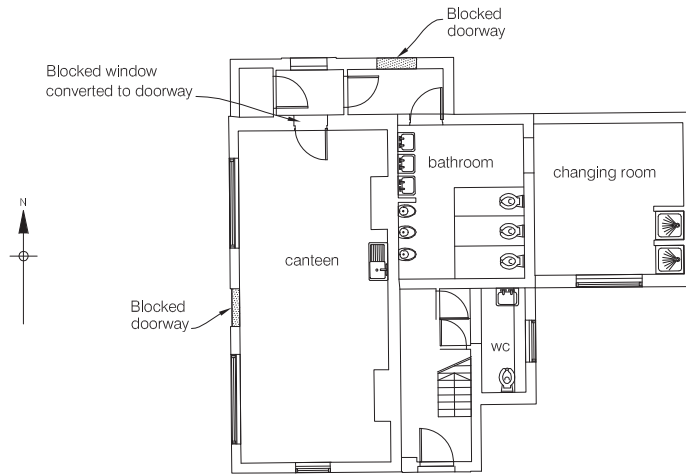
Administration Building - North Elevation (Sketch)



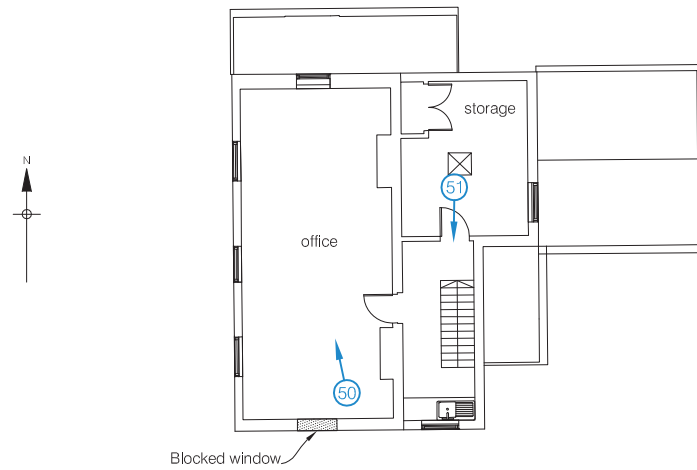
Administration Building - Ground Floor Plan (Sketch)



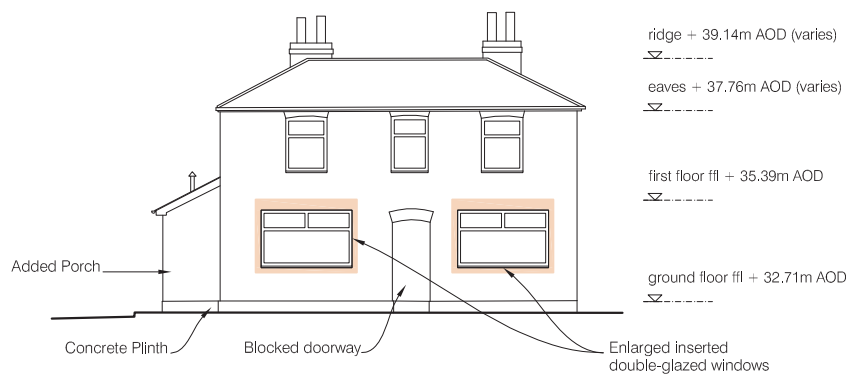
Administration Building - First Floor Plan (Sketch)



Mill House - ground floor plan



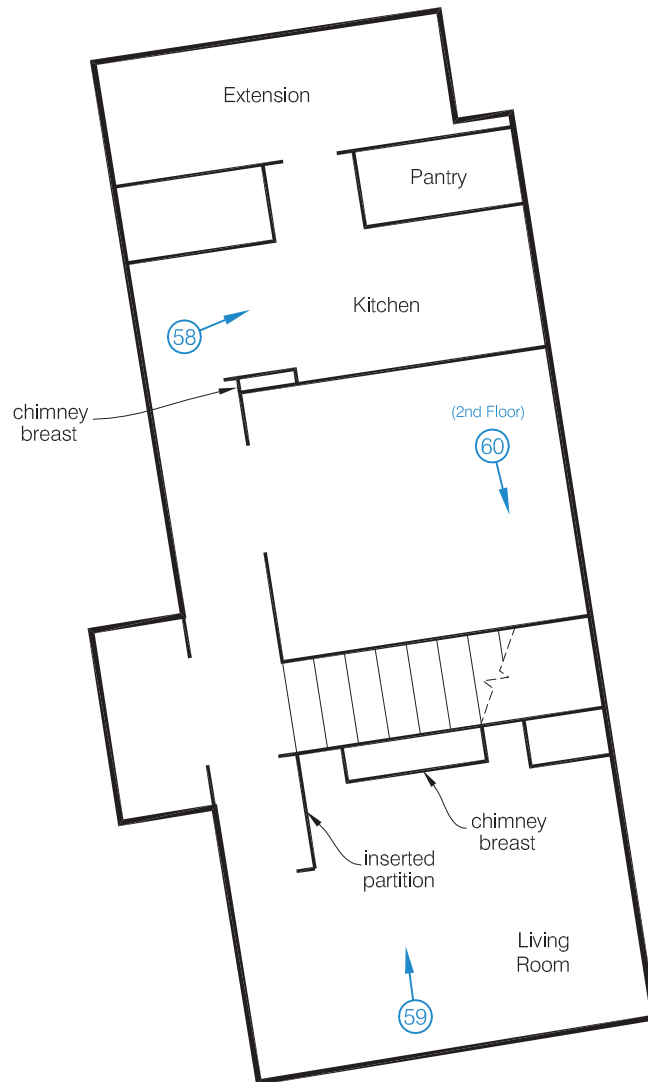
Mill House - first floor plan



Mill House - west elevation

Brick Infill

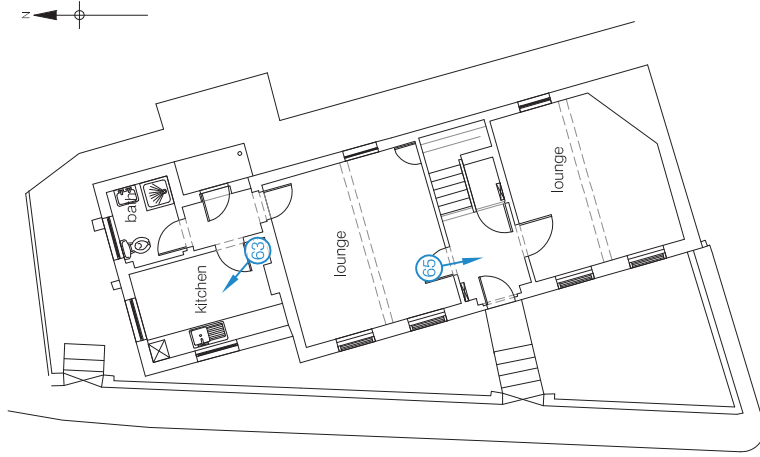
0 10m



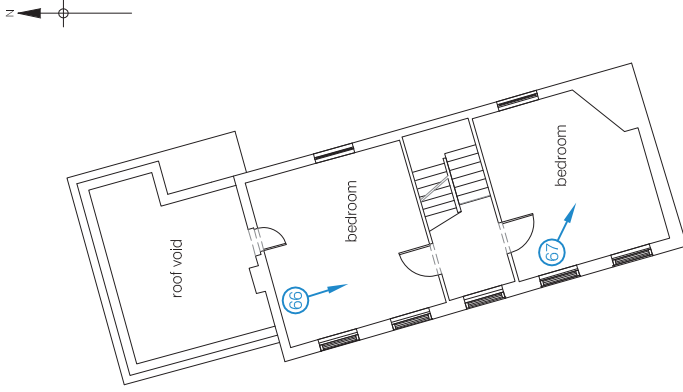
0 5m

(Scale is approximate - do not scale from this drawing)

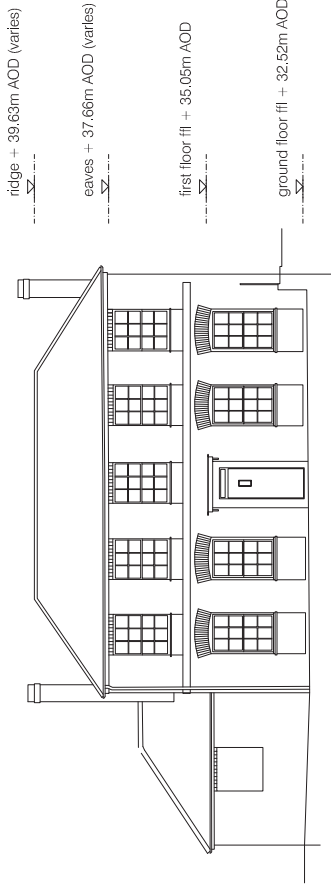
Figure 23
Midway Cottage Ground Floor Sketch Plan
Approx. 1:100 at A4



Kingsmill Cottage - ground floor plan



Kingsmill Cottage - first floor plan



Kingsmill Cottage - west elevation



PLATES:

Plate 1



South elevation of Mill (see Figure 2 for location). View to north-west.

Plate 2



Detail of reduced ground floor window in Bay 6 south elevation of Mill (see Figure 2 for location). View to north.

Plate 3



North (left) and west (right) elevation of Mill (see Figure 2 for location). View to south-east.

Plate 4



West end of Mill's north elevation (see Figure 2 for location). View to south-east.

Plate 5



Detail of wear patterns on ground floor window arch in Bay2, north elevation of Mill (see Figure 2 for location). View to south.

Plate 6



Detail of mooring rings along Mill's north elevation and in-filled dock (see Figure 2 for location). View to south-west.

Plate 7



West elevation of the Mill (see Figure 2 for location). View to east.

Plate 8



Original columns, first floor of Mill (see Figure 13 for location). View to north-west.

Plate 9



Combination of original and replaced columns, first floor, Mill (see Figure 13 for location). View to east-north-east.

Plate 10



Grain hoppers in north-west corner, first floor, Mill (see Figure 13 for location).

Plate 11



Replacement floorboards, second floor of Mill (see Figure 14 for location). View to north.

Plate 12



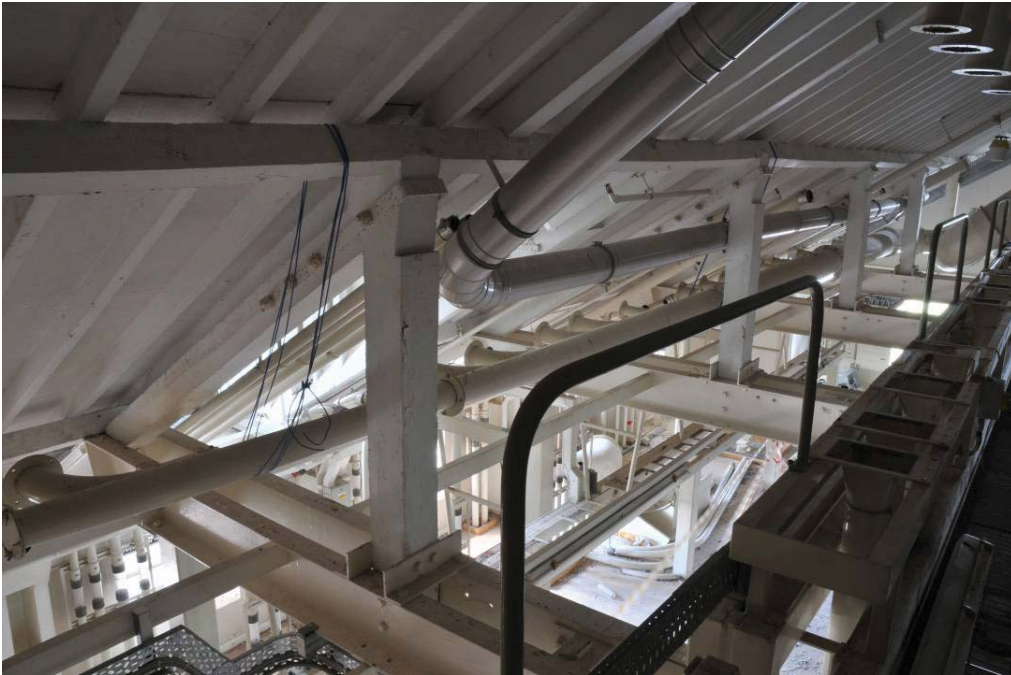
Second floor, Mill (see Figure 14 for location). View to north-east.

Plate 13



Hoppers on second floor of Mill (see Figure 14 for location). View to north-west.

Plate 14



Detail of alterations to roof and truncation of tie beams, third floor of Mill (see Figure 15 for location). View to west-south-west.

Plate 15



Third floor of Mill (see Figure 15 for location). View to west-north-west.

Plate 16



Detail of rafters from third floor of Mill (see Figure 15 for location). View to north-east.

Plate 17



South elevation of Mill's early 1960's eastern extension (see Figure 2 for location), view to north-east

Plate 18



Mosaic on south elevation of the Mill's early 1960's eastern extension (see Figure 12 for location), view to north

Plate 19



Detail of columns, north side of the first floor in the Mill's eastern extensions (see Figure 13 for location), view to north-east.

Plate 20



Machine bases on second floor in the Mill's eastern extensions (see Figure 13 for location), view to south-east

Plate 21



Brick wall on north side of second floor in the Mill's eastern extensions (see Figure 13 for location), view to north-east

Plate 22



South elevation of the western extension of the Mill (see Figure 2 for location), view to north-west

Plate 23



South elevation of Bakery (western extension of the Mill) with reduced entrance (left) and conversion of a former doorway into a window (see Figure 2 for location), view to north.

Plate 24



South elevation of the Laboratory, westernmost extension of the Mill (see Figure 2 for location), view to north-east

Plate 25



Western extension of the Mill (see Figure 2 for location), view to south-west.

Plate 26



North elevation of western extension of the Mill (see Figure 2 for location), view to south

Plate 27



Western extension of the Mill, showing scar of former gable (see Figure 2 for location), view to south

Plate 28



Infilled windows on west (left) and north (right) elevation of western extension of the Mill (see Figure 2 for location), view to south

Plate 29



South loading bay, northern extension of the Mill (see Figure 2 for location), view to west.

Plate 30



North loading bay and grain drops in the northern extension of the Mill (see Figure 2 for location), view to north-west

Plate 31



Flour chutes to rear (west) and vehicle loading bay in the northern extension of the Mill (see Figure 2 for location), view to south-west.

Plate 32



South elevation of loading bay in the northern extension of the Mill (see Figure 2 for location), view to south.

Plate 33



Northern part of the west elevation of the loading bay in the northern extension of the Mill (see Figure 2 for location), view to west

Plate 34



North Elevation of Administration Block (see Figure 2 for location). View to south-east.

Plate 35



North Elevation of Administration Block to west (see Figure 2 for location), illustrating original building. View to south.

Plate 36



East (left) and north (right) elevations of the Administration Block (see Figure 2 for location). View to west-south-west.

Plate 37



South elevation of Administration Block to east (see Figure 2 for location). View to north-west.

Plate 38



South Elevation of Administration Block to east (see Figure 2 for location). View to east-north-east.

Plate 39



South Elevation of Administration Block to east illustrating former in-filled channel (see Figure 2 for location). View to west-north-west.

Plate 40



Ground floor Administration Block illustrating earlier part of building. View to north-west.

Plate 41



Ground Floor Administration Block to east. View to south-east.

Plate 42



Ground floor reception area, Administration Block. View to south-west.

Plate 43



Kitchen, ground floor of Administration Block. View to south-west.

Plate 44



South-west office, ground floor, Administration Block. View to west.

Plate 45



View to north-east of staircase from reception area, ground floor, Administration Block.

Plate 46



Office partitions of first floor, Administration Block. View to east-north-east.

Plate 47



Living room, first floor Administration Block. View to north-west.

Plate 48



West elevation of Mill House (see Figure 2 for location), view to north-east

Plate 49



North elevation of Mill House (see Figure 2 for location), view to south

Plate 50



Boardroom, first floor, Mill House (see Figure 22 for location), view to north-west

Plate 51



First floor landing, Mill House (see Figure 22 for location), view to south

Plate 52



North end of Vehicle Workshop (see Figure 2 for location). View to south-east.

Plate 53



West Elevation of Vehicle Workshop (see Figure 2 for location). View to south-south-east.

Plate 54



Offices of Vehicle Workshop (see Figure 2 for location). View to east-south-east.

Plate 55



West (front) elevation of Midway Cottage (see Figure 2 for location), view to north-east

Plate 56



North elevation of Midway Cottage and lean-to shed (see Figure 2 for location), view to south

Plate 57



Side (south) and rear (east) elevation of Midway Cottage (see Figure 2 for location), view to north-west

Plate 58



Ground floor kitchen, Midway Cottage (see Figure 2 for location), view to east

Plate 59



Living room, ground floor Midway Cottage (see Figure 23 for location), view to north

Plate 60



Landing and stairs, Midway Cottage (see Figure 23 for location), view to south

Plate 61



West and south elevations of Kingsmill Cottage (see Figure 2 for location). View to north-east.

Plate 62



North elevation and extension, Kingsmill Cottage (see Figure 2 for location). View to south-east.

Plate 63



Ground floor kitchen, Kingsmill Cottage (see Figure 24 for location). View to north-west.

Plate 64



West Elevation, Kingsmill Cottage (see Figure 2 for location). View to north-west.

Plate 65



Original door and panelling, ground floor of Kingsmill Cottage (see Figure 24 for location).
View to south.

Plate 66



First floor, Kingsmill Cottage, illustrating original door fixtures and warping (see Figure 24 for location). View to south.

Plate 67



First floor bedroom, Kingsmill Cottage and blocked chimney breast (see Figure 24 for location). View to south-east.

Plate 68



Rear elevation depicting both chimney stacks of Kingsmill Cottage (see Figure 2 for location). View to west.

Plate 69



View of the two weighbridges looking north. The gazebo is hidden by the foliage on the left (west) (see Figure 2 for location). View to north.

Plate 70



Interior of the gazebo. View to south-west.

Plate 71



Northern most concrete weighbridge with centrally positioned man hole covers, looking north.

Plate 72



Southern most 'Avery' weighbridge. View to south-west.

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