Wessex Archaeology

Leamouth North,
London Borough of Tower Hamlets

Assessment and Building Recording

MOL # LUN07

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LEAMOUTH NORTH
London Borough of Tower Hamlets

Assessment and Building Recording

Prepared for
BALLYMORE PROPERTIES Ltd
Pointe North
3 Greenwich View Place
London E16

by
Wessex Archaeology in London
Unit 113
The Chandlery
50 Westminster Bridge Road
London SE1 7QY

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Summary

Wessex Archaeology (London) was commissioned by Ballymore Properties Ltd to undertake building recording as part of the original assessment with further recording on three buildings on the site occupied by Pura Foods Ltd, Leamouth, London, centred on Ordnance Survey NGR TQ 3930 8125 (hereafter the "Site").

This Record of two standing buildings at the Site follows an initial phase of desk-based and building assessment undertaken by Wessex Archaeology in 2004, the results of which identified three buildings within the Site of moderate or moderate to high significance. The following is a result of recommendations made at this time for the further investigation and recording of 3 structures (**Buildings 1**, **2** and **5** within Leamouth North) prior to their demolition.

Buildings 1 and **2** were recorded on 13 July 2005 and 12 December 2004 respectively (Wessex Archaeology 2006). In 2004 and 2005, **Building 5** was in use and therefore was not recorded at that time. The intention was to record the building at a later date when it was no longer actively in use. A subsequent site visit (04 October 2006) found that the building had been partially demolished following the removal of some large adjacent storage tanks. The building was deemed structurally unsound making access in and around the building unviable. Recording of the structure was therefore not undertaken.

Buildings 1 and 2 date from the mid 19th century onwards and represent structures of differing date, construction and function.. The south wall of **Building 1** probably represents the oldest structure recorded. Map evidence suggests that it dates to the mid 19th century and formed part of a complex of buildings that were once used in the processing of oil at Jubilee Wharf. Parts of the building were badly damaged by bombing during World War II, the north and west sides were subsequently demolished. The south wall was retained and incorporated into the present buildings. The south wall originally belonged to a tall single storey structure with a series of brick arched openings at ground floor level forming five bays. Evidence was also found suggesting that the building was extended to the west shortly after being built. It was extended again to the west between 1945 and 1950 when the east end was shortened and a new east wall was built.

In contrast, **Building 2** was a well-preserved example of post-1939 timber framed shed with a Belfast Truss roof. This form of lightweight curved wooden roof truss was first developed in the mid 19th century to meet the demand for longer spanned roofs. The longer spans meant that larger areas below the roof could be exploited for a variety of uses such as storage, machine shops and aircraft hangars.

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We are grateful for information supplied by staff of the English Heritage Greater London Archaeological Advisory Service, particularly Barry Taylor and Suzanne Gailey.

Research and compilation of the original Desk-based Assessment was undertaken by Bruno Barber (archaeology and historical development) and Bob Davis (standing buildings). Elaine Wakefield took the photographs and the illustrations were prepared by Mark Roughley. The project was managed for Wessex Archaeology (London) by Lawrence Pontin (archaeology and historical development) and Charlotte Matthews (standing buildings).

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1 INTRODUCTION

1.1 Project Background

1.1.1 Wessex Archaeology (London) was commissioned to undertake an Archaeological Assessment and building recording of three buildings on the site known as Pura Foods in the London Borough of Tower Hamlets (hereafter 'the Site'), centred on Ordnance Survey NGR TQ 3930 8125. The Site is bound to the south, east and west by a meander of the River Lea, and to the south by Orchard Place (**Figure 1**).

1.1.2 The archaeological desk-based assessment comprised a preliminary phase of building recording (Wessex Archaeology 2004) which identified three buildings within the Site of moderate or moderate to high significance and recommended that they should be further investigated and recorded prior to demolition. These buildings comprise **Buildings 1**, **2** and **5** within Leamouth North. **Buildings 1** and **2** were recorded on 13 July and 12 December 2004 respectively and the results are presented in the following report (MOL Site Code LUN07).

1.1.3 In 2004 and 2005, **Building 5** was still being used for storage and processing and was therefore, not recorded at those times. It had been intended to record it when it ceased to be actively used; however, at a Site visit on 04 October 2006, it was found that the building had been partially demolished as a result of the removal of some large adjacent storage tanks (**Figure 2, plate 1**). Consequently, the building had become structurally unsound and access in and around the building has become unviable. It had been hoped that the results of its recording would be included in this report.

1.1.4 The recording was undertaken in accordance with guidance given in the Institute of Field Archaeologists' *Standard and Guidance for Archaeological Investigation and Recording of Standing Building or Structures* (1996, Revised 2001).

2 SITE TOPOGRAPHY, GEOLOGY AND HYDROGRAPHY

2.1 Topography

2.1.1 The Site lies at the confluence of the Rivers Thames and Lea, some 5.5km to the east of the City of London. The Site is of some archaeological interest as a potential low-lying, wetland environment for much of the prehistoric period. Most known historic developments on the Site are focussed on the 19th and 20th centuries, with an important sequence of mixed large-scale industrial and commercial development.

2.1.2 Site surveys with heights related to Ordnance Survey datum have been consulted. The Site occupies low-lying ground. The river frontages have

been progressively embanked from at least the early post-medieval period, with areas reclaimed from the river and ground levels raised to prevent flooding.

2.1.3 The Site is presently occupied by industrial buildings, wharves, warehouses, and associated open areas.

2.2 Geology

2.2.1 The Site lies on geologically recent alluvium, overlying Eocene London Clay eroded by the former courses of the Thames and Lea (BGS 1994).

2.3 Hydrography

2.3.1 The Study area has been dominated by the influence of the Rivers Thames and Lea. The Site occupies one of the two peninsulas that lie at the confluence of these two rivers, which has been described as 'a thumb-and-forefinger-like configuration' (Porter 1994b, 646).

2.3.2 The general course of these rivers is likely to have become fixed only in the geologically very recent past. Fluctuations in mean sea levels and the tidal head within the prehistoric and historic periods would have had dramatic effects on the Thames and its tributary systems, with consequent changes in dry-land areas (Sidell et al 2000). Buried peat deposits sealed by alluvium illustrate the inundation of former marsh or carr areas, while possible former river channels and inlets can sometimes be identified from geotechnical work.

2.3.3 The present line of these Lea frontages is likely to be a result of a process of reclamation in progress for much of the post-medieval period.

3 METHODOLOGY

3.1 General

3.1.1 A phased assessment of extant structures at the Site was undertaken in order to ascertain their historic and architectural significance. This information was utilised to inform and develop a mitigation strategy designed to best deal with extant structures in view of demolition proposals. This report sets out the results of a comprehensive survey of buildings identified as significant at the Site.

3.1.2 Initial assessment of standing buildings at the Site was undertaken through visual and desk-based methods outlined below:

3.1.3 Cartographic sources listed in **Appendices 1** and **2** were consulted. Historic maps and associated documents can provide information on the history of a site, particularly the sequence of buildings on that site. Secondary documentary sources were also used, particularly Porter 1994b. Aerial photographs of the Site were not studied although these may have provided useful information on the building sequence.

3.1.4 In conjunction with desk-based methods, visits were made to the Site on the 11th and 25th May 2004. A photographic survey of the buildings was carried

out during the second visit by Wessex Archaeology's photographer. Views of the buildings both internal and external were photographed. In total, 141 colour slides (35mm) and 68 digital images were taken. The full photographic archive is currently held at the Offices of Wessex Archaeology in Salisbury under the project code 56540. A selection of the photographs has been reproduced in this report (**Cover**, **Plates 1** to **12**). The direction of these plates is shown on **Figure 3**. This figure also shows the numbers assigned to the recorded buildings (**Buildings 1**, **2** and **5**) by Wessex Archaeology in order to facilitate description.

3.1.5 Recording of Buildings 1, 2 and 5 incorporated photographic record covering general views of the two buildings, external and internal elevations and interesting architectural features. Measured sketches were made of the exposed timber cross frame, bracing and Belfast Truss in **Building 2**. A measured sketch plan was also produced on site. These were then drawn to scale in AutoCAD 2002 back at Wessex Archaeology's offices.

3.1.6 Access to **Building 2** was enabled by an electric powered self-propelling hoist (cherry picker). An electric powered scissor lift was used to enable the manual recording of the upper portion of the inside (north) elevation of the south wall of **Building 1**.

3.1.7 This methodology is broadly in line with Level 2 as expressed in the document *Recording Historic Buildings:* A Descriptive Specification (3rd Edition, RCHME 1996).

3.2 Restraints

3.2.1 Restraints encountered during building recording are outlined below:

3.2.2 It was not possible to access the upper parts of the outside (south) elevation of the south wall in **Building 1** with the scissor lift due to the proximity of the car park boundary fence. Measurements of the upper portion of the south elevation were extrapolated from digital images taken of the wall.

3.2.3 Some parts of the west end of the inside (north) facing elevation of **Building 2** were still covered in fireproof cladding and were not recorded. Tall shelving racks were left in place because the sprinkler system was attached to them.

3.2.4 An inspection of the Site undertaken on 4th October 2006 noted that **Building 5** (**Figure 2, plate 1**) had undergone partial demolition since completion of the desk-based element of the report. The building was noted to be structurally unsound and archaeological recording of the building was therefore considered to be unviable.

4 HISTORIC AND ARCHITECTURAL BACKGROUND-THE SITE IN CONTEXT

4.1 Results

4.1.1 The post-medieval and modern periods show the development of industry and construction on the Site. The following provides an outline narrative of

the archaeological and historic development of the confluence of the Rivers Lea and Thames during these periods.

4.2 Post-medieval-19th Century (AD1500–1899)

4.2.1 The strategic significance of dry land in this marshy area is emphasised for the Elizabethan period when Robert Adam's *Thamesis Descriptio* of 1588 (not illustrated) shows a fort at Blackwall, and a pontoon barrier across the Thames linking to another fort at Lee Ness. The map is believed to show a proposal for the defence of London against the Spanish Armada, and there is no evidence that it was ever built (Porter 1994b, 549).

4.2.2 The development of Blackwall as a centre for ship repair and related industries continued through the post-medieval period. There are references to the re-decking and caulking of royal ships from 1512, and in 1514 a dock was cast for repairs to the *Mary Rose*. Blackwall was an important centre for victualling and a point of departure of, for example Frobisher's expedition in search of the north-west passage in the 1570s, and the Virginia settlers in 1606 (whose rebuilt memorial still stands on Virginia Quay, c.400m west of the Site). References to 'Potter's Ferry' and a 'Ferry at Blackwall', indicate the continuation of one or more river links with Greenwich.

4.2.3 In 1614 the East India Company established its principal yard at Blackwall, to the north-east of Blackwall Causeway. The company's larger ships could not easily reach their Deptford base (Weinreb & Hibbert 1993, 73). A dry dock was finished in August 1614, and by 1618 the enclosure wall and workshops were complete, ships were being constructed and finished on the slips, and the workforce comprised between 200–400 men (Porter 1994b, 555). Part of this yard can be seen on Gascoyne's map of Stepney (Fig 4, 1703a). The dry docks and slips shown on the river frontage were built between 1614 and 1631; other features are later. The East India Company suffered from the effects of Anglo-Dutch trade disputes, and sold the yard in 1652, but its new owners embarked on a successful expansion, building and fitting out naval and commercial ships. A massive new wet-dock was built behind the old dry-docks in 1659–61, clearly seen in Gascoyne's maps. Here Pepys observed the exposure of the 'fossil forest'. The yard continued to handle goods for the East India Company. Parts of the 17th-century yard, with evidence of dry docks, slips, working surfaces, revetments, debris from ship building, fitting and breaking were recorded during work on the site by the Museum of London and AOC Archaeology.

4.2.4 The success of the Blackwall Yard led to an expansion of the settlement of Blackwall, which by 1668 had 42 residents. Gascoyne's maps show several small shipyards, docks and associated structures which had developed in Blackwall and further south, in Coldharbour by the beginning of the 18th century. Foreshore deposits, probably of 17th-century date were recorded in archaeological work close to Blackwall Stairs.

4.2.5 Industrial development spread towards the Study Area during the 17th century. The remoteness and low population density made it a suitable location for hazardous or noxious processes. A copperas works was established on the west bank of the river Lea (on the east side of modern Leamouth Road) c.250m west of the Site. Green copperas (ferrous sulphate) was used in the manufacture of dyes, black ink and in tanning.

The works were in existence by 1690, and possibly as early as 1666 (Porter 1994b, 662). From the early 1780s to around 1803 boiling and processing of whale blubber was carried out on an industrial scale at James Mather's premises to the south of the Site.

4.2.6 The developed form of the Blackwall Yard is shown in Gascoyne's 1703 maps (**Figure 4**). This is the first map to show the river stairs at Blackwall, although the feature may date back to the medieval period. The shipyard suffered a decline in the 1720s due in part to a prolonged period of peace, although minor shipbuilding, repair, rigging and outfitting continued. War with Spain, followed by the threat of (and then conflict with) the French helped ensure a revival of fortunes for the yard in the second half of the 18th century. A new wet dock, Brunswick Dock was excavated in 1788–90, representing a massive eastward expansion of the yard into the adjacent marshland (Porter 1994b, 562 and fig 209).

4.2.7 In 1803, the East India Dock Company acquired Brunswick Dock and an extensive area (c.95 acres) of Bromley Marsh to the north and east. This was developed between 1803 and 1806 as a massive wet dock and transit depot for East India Company. These docks are known from a number of contemporary views (see **Appendix 1**), and can be seen in Greenwood's map of 1827 (**Figure 5**). Archaeological work in the area has been limited, but includes a record of 19th-century reclamation deposits overlying marsh. The statement in the Greater London Sites and Monuments Record (GLSMR) that the docks contained no warehouses is incorrect (see Porter 1994, fig 217–9), although the more valuable imported goods were unloaded and transferred direct to the East India Company's warehouses in the City. The southern part of the old Blackwall Yard remained in separate ownership, but continued as a centre of shipbuilding and repair, although it was gradually subdivided.

4.2.8 Only fragments of the East India Docks survive. These include the Grade II Listed entrance lock and some of the entrance basin, which is now a bird sanctuary and Site of Nature Conservation Importance. Part of the perimeter wall, built 1805–6, survives on East India Dock Road and is Grade II listed. In 1806–7, the East India Company built a series of warehouses for storage of 'bulky goods of small value' (Porter 1984b, 655), known as the Blackwell Goods Yard or the Pepper Warehouses. The re-sited gateway from the original wall enclosing the complex was constructed in 1810 (Grade II listed), and stands in Leamouth Road (Department of the Environment 1985, 19/1).

4.2.9 The river frontage on the south side of the East India Docks was developed as the terminus of the London and Blackwall railway (opened 1840) and as a wharf for steam powered passenger ships (known as Brunswick Wharf). The growing importance of rail transport for the movement of goods is indicated by the construction of a branch line from Poplar to the East India Docks in 1860.

4.2.10 Demand for coal grew with the increasing use of steam power for ship propulsion and in dockside facilities, including iron shipbuilding. A result of this was the creation of the Midland Railway Poplar Dock on the south-western part of Blackwall Yard between 1877 and 1882. Coal was brought in by rail and stored here to provision ships and riverboats, and to supply riverfront industry and plant. The hydraulic pumping station (Grade II listed),

is the only remaining part of this dock. Between the Poplar Dock and Brunswick Wharf, the remaining part of Blackwall Yard continued to be used for shipbuilding. As Green's Yard from 1843, it had a role building gunboats for the Navy, initially in wood and then, from the 1860s, in iron. The smaller of the two dry docks used by this yard, probably of early 19th-century origin, survives in a much-altered state as a Grade II Listed structure.

4.2.11 The only other 19th-century entries in the GLSMR to the west of the Site are a Grade II listed embankment and stairs at Naval Row (Department of the Environment 1973, 26/888) and a deposit of black silt recorded in archaeological work near the Blackwall Tunnel.

4.2.12 South of the Site, Orchard Wharf can first be identified in 1769, when it was in use as a ship-breaking yard (Porter 1994b, 684). It passed through various hands from 1770 to the 1830s, functioning as a timber yard and warehouse complex. From 1838 to 1874 Orchard Wharf was the site of Miller and Ravenhill, marine-engine makers, who also built iron paddle steamers. After the closure of these works, the wharf was used as a warehousing complex and by a beer-bottler.

4.2.13 Immediately south-east of the Site, are two properties known today as Leamouth Wharf and Trinity Buoy Wharf. The eastern part of the Leamouth Wharf site originated as a cement manufactory in 1812, and was replaced by an ironworks in 1870. The ironworks was short-lived, and was replaced by the Aspalte Paving Company works in 1872. The western part of the Leamouth Wharf site was occupied by a plumber and lead merchant in 1813, and by a succession of shipbuilders. The Corporation of Trinity House used Trinity Buoy Wharf for the storage of buoys and later for testing, repairing and manufacturing equipment from 1803 until 1988. On the tip of the promontory between the Lea and the Thames, the wharf site was initially unembanked, with a timber wharf along part of the Lea frontage. None of the early buildings survive, but the wharf contains several listed buildings and structures.

4.2.14 The oldest part of the present Trinity Buoy Wharf river-wall lies on the Lea frontage: built in brick, with a stone coping, it dates from 1822, although much altered (Grade II listed). The rest of the river-wall, particularly along the Thames was built of brick with ashlar facings in 1851–2, and extended westward and heightened in 1881 as a response to the expansion of the wharf and flooding (Grade II listed). The former oil storehouse of 1836 is not listed but is identified by the Survey of London as the earliest building to survive on the site (Porter 1994b, 679). Later buildings which survive include the former Chain and Buoy Store (Grade II listed) and Experimental Lighthouse (Grade II listed) of 1864–6. Another partial survival is the Proving House Range of 1875–6 (Porter 1984b, 681), although it is not listed.

4.2.15 Little post-medieval activity is recorded in the GLSMR for the eastern side of the Study Area, on the Essex side of the Lea. This is a reflection of low levels of archaeological work and documentation in the area, but obscures the fact that important wharves and docks were developed here in the later 19th and 20th centuries. Recorded findspots include possible post-medieval deposits, 19th-century yards and culverts, and two Grade II Listed Buildings, a church built in 1873–5 and a 19th-century pub. Nineteenth-century

industrial development terminated the accretion of mudflats at the Canning Town Station site (Sidell 2000, 101).

Post-medieval period-19th Century-Site Specific

4.2.16 There is only one post-medieval entry in the GLSMR which lies within the Site itself, with another two within the Study Area, a reflection of the low levels of archaeological work and the extent of modern development. The Site record comprises an archaeological observation of an alluvial sequence overlain by mid 19th-century structures and yards. The others are a backfilled dry-dock to the south of the Site and another record is actually modern (below). More is known from documentary sources.

4.2.17 In the late 16th century, in an area south of the Site (the former Hercules Wharf and the former Shell Marine) were occupied by a moated orchard and house. The origins of this property, the Orchard House Estate, are unknown, but potentially medieval. The house is shown on a map of 1573 (**Figure 4**) as lying on the east side of the orchard, but it seems to have been rebuilt in the 17th century, as Gascoyne's maps of 1703 and Rocque's map of 1746 (**Figure 4**) place the house on the west side of the orchard. The orchard went out of use between 1746 and 1769, but the moat survived until the early 19th century (Porter 1994b, 646), appearing clearly in a map of 1797 (**Figure 5**). The Orchard House is identified as a 'tippling house' in the late 17th century, and was a public house from the early 18th century until the 1860s. Various ancillary buildings recorded include a drinking house, bake-house, stable, cow house, skittle ground and a detached summer house overlooking the Thames (Porter 1994b, 646–8).

4.2.18 The Site itself, Goodluck Hope (now Pura Foods), was described in 1652 as 'a piece of marsh'. The area was mostly undeveloped until the 19th century. The only known early building is 'Handle Hall' shown on Rocque's map of 1746 (**Figure 4**), at the southern end of the Goodluck Hope Peninsula, and probably dating from the first half of the 18th century. The house was demolished by 1804. In 1800 the area was owned by a cooper, Richard Govey, but by 1810 it was held by Sir Robert Wigram, proprietor of Blackwall Yard and a director of the East India Dock company (Porter 1994b, 648–9).

4.2.19 Early industrial development on the Site includes a small part of Mather's late 18th-century blubber processing premises which may have extended into the south-western part of the Site, a shipyard established in the 1790s probably just beyond the south-eastern part of the Site, and various cooperages in the vicinity of Orchard House. A number of sites along the banks of both the Lea and Thames may have been used for small scale shipbuilding and breaking during the 18th century. In 1809, the owner of the Orchard House Estate developed the two roads now marked by the two arms of Orchard Place, and divided the areas on either side into plots with river frontages to be let for industrial and commercial development (Porter 1994b, 648). The Gas, Light and Coke Company established its tar refining distillery in the south-west part of the Site in 1818–19. Distilling continued here until 1840, and in 1843 Joseph Samuda developed the site as an iron steamship construction yard. Due to lack of space to expand, this business closed in 1852. Development in the first half of the 19th century can be seen in the various maps presented in **Figure 5**.

4.2.20 The largest industrial development on the Site was the Thames Plate Glass Works, which occupied its entire north end from 1835 to 1874. The factory was the only plate glass manufacturer in southern England, and at one point supplied around 12% of the national market. The available mapping indicates that the layout of the factory changed over time (**Figure 5, Figure 6 and Figure 7).** A detailed plan of the factory as it was in 1867-70 is shown in **Figure 7**. Further south, on the eastern side of the Site was Samuda's shipyard (above, succeeded in 1857 by an iron foundry) and Turner's oil mill (the southern part of what was later known as Jubilee Wharf), which distilled tar and turpentine from 1839. This business became Turner Blewitt and Company in 1858 and manufactured pitch, resin, varnishes and lamp black, as well continuing with distilling (Porter 1994b, 670).

4.2.21 Terraced housing was developed in the late 1820s and 1840s, on the western side of the Site to accommodate local workers. This is clearly seen in the 1867–70 Ordnance Survey map (**Figure 7**). A schoolroom was in operation here by at least 1865. In the same area, fronting onto the Lea, south of the glassworks, was Crown Wharf, occupied by a firm of barge builders from 1871–3. Many local residents were involved in minor repair and conversion of whalers, lifeboats and fishing boats for their own use (Lammins 1961, 37).

4.2.22 The glassworks closed in 1874, allegedly due to competition from American factories (Lammins 1961, 34) and the area was subdivided into a number of separate wharves, as shown on the 1893 Ordnance Survey map (**Figure 8**). Among the more important new owners were: Bow Creek Mills, seed crushers and oil refiners established in 1884; the Patent Stamped Railway Axle Box Company, operating at Upper Wharf from 1889 to 1894; Bow Creek Council School, built 1895–6; a sack and bag manufacturer; a sugar refiner; and the Blackwall Galvanized Iron Company, established in 1882, which produced corrugated iron roofing baths buckets and guttering.

Cartography

4.2.23 The south and east walls of Building 1 (**Figure 9**, **Plate 2**) are shown on both the 1850's Parish map of Stepney and the 1862 Stanford map (Wessex Archaeology 2004, figs 4 and 5 respectively) and represent the earliest walls within the Site. The later west end of the south wall also appears to be shown, while the east wall has been covered with an extension. The building is shown as part of a complex labelled 'Oil Mill'. By 1893, the building had also been extended to the south (*ibid*., **figure 10**). The roof scars of these extensions are visible in the south wall. These east and south extensions had been mainly removed by 1937.

4.2.24 The brick built east end of the south wall of Building 2 is not shown on the 1867-70 map (**Figure 7**) but appears to be present on the 1893 map. The timber-framed part of the building is less clear as this area was covered by buildings back to the 1850s (**Figure 3**) and the map evidence does not suggest a clear date for its construction.

4.2.25 Parts of the front (east) elevation of **Building 5** (Bow Creek Oil Mills), which faces onto Orchard Place, dates from the late 19th century. The building is first shown on the 1893 Ordnance Survey map (**Figure 8**) and is labelled 'Oil Refinery'. Bow Creek Oil Mills was erected in 1884 by Messrs W. & W.H.

Stead, a Liverpool-based firm of seed crushers and oil refiners, who wanted the site for a London oil mill (Porter 1994b, 667). The mill originally comprised an oil-crushing mill, a four-storey refinery, warehouse, stores, boiler-house and engine-room with a 100ft–high chimney, stables and a cottage (ibid). The mill was acquired by a branch of the British Oil & Cake Mills Ltd (BOCM) in 1901 (ibid). Ocean Harvest Ltd, a subsidiary of BOCM, who manufactured animal feed-stuffs from whale meat, took over the mill in the 1930s (ibid).

4.3 Modern (1900 – Present)

4.3.1 The history of the area during the modern period can be traced cartographically on **figures 10-16**. There are three entries recorded as Post-medieval to Modern (i.e. 19th or 20th century), but which are certainly of 20th-century date, relating to the disuse and infilling of various docks. The decline of the London Docks was caused by complex factors, ranging from Second World War bomb damage to the inability to adapt to developments in freight transport (particularly container vessels).

4.3.2 The Midland Railway's Poplar Dock was severely damaged in the Second World War, and subsequently filled in and used as a fuel oil storage area (Porter 1994b, 572). Immediately east of this, the former Green's Yard (as part of the London Graving Dock Company Ltd and Blackwall Engineering) continued repairing ships until 1987. The East India Dock Import Dock was converted into a dry dock used to construct mulberry floating harbours during the Second World War, and was gradually infilled from 1949 to 1988 (ibid, 583). The East India Dock Export Dock suffered severe bomb damage in the Second World War, was sold in 1946 and infilled in 1949–50 to make way for Brunswick Wharf Power Station, itself demolished in 1988–9. On the east side of the Lea, the backfilling of the lock entrance to the Royal Victoria Dock is recorded. The East India Dock Pepper Warehouses, those that survived the war, were demolished by the London Docklands Development Corporation (LDDC) (Porter 1994b, 655).

4.3.3 Immediately south of the Site, Orchard Wharf was converted into a ballast-handling facility in the early 1960s, but closed in 1993. Although the site has been cleared, it remains a Safeguarded Wharf.

4.3.4 Immediately south-east of the Site, the Asphalte Paving Company works was extended over a former shipyard in 1902 (Porter 1994b, 676) to cover the whole of the area now known as Leamouth Wharf. Asphalt manufacture continued at the site until 1970, and the wharf was redeveloped as the site of the two large standing warehouses in 1973. A possible causeway or hard projecting from the river-wall on the Thames foreshore is recorded in the GLSMR as post-medieval, but may be the structure shown on the 1937 Ordnance Survey map (**Figure 11**). Trinity Buoy Wharf suffered considerable blast damage during the Second World War (**Figure 12**), and underwent several phases of reconstruction from the late 1940s to the early 1960s (ibid, 681), during which the 19th-century Proving House Range was truncated and the Chain and Buoy Store subdivided. Trinity Buoy Wharf was closed at the end of 1988, and is now in use as exhibition space and as live/work units for artists and small businesses.

4.3.5 The LDDC was formed in 1981 with the intention of stimulating regeneration of the London Docklands following the decline and closure of the docks and associated industries. Although the LDDC period had little direct impact on the Site itself; within the Study Area it oversaw the development of the Docklands Light Railway and various developments to the west of the Site, such as the Reuters Docklands Centre (1989) over part of the former Blackwall Yard.

The Modern period-Site Specific

4.3.6 The complex history of ownership of the Site continued into the Modern period. Although most recorded changes relate to industrial and commercial properties, the character of the area (which Booth had deplored, although residents were reluctant to leave, see Lammins 1961) was fundamentally altered by the London County Council's slum clearance policy of the 1930s. This saw the removal of most domestic properties and associated businesses, particularly those on the south-west of the Goodluck Hope peninsula and around Orchard Place. The cleared sites are seen on the 1937 Ordnance Survey map (**Figure 11**).

4.3.7 Bow Creek Oil Mills became a subsidiary of Ocean Harvest Ltd, producing animal feed based on whale meat until at least the 1950s (Porter 1994b, 667). A sugar refinery was established at Upper Wharf in 1902, remaining in operation until the 1970s. The northern end of the Site (Cooperage Wharf) remained derelict after the closure of the plate glassworks, and was only redeveloped from 1902, as a series of engineering works and warehouses, which continued until at least the late 1960s.

4.3.8 Bow Creek Council School was closed in 1936, as its contributing population was moved out of the area. The school remained standing until 1956, when the site was sold to a local scrap metal company. Land to the south was held by the Galvanised Iron Company and its successors into the 1970s. Structures and process described by the Survey of London include 'spelter and acid dipping baths, annealing furnaces, pan shop…tank and iron plate shop' (Porter 1994b, 669). Most of the buildings were of brick, but were rebuilt after the Second World War as large steel framed workshops.

4.3.9 At the southern end of the Site, the former Blewitt distiller's premises were taken over by timber merchants W. W. Howard Brothers & Company, and was renamed Jubilee Wharf. The main known structures on the Site were two large open sided timber storage sheds built in 1936–7, with Belfast Truss roof construction. These were incorrectly listed as late 19th century, and this date still appears in the GLSMR (Department of the Environment 1983, 20/1; Porter 1994b, 670–71, fig 258). The sheds are clearly seen on the 1950–1 Ordnance Survey map (**Figure 13**); they were delisted in 1993 (Department of the Environment 1993, 20/1) and demolished to make way for the existing car park.

4.3.10 Many of the pre-existing 20th-century industrial buildings on the Site were removed with the development of the Pura Foods factory, although parts of a few structures have been retained.

4.3.11 The impact of the Second World War, although severe on the Study Area as a whole, was perhaps less so on the Site itself. Bomb damage is summarised in the LCC mapping of 1945 (**Figure 12**). No V-weapon strikes

and no unexploded ordnance are noted on the map. Buildings 1 and 2 do appear to have suffered some blast damage. Building 1 is labelled as a ruin on the 1991 map (**Figure 15**). Buildings immediately north of **Buildings 1** and **2** suffered severe damage and were probably irreparable (**Figure 12**). It is likely that the north wall of **Building 1** was demolished by this blast while the south and east walls were retained.

4.3.12 The lack of domestic housing and low numbers of operational docks on the Site, may have made industrial reconstruction somewhat easier. Certainly, few areas remain undeveloped by the 1950's.

4.3.13 **Building 2**, is currently used as a storage building and is shown more or less in its current form on the 1937 to 1996 maps (**Figure 11 -16**).

5 RESULTS-RECORD OF STANDING BUILDINGS

5.1 General

5.1.1 None of the buildings within the Pura Foods site (Leamouth North) are currently listed, although two 1930s timber sheds, with Belfast Truss roof construction, in the southern part of the site were formerly listed as late 19th century. These buildings were delisted in 1993 and demolished to make way for the existing car park.

5.2 Building 1-Early-mid 19th century

5.2.1 The surviving length of the original mid 19th century south wall measured approximately 17.74m and was constructed from London stock bricks laid in English bond (**Figure 9; Plate 2**). It has been raised to accommodate a modern roof and a steel frame has been inserted into the building. The wall has been tied back into the steel frame with a system of steel rods and plates. The inside (north) elevation of the south wall had a series of three, equally spaced tall door openings with triple brick on edge arches over (**Figures 17** and **18**, **Plate 3**). The openings had been blocked with London stock bricks. There was room for a fourth opening at the west end but this had been completely removed and a modern 20th century wider opening installed with steel lintel above.

5.2.2 The wall above the modern wide door opening has been re-built and or repaired using a mixture of London stock bricks and red bricks.

5.2.3 At the west end, there is evidence that the original west wall has been demolished. Bricks at this end of the south wall had been cut back. The remains of the west wall incorporate a stepped corner buttress which supported the south-west corner of the original building (**Figures 17** and **18**, **Plate 4**).

5.2.4 The mid 19th century eaves level was visible at approximately 7.2m above the concrete floor level. Along the length of the exposed section of eaves, a number of vertical recesses or grooves indicate the positions of roof trusses and secondary rafters (**Figure 17**). The spacing of the recesses correspond with the spacing of the arched openings forming a pattern of a roof truss between each arched opening and three rafters between each truss.

5.2.5 A low parapet wall was recorded along the outside edge of the south wall at eaves level. The inside (north) face of this part of the wall had the remains of a bituminous paint on its surface and midway up the parapet wall was a horizontal groove that would have originally housed lead flashing for the roof gutter (**Figure 17**).

5.2.6 The wall has been raised above the level of the parapet wall using re-used London stock bricks, on top of this raised wall is the modern roof.

5.2.7 The west end of the building was extended. A vertical straight construction joint was recorded running up the west side of the west end corner buttress (**Figure 17**). Largely built in the same style from London stock bricks the extension was higher than the eastern end. The remains of the original west wall of this building are visible as a stub behind modern cladding, at the west end of the internal side of the south wall. The rest of this west wall has been demolished.

5.2.8 The south wall of the extension contained two blocked arched openings at ground floor level. These were similar to those in the south wall of the original building, although they were slightly lower in height and incorporated double header arches over (**Figure 17**). Between the two blocked arches there were two square brick piers which appeared to have been chopped down in height. The upper inside (north) face of this west extension was still obscured by fireproof cladding and was not recorded.

5.2.9 The present modern door opening between the two arched openings may well occupy the position of an earlier opening but no clear evidence was found to support this hypothesis.

5.2.10 The outside (south) facing elevation of the south wall of **Building 1** reflects most of the internal features visible on the north facing elevation. There are three blocked arched openings which correspond with those recorded on the opposite side of the wall (**Figure 19**). Principal differences include a series of five stepped buttresses spaced between the arched openings and evidence that the east end of the building has been shortened and the present east wall re-built.

5.2.11 The two eastern most buttresses have been reinforced each having a narrow cast concrete sloping buttress applied against their outside faces (**Figure 19** and **20, Plate 5**).

5.2.12 Evidence for the re-fronting of the east wall was found at the east end of the south wall. The east wall of **Building 1** joins the south wall on the east side of the eastern most stepped buttress. The join between the two walls is characterised by a staggered vertical joint in the brickwork (**Figures 19** and **20**, **Plate 5**). Map evidence would suggest that the original 19th century east wall of **Building 1** was removed between 1914 and 1937. The 1937 Ordnance Survey map shows the east end of the building with a stepped profile. The present arrangement is a square profile and the first time the building is depicted as having a square profile is on the 1950 Ordnance Survey map. The east wall has four window openings with concrete lintels over and 20th century metal-framed windows (**Figure 20**, **Plate 6**). A large central doorway with a rolling shutter door has been inserted. Above this

door, inserted brickwork suggests that an original window opening has been blocked.

5.2.13 Features in the east wall show similar characteristics to features in the western extension part of the south wall. Both have concrete lintels over window openings and are constructed from re-used bricks (**Figure 9**, **Plate 2**). Map evidence strongly suggests that the western most extension of the south wall was constructed between 1945 and 1950. This is probably due to repair work carried out on the building after the Second World War. This suggests that the east wall of **Building 1** was built at the same time.

5.3 Building 2-Late 19th century

5.3.1 **Building 2** is located approximately in the centre of the processing plant with its west end fronting on to Orchard Place (**Figure 3**). It is currently used as a storage building. The east end of its south wall is constructed in London stock brick and is similar in appearance to the south wall of adjacent **Building 1**. These walls are likely to have been built at the same time. Behind (north of) this brick wall, lies a rectangular timber-framed building.

5.3.2 The timber-framed part of the building is rectangular in plan, measuring 21.6m in length and 16.4m in width (**Figure 21**). Tropical hardwood (probably teak) was used in its construction. Most of the timber-framing has been clad in modern fireproofing and the roof is covered in modern material.

5.3.3 It consists of seven bays divided by vertical, paired, opposing tropical hardwood posts set into a concreted floor. There are additional iron plate brackets bolted to the inside face at the base of each vertical post, which themselves are bedded into the concrete floor adding support (**Figure 22**).

5.3.4 The tops of the vertical posts support a timber wall plate, which is rectangular in section, and runs the length of each side of the building. A single lapped scarf joint was recorded within the exposed section of wall plate on the north side of the building. Although not recorded elsewhere along the wall plates this suggests that both of them are made from sections of timber with several such lap joints along their lengths.

5.3.5 Between each bay and on the upper side faces of the vertical posts and the soffits of the wall plates are pairs of straight angled wooden braces. The bottoms of the braces are supported on the inside faces of the posts by wooden cleats. The cleats are themselves bolted into the posts forming a ledge on which the braces can sit (**Figure 22**). This form of support is necessary because the tropical hardwood used for the vertical posts is too hard to cut a more traditional form of carpentry joint such as a mortise and tenon.

5.3.6 The tops of the angle braces are fixed in a similar way. They are wedged against the opposite sides of a cleat bolted to the centre of the wall plate soffit in each bay.

5.3.7 There are no corner braces between the inside faces of the posts and the soffit of the crossbeam member in this type of construction. This ensures that the maximum amount of space is gained and that there is no obstruction at this point.

5.3.8 The Belfast trusses themselves are of a light but strong composite construction and entirely made from softwood (**Figure 23**). The horizontal crossbeam or member is made of two layers of 25cm wide and 2cm thick board fixed together with nails either side of and sandwiching a double layer of lattice bracing, which themselves measure 8cm wide and 3cm thick. The crossbeam boards are approximately 5m in length and the vertical joints between the two layers are staggered to help strengthen the beam. The overall combined thickness creates a crossbeam only 14cm wide but able to span an internal distance of 15.87m.

5.3.9 The lattice bracing rises vertically, each at an angle representing setting out lines (in degrees) worked out from a point where both wall posts at both ends of the truss met the floor to a point on the curved bow. The curved upper chord (outside members of a truss) members outside boards consist of two lengths of timber, 6cm wide and 4cm thick, forming only a single layer sandwiching the lattice bracing. The lattice bracing is not interwoven but forms two separate layers creating both a decorative and strong pattern.

5.3.10 The earliest reference to the Belfast truss roof is an advertisement for Mctear & Co Ltd published in the Dublin Builder for 1st October 1866. This early design differed from those used from 1917 on aeroplane sheds in that the lattice bracing between the bowed upper chord member and the lower chord member was arranged as two interlocking fans (Francis 1986). The lattice bracing in the trusses used in **Building 2** are of the non interwoven design.

5.3.11 Each of the lattice bracing is carried up a short distance beyond the upper face of the curved upper chord and form equally spaced recesses in which sit longitudinal sheet purlins, which measure 14cm wide and 10cm thick. The sheet purlins sit directly on the outside face of the curved upper chord and assist in making the roof more ridged.

5.3.12 The sheet purlins would originally have had thin softwood boards (perhaps tongue and grooved) fixed diagonally to their outer faces forming a base to which a covering of bituminous felt or tarred canvas would have been applied for weather proofing. This form of roofing was known as ROK roofing (Francis 1986). The original roof boards have been removed and so has every other sheet purlin. Modern roofing material has replaced the original boards.

5.3.13 To assist bracing and help prevent racking or movement in the roof space, caused by high winds, each pair of roof trusses has a horizontal brace and two crossing diagonal braces (**Figure 22**). The horizontal braces are simply lapped over the crossbeam and fixed into place with nails. The bottom ends of the diagonal braces are sandwiched between the opposing horizontal braces and birdmouth jointed over the top corner of the crossbeam.

5.3.14 The area where the upper beam meets the lower beam at the ends of each truss is under tension and to assist in binding this joint an angled iron strap has been used to clasp the joint securely. The ends of the horizontal crossbeams of each truss are in turn held in place on the upper face of the wall plates by iron straps and bolted (**Figure 23**).

5.3.15 It is possible that the original purpose of **Building 2** was for covered storage and would have been open sided. The west end of the building has been infilled with brickwork and has a modern steel roller door fitted. This has created an over hang, which protects the west front of the building. A concrete block wall separates the east end of **Building 2** from the large storage area (**Building 1**).

5.3.16 Some of the walls between the bays are infilled with brickwork, others are open and are partly incorporated into adjoining buildings particularly on the north side where storage, office and messing rooms are located (**Figure 24, Plate 8**). Most of the internal elevations were still covered in fireproof cladding and the external elevations were also covered in modern weather cladding masking any possible earlier fabric (**Figure 24, Plate 9**).

5.3.17 In 1936 Jubilee Wharf, the area which incorporates Buildings 1 and 2 and a few buildings to the south, was acquired by W. W. Howard Brothers and Company, timber merchants (Porter 1994b, 670). Howard Brothers were responsible for building the two large open–sided timber sheds with Belfast truss roofs which originally stood to the south of **Buildings 1** and **2**. These sheds were erected in 1936-7 and demolished in 1993 (*ibid*., 671). The timber framed shed within **Building 2** appears to have been erected after 1939 (*ibid*., 671) as a timber storage facility. Like the two other sheds, it represents a late example of this type of structure.

5.4 Building 5-Late 19th century to 20th century

5.4.1 **Building 5** was used as the main oil refining processing plant for Pura Foods. Part of its original late 19th century roof survives at the east end of the building (**Figure 25**). Two tropical hardwood trusses were observed incorporating tie-beams, principal rafters, queen posts and collars (**Figure 26**, **Plate 11**). Wooden cleats on the upper face of the principal rafters support the purlins. The tie-beams are supported on brick piers in the north and south walls. Brick piers were observed to the west of the surviving wooden trusses, marking the positions where the original trusses had been removed. The building appears not to have suffered any damage during the Second World War (**Figure 12**). The roof over the western part of **Building 5** was raised probably in the early 20th century. This part of the roof is supported by iron Howe trusses (**Figure 26**, **Plate 12**).

5.4.2 Due to partial demolition of the building following the initial phase of recording outlined above, subsequent in depth recording of the structure was unfeasible.

6 IMPACT ASSESSMENT

6.1 Standing buildings

6.1.1 The buildings within the Site are of 19th and mainly 20th century date and represent the result of changing industrial use over time. Demolition will result in the whole scale clearance of this evidence for the evolution and history of the Site.

6.1.2 **Appendix 3** lists the standing buildings and structures across the Site and assigns three levels of significance to them (high, moderate and low). High

and moderate significance has generally been assigned to survivals from the 19th and early 20th centuries, while low significance has been ascribed to later buildings, which have generally been built after the Second World War.

7 DISCUSSION

7.1.1 Research and recording of **Buildings 1** and **2** has revealed two contrasting buildings, which date from the mid 19th century onwards.

7.1.2 **Building 1** is a sole survivor of mid to late 19th century construction design that was both practical and durable. The materials used in its construction reflect the engineering expertise and ability to exploit raw materials such as tropical hardwoods and European softwood that was being imported into the east docks of London in the 19th and early 20th century.

7.1.3 The remaining south wall of **Building 1** is probably the oldest surviving structure to be found within the Leamouth Site. Its history can be traced back to before 1850 when it formed part of a complex of buildings involved in distilling tar and turpentine. Documentary evidence shows that this building was used for virtually the same purpose until the early 20th century.

7.1.4 The immediate area was subject to bombing in the Second World War and it seems that although not directly hit or destroyed **Building 1** suffered blast damage. As a result, the building was ninety percent demolished, although the south wall survived.

7.1.5 **Building 2** is a well-preserved example of a timber framed shed with a Belfast Truss roof. This form of lightweight curved wooden roof truss was first developed in the mid-nineteenth century to meet the demand for longer spanned roofs. The longer spans meant that larger areas below the roof could be exploited for a variety of uses such as storage, machine shops and aircraft hangars. This is an interesting example employing tropical hardwood framing. The building was probably originally open-sided and used for bulk storage of timber. The design of the Belfast trusses is similar to that of two other buildings, which existed to the south of **Building 1** (Porter 1994b, 670, fig. 258). All three timber storage sheds were built after 1937 by W. W. Howard Brothers and Company. This would make them all late examples of this type of structure.

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Appendix 1: Non-Ordnance Survey cartographic sources and views consulted

For Ordnance Survey mapping see **Appendix 2**.

(Documents reproduced as figures in this report are in bold)

BL = British Library
LMA = London Metropolitan Archives
PRO = Public Records Office/National Archives
LBTH = London Borough of Tower Hamlets Local Studies Library

Date	Map/source
1573	Anon, extract from a plan of Poplar Levels (PRO MPB31)
1588	Robert Adams *Thamesis Descriptio*, a manuscript map to show the batteries mounted on the banks of the Thames and the booms and barges placed across it, to repel a possible attack by the Spanish Armada, from Lambeth down to Tilbury (BL manuscript maps)
1593	John Norden, *Speculi pars…Middlesex*
1703a	Joel Gascoyne, Map of the Parish of St Dunstan's Stepney (as reproduced in Porter 1994, fig 1)
1703b	Joel Gascoyne, Map of the Parish of St Dunstan's Stepney, also Stebunheath, divided into hamlets
1746	John Rocque, London and ten miles around
1797	Stockdale's Map of London 1797 (LMA RM10/2, 10/4)
1800	Thomas Milne, Land-use map of London and its environs (pub no.118–9, London Topographical Society 1975–6, London)
1803	Brunswick Dock c.1803, oil painting by William Daniell (National Maritime Museum, neg BHC1867)
1808	Extract from William Daniell's 'A view of East India Docks in 1808' coloured acquatint, published October 1808 (?MOL/Museum in Docklands)
1827	Greenwood's Map of London (LMA RM13/3)
1845	Panorama of the River Thames (Illustrated London News, Jan 11, 1845)
1850s	Parish Map of Stepney (East) (LMA RM31/02)
1862	John Dower, London guide to the International Exhibition
1862	Stanford's library map of London and its suburbs (1980 edition, Lympne Castle: Harry Margary/Guildhall Library London)
1934	LCC Thames Flood Prevention. Poplar District no. B823. Work as executed (LMA LCC/PP/FMD/44-18 Oct 1934). Showing East India Graving Dock
1945	London County Council bomb damage map (LMA RM22/65, 22/79)
2000	URS Thorburn Colquhoun dwg. no. 34083/0002. Hercules Wharf site investigation location plan

Appendix 2: Ordnance Survey cartographic sources consulted

For non-Ordnance Survey mapping see **Appendix 1**.

(Documents reproduced as figures in this report are in bold)

LMA = London Metropolitan Archives
LBTH = London Borough of Tower Hamlets Local Studies Library

Date	Map/source
1867–70	22'' : 1 mile (c.1:2500) (RM21/XLVII, XXXVIII)
1893	1:1056 sheets VIII.62–3 and VIII.72–3 (LBTH)
1916	Godfrey edition (original viewed on fiche at LMA)
1937	LCC London Revision sheets VIII.62–3, 73–3
1950–51	1:1250 sheets TQ3980 NW and TQ3981 SW (LBTH)
1967–9	1:1250 sheets TQ3980 NW and TQ3981 SW (LBTH)
1991	1:1250 sheets TQ3980 NW and TQ3981 SW (LBTH)
1996	1:1250 sheets TQ3980 NW and TQ3981 SW (LBTH)

Appendix 3: The standing buildings and structures

Building 1

Site	Pura Foods
Date	Part early/mid 19th century. Shown on the 1850s map.
Construction	Brick walls with external buttressing and arched openings (since blocked). Part of 19th century oil mill.
Designation	Not Listed
Significance	Moderate – early/mid 19th century but much altered
Policies	Investigate and record building prior to demolition

Building 2

Site	Pura Foods
Date	Late 19th century or early 20th century
Construction	Tropical hardwood framed-building with Belfast truss roof. Used as store
Designation	Not Listed
Significance	Moderate– early 20th century Investigate and record the building prior to demolition

Building 5 (Bow Creek Oil Mills)

Site	Pura Foods
Date	Late 19th (1884) and early 20th century
Construction	Brick walls with two original late 19th century timber trusses and early 20th century steel truss roof. Bow Creek Oil Mills was erected in 1884 by Messrs W. & W.H. Stead, a firm of seed crushers and oil refiners (Porter 1994b, 667). The mill originally comprised an oil-crushing mill, a four-storey refinery, warehouse, stores, boiler-house and engine-room with a 100ft–high chimney, stables and a cottage (ibid). The mill was acquired by a branch of the British Oil & Cake Mills Ltd (BOCM) in 1901 (ibid). Ocean Harvest Ltd, a subsidiary of BOCM, who manufactured animal feed-stuffs from whale meat, took over the mill in the 1930s (ibid).
Designation	Not Listed
Significance	Moderate – Late 19th century mill with later alterations
Policies	Investigate and record building prior to demolition.

Wessex Archaeology

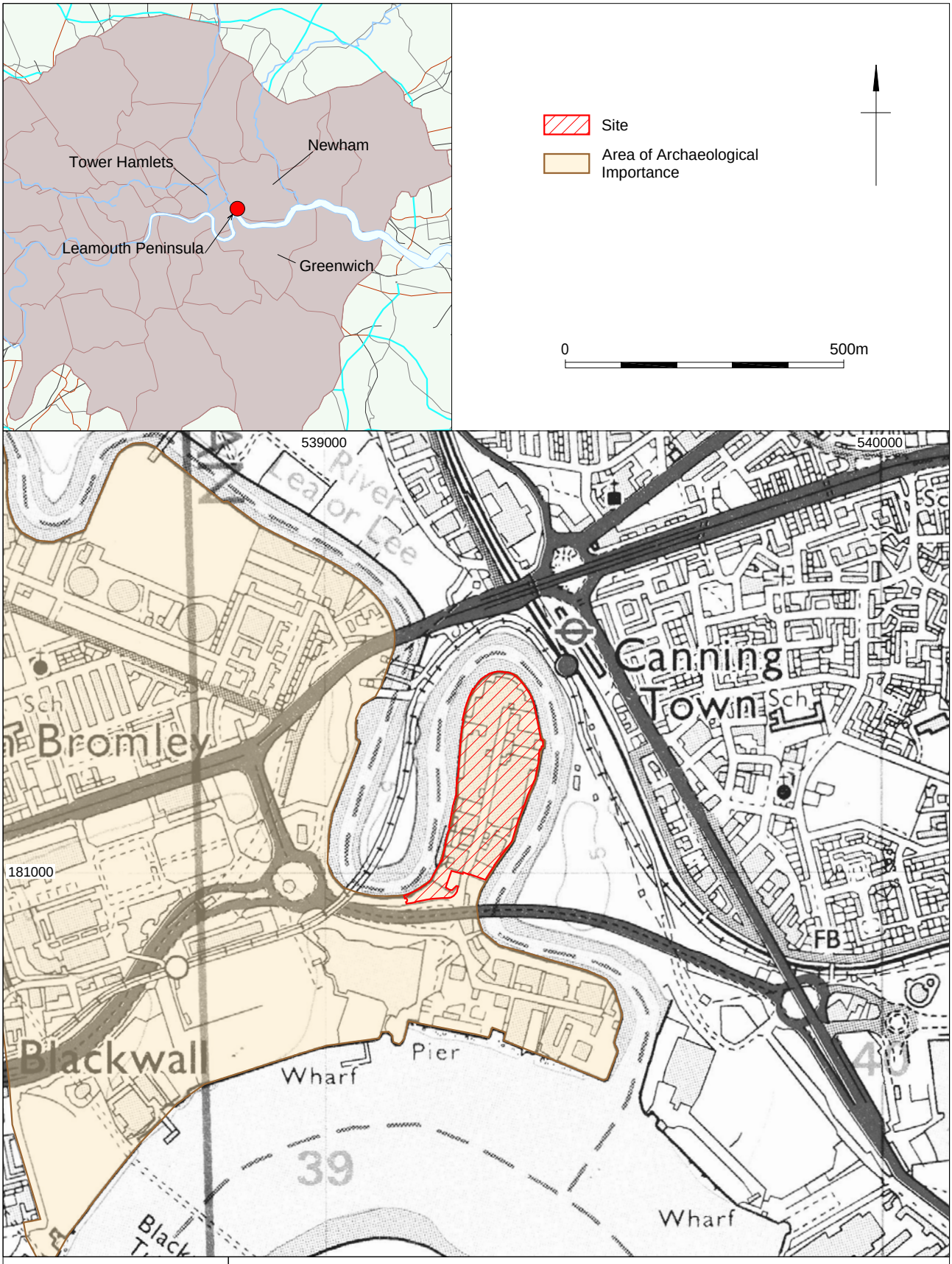
Leamouth North,
London Borough of Tower Hamlets

Assessment and Building Recording

MOL # LUN07

Ref: 64760.01

April 2007



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Wessex Archaeology

Site location map showing Area of Archaeological Importance

Figure 1

Plate 1: Showing Building 5 following partial demolition, December 2006

Wessex Archaeology Conservation Management	Date:	10/07/06	Illustrator:	KJB
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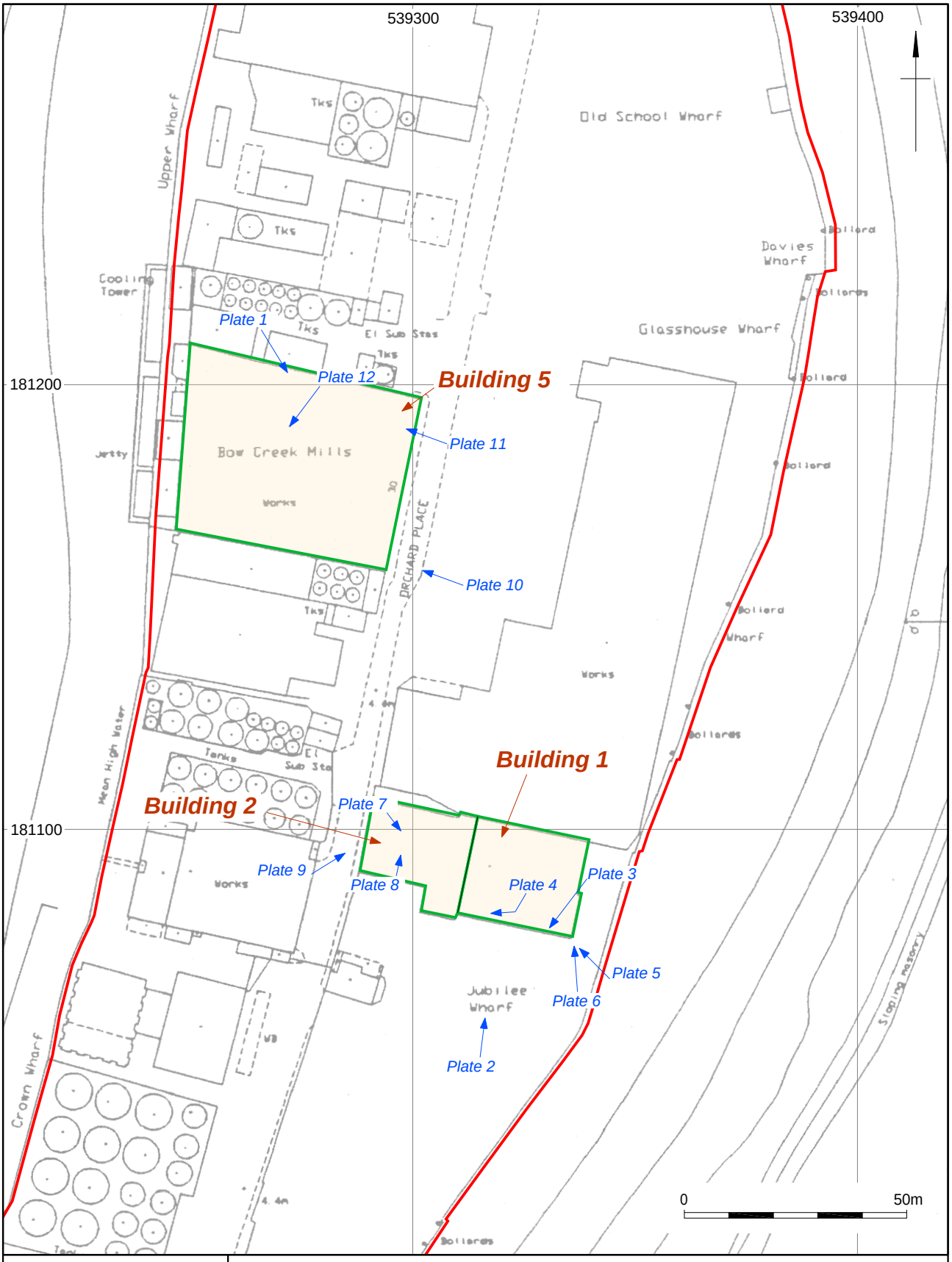

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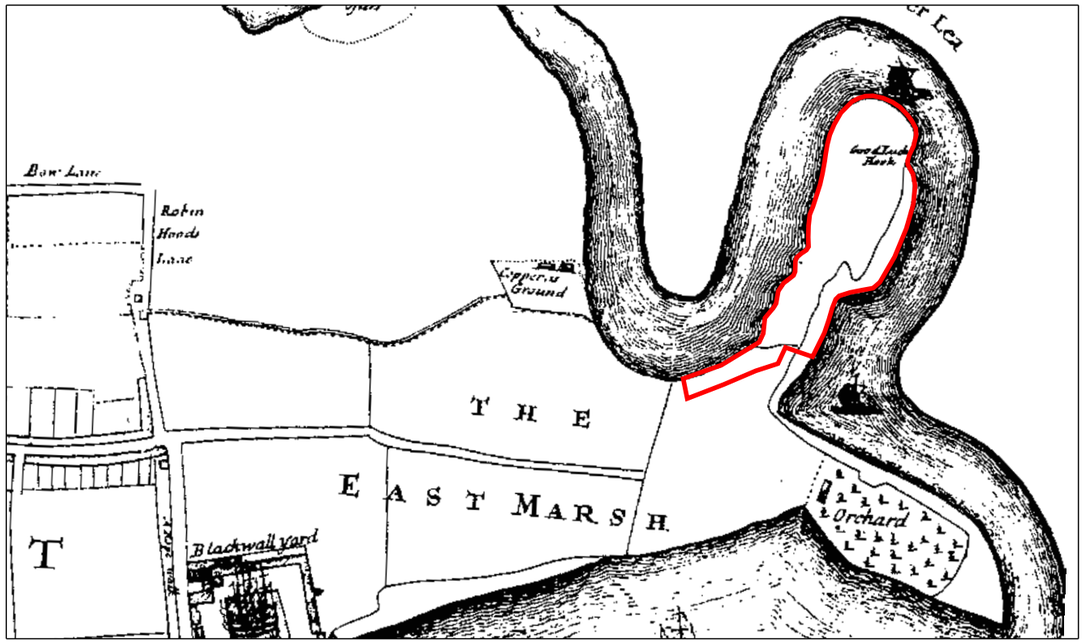
Wessex Archaeology

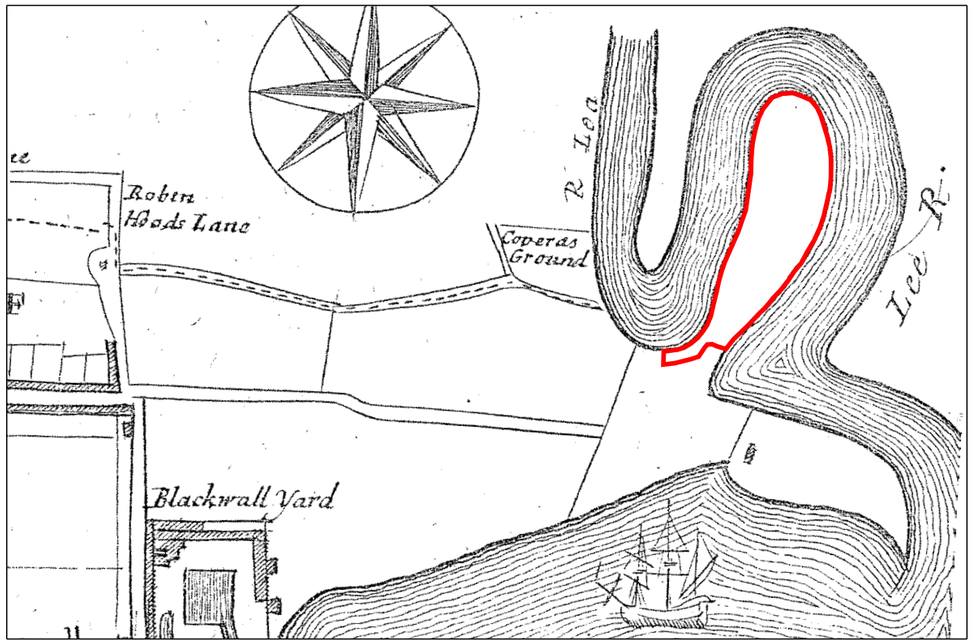
Plan showing Buildings 1, 2 and 5 and direction of plates 1-12

Figure 3

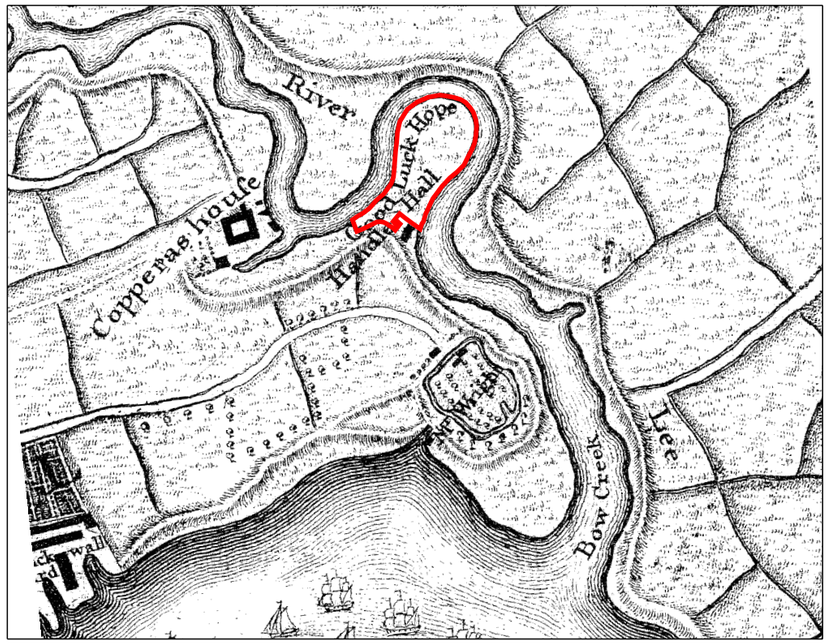
Anon 1573



Gascoyne 1703b



Gascoyne 1703b



Rocque 1746

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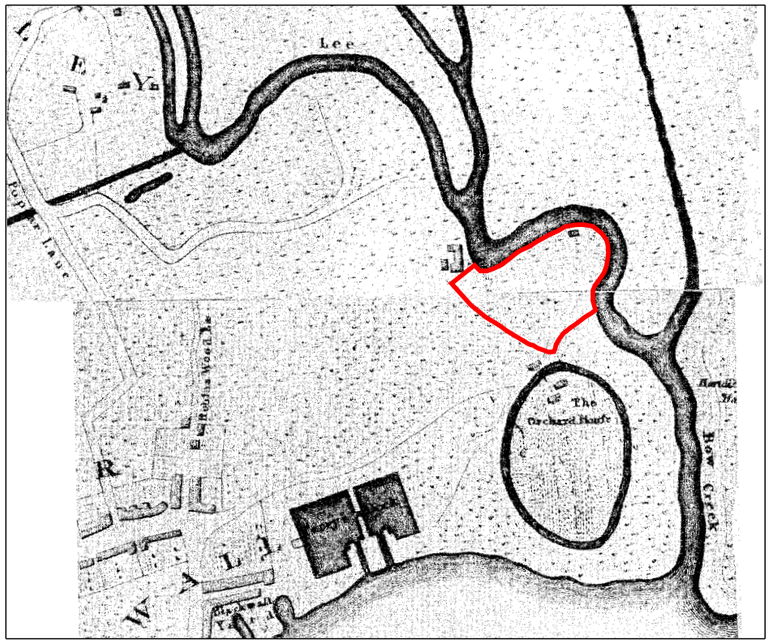
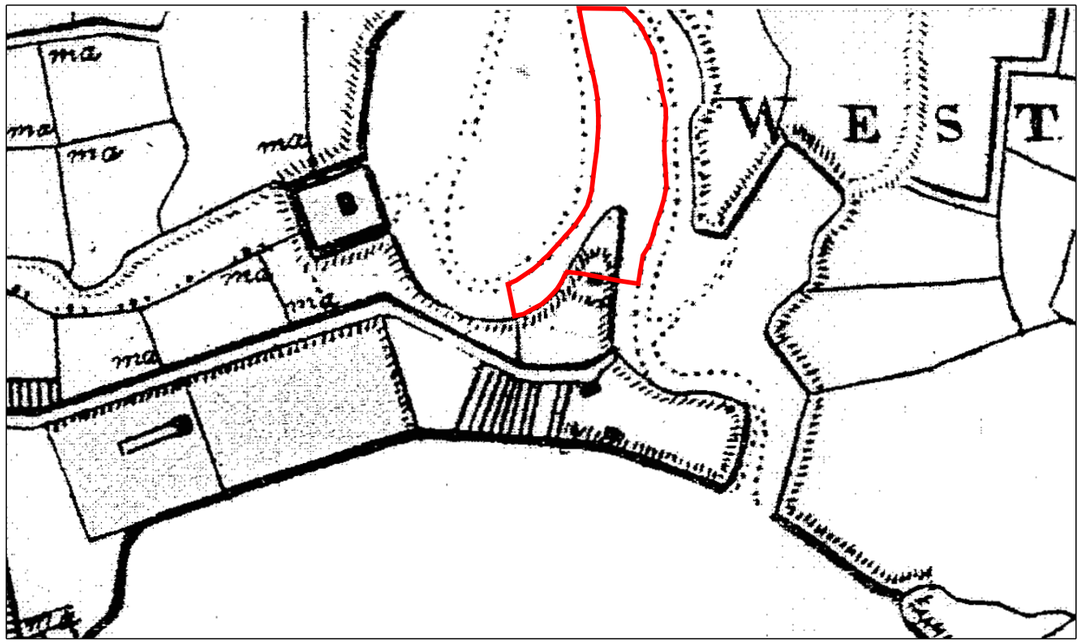
Map regression exercise: Anon 1573; Gascoyne 1703a; Gascoyne 1703b; Rocque 1746

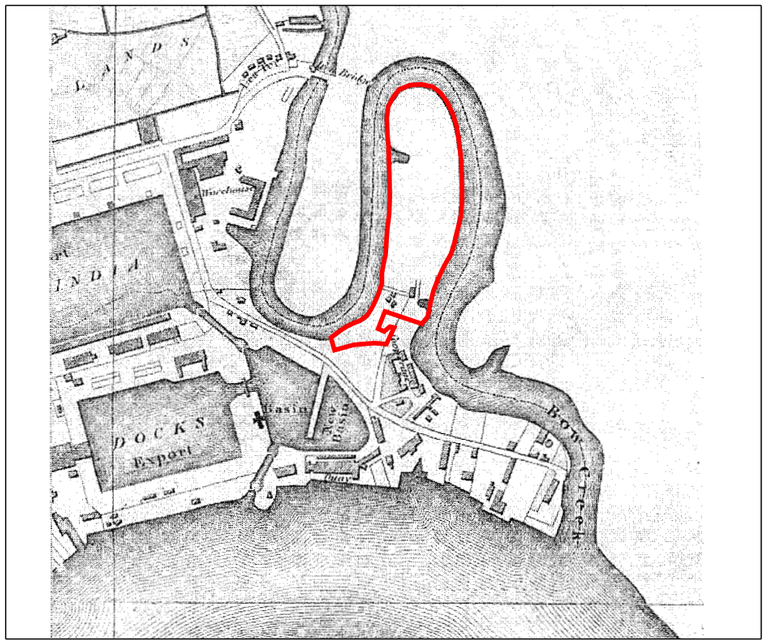
Figure 4



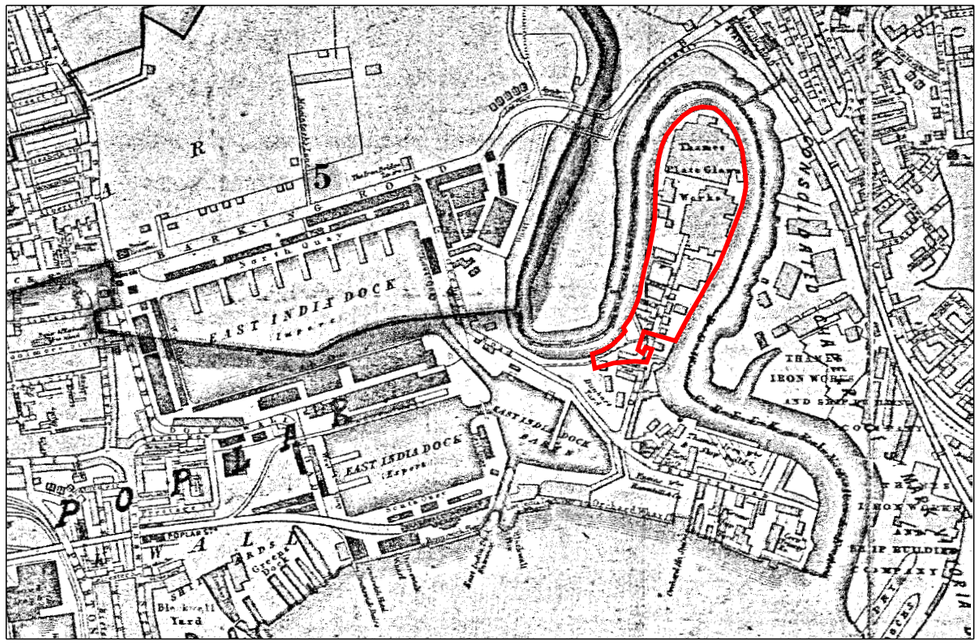
Stockdale 1797



Milne 1800



Greenwood 1827



Parish map of Stepney 1850's

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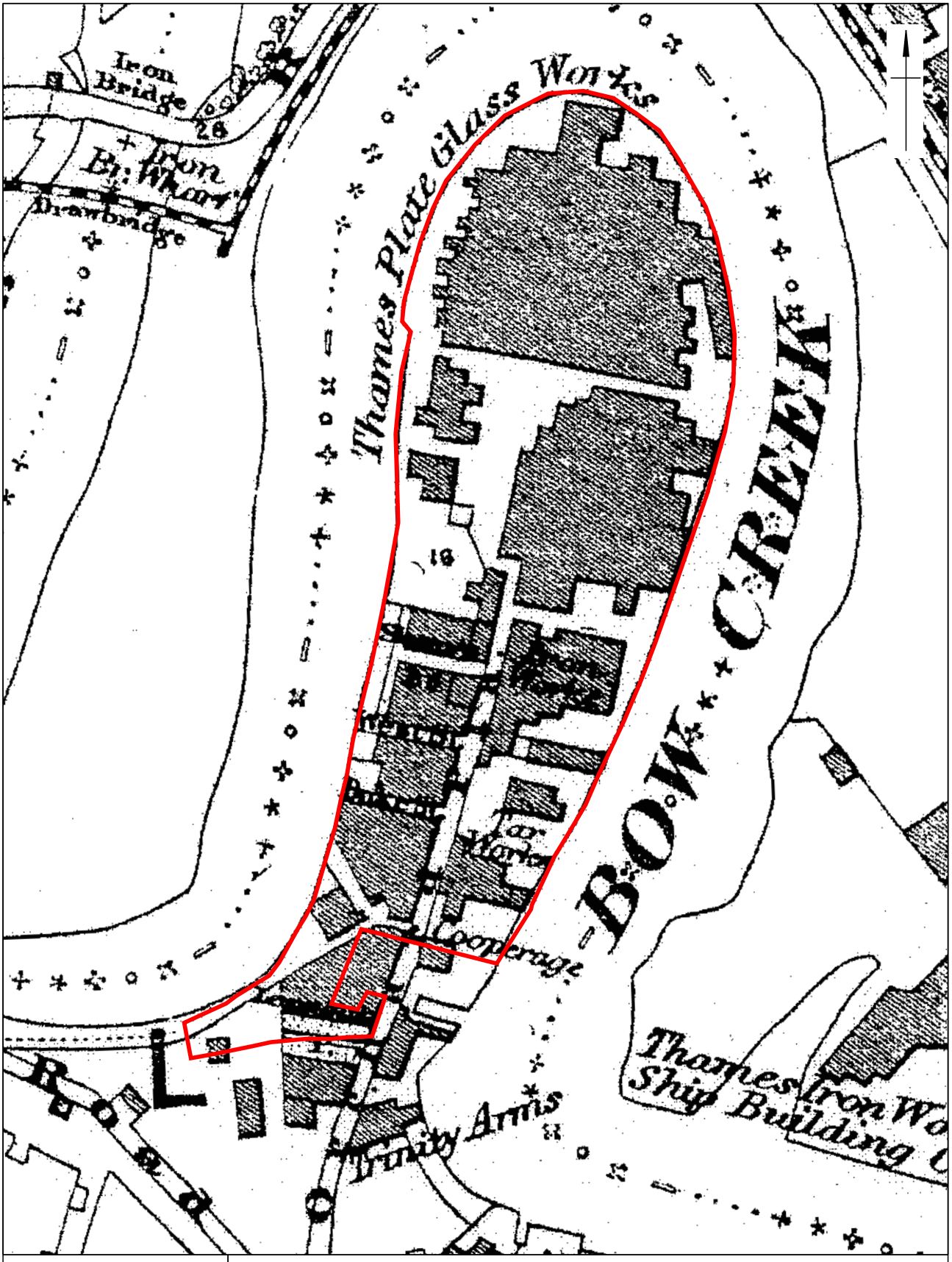
Map regression exercise: Stockdale 1797; Milne 1800; Greenwood 1827; Parish map of Stepney 1850's

Figure 5



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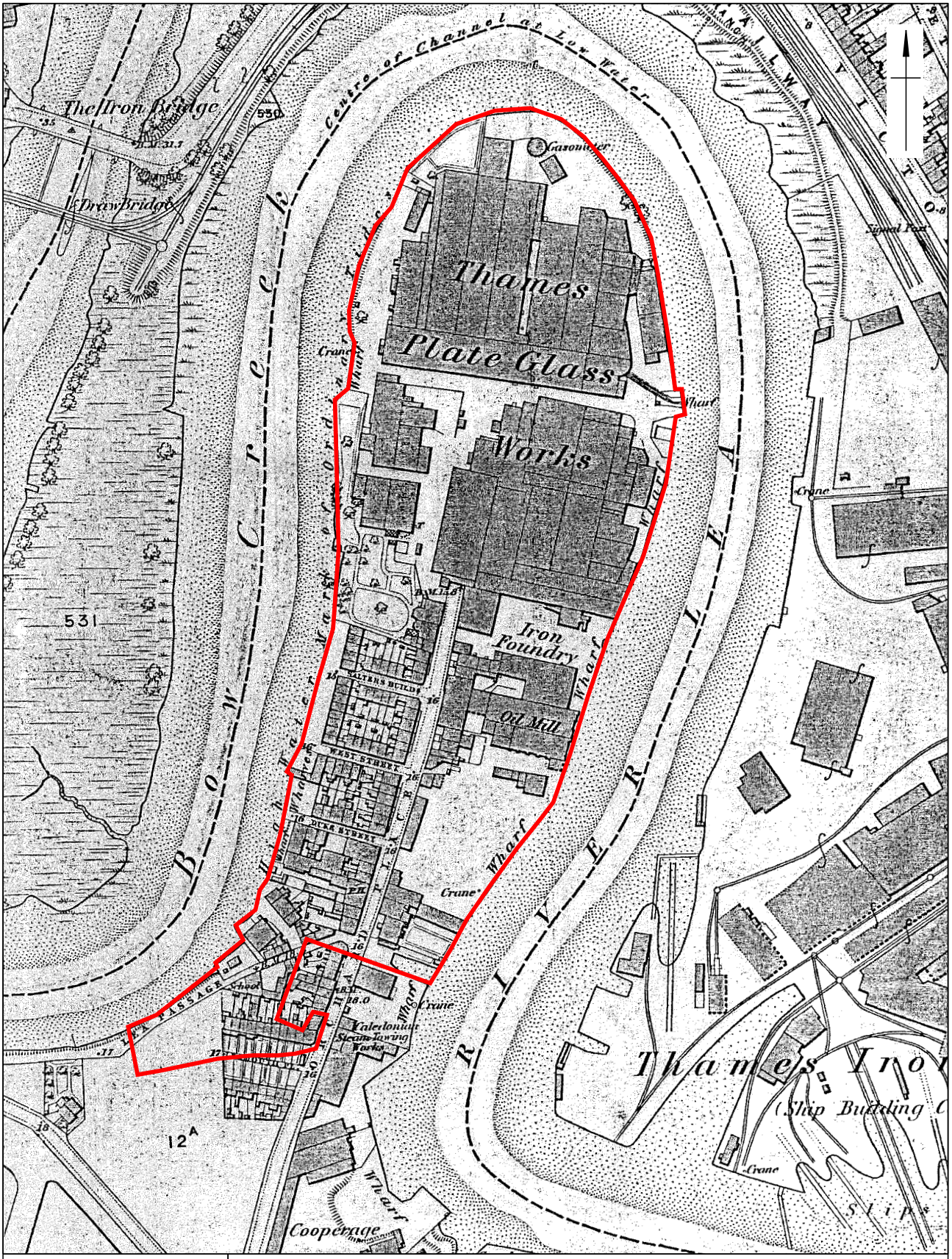
Wessex Archaeology

Map regression exercise: Stanford 1862 Figure 6



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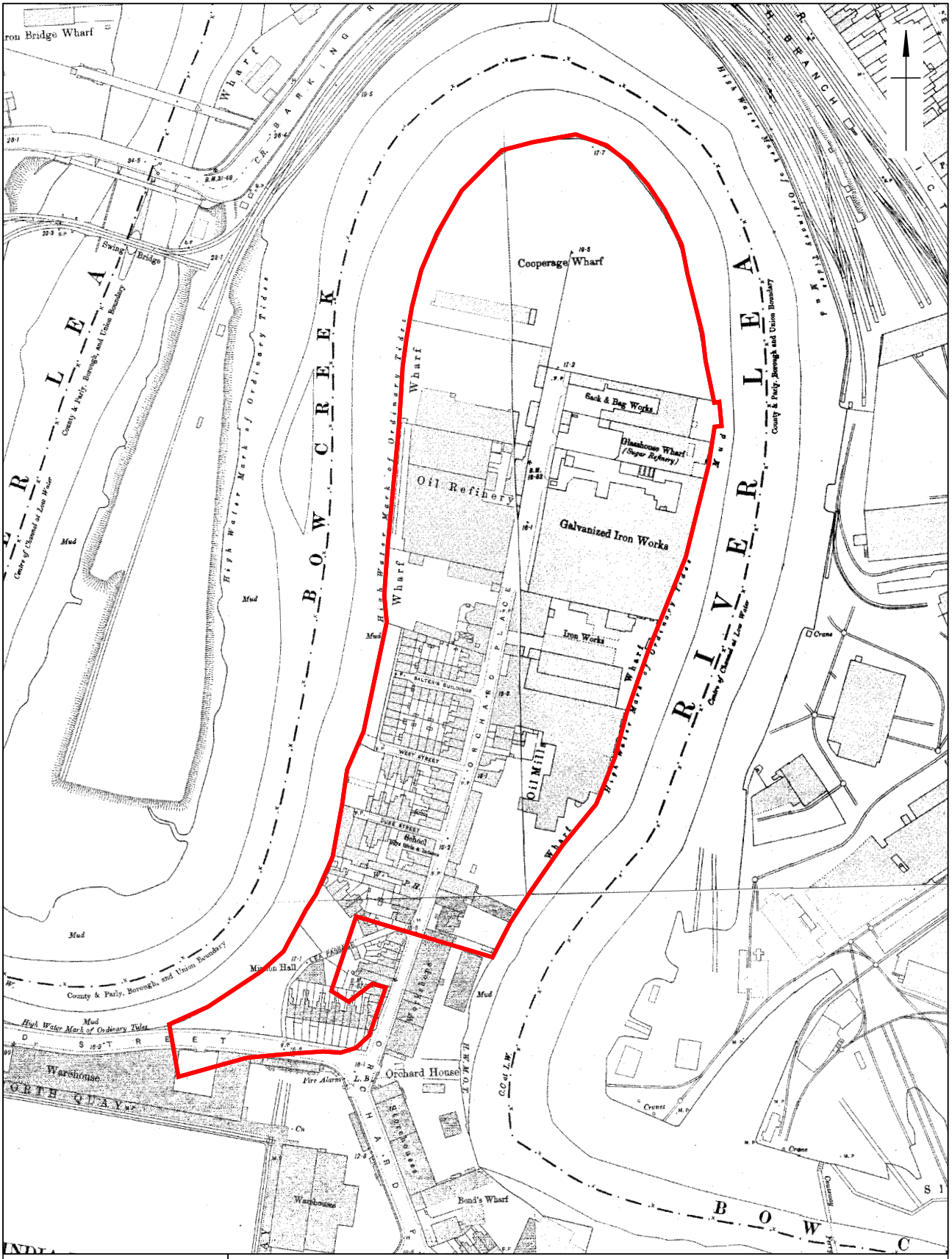
Map regression exercise: OS 1867-70 Figure 7



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Map regression exercise: OS1893 Figure 8

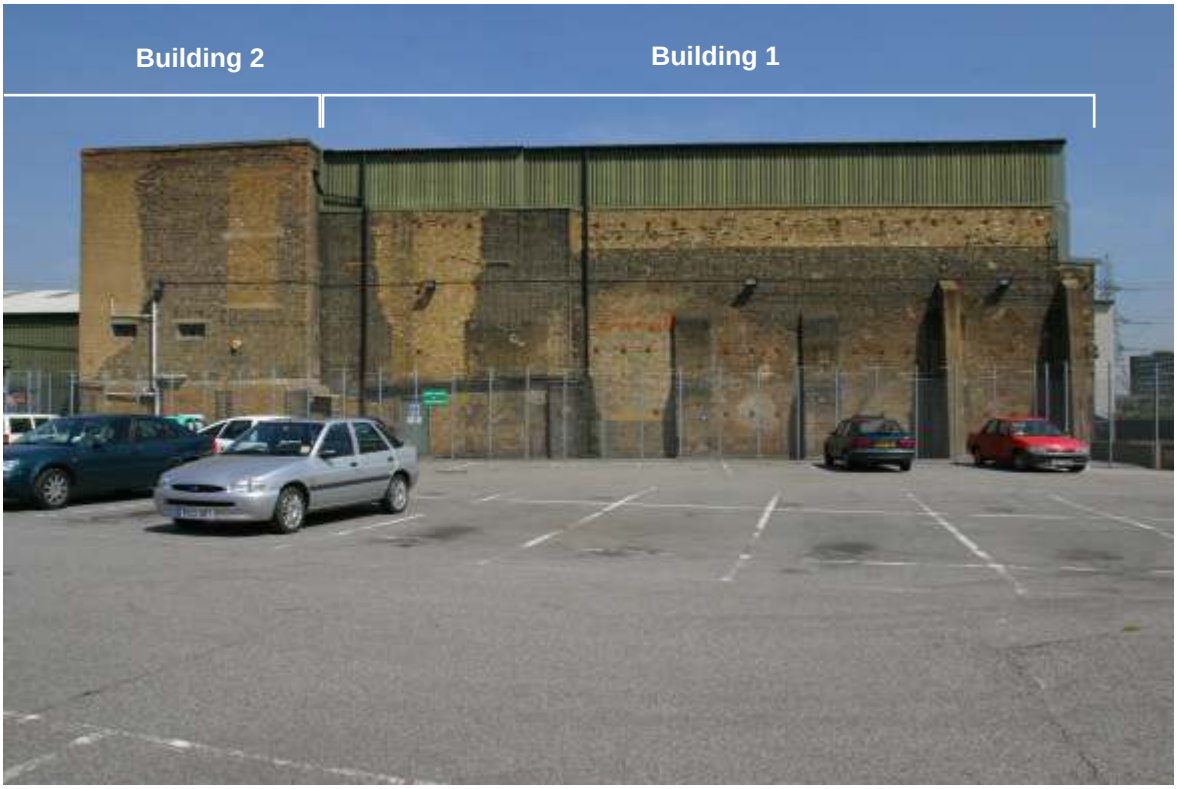

Plate 2: South wall of Building 1 and part of Building 2

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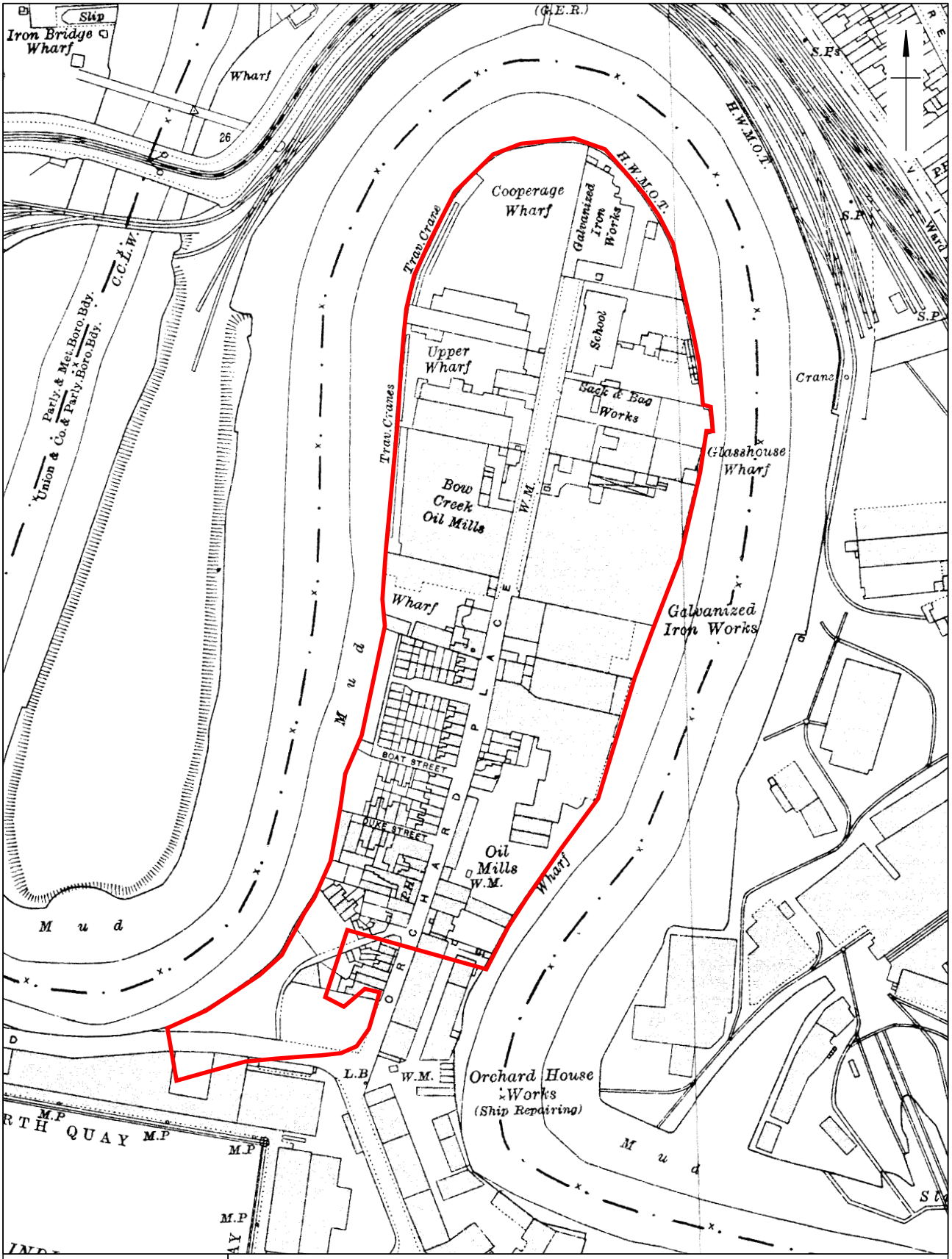

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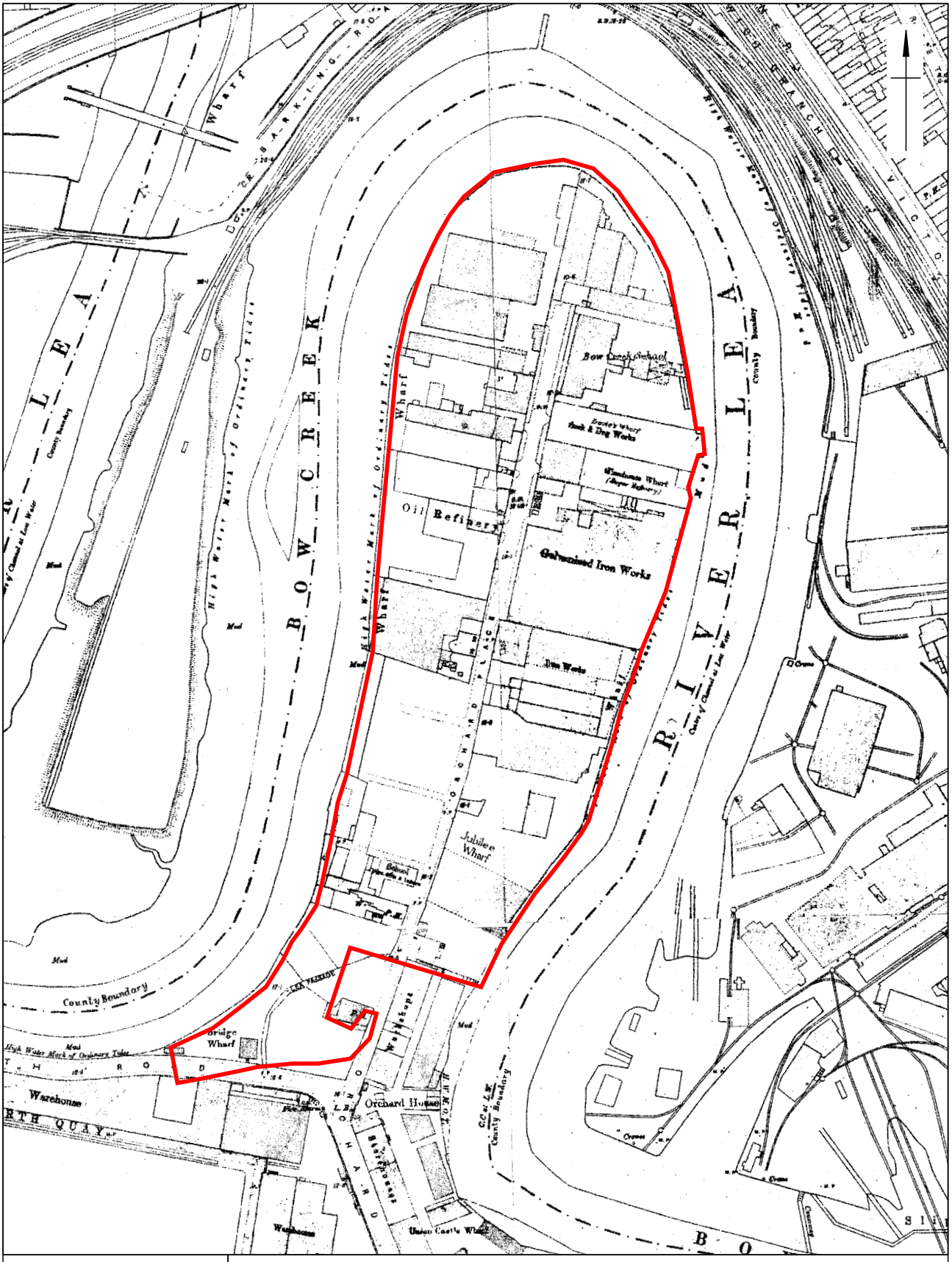
Map regression exercise: OS 1916 Figure 10



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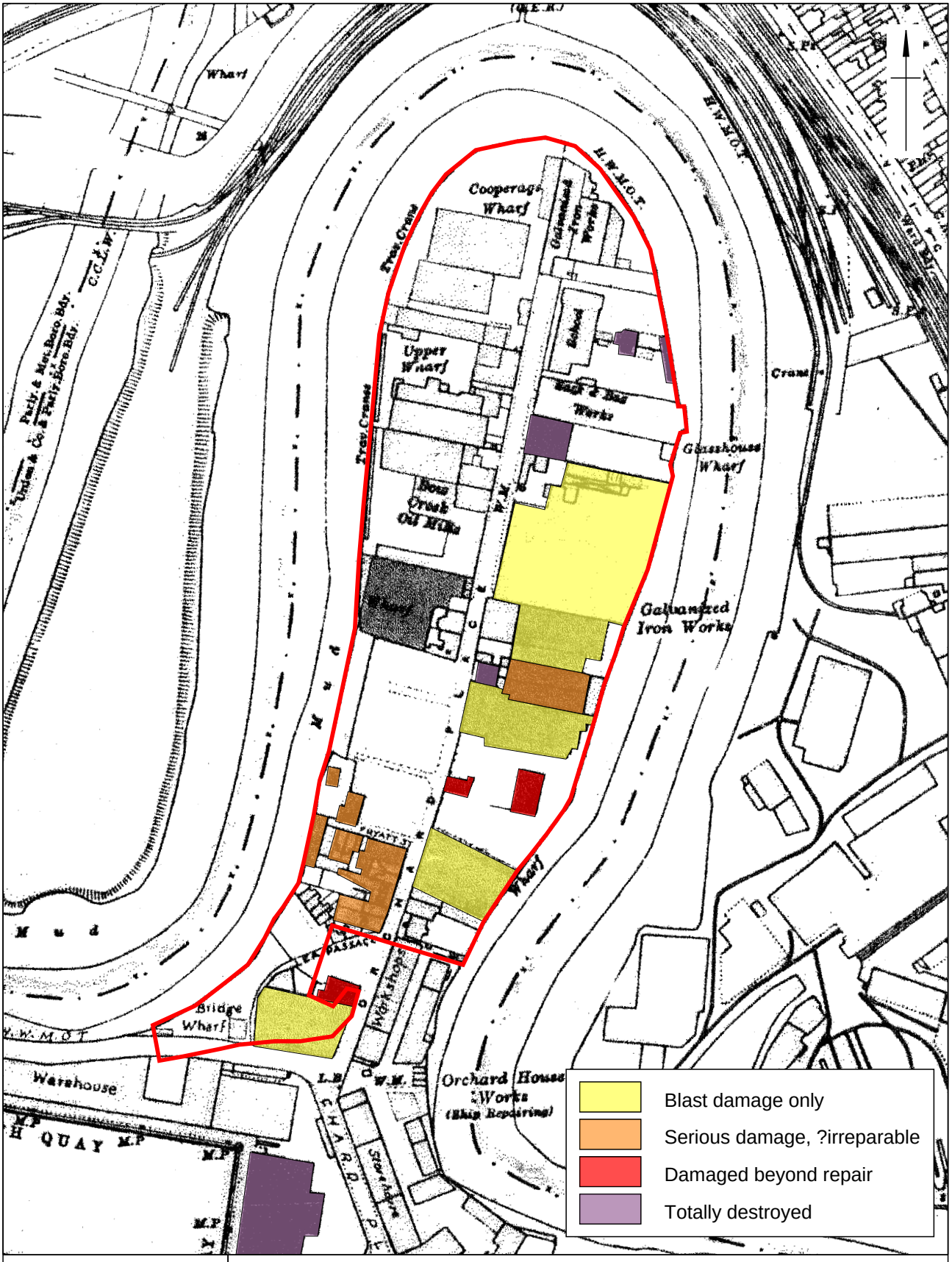
Map regression exercise: LCC/OS 1937 Figure 11



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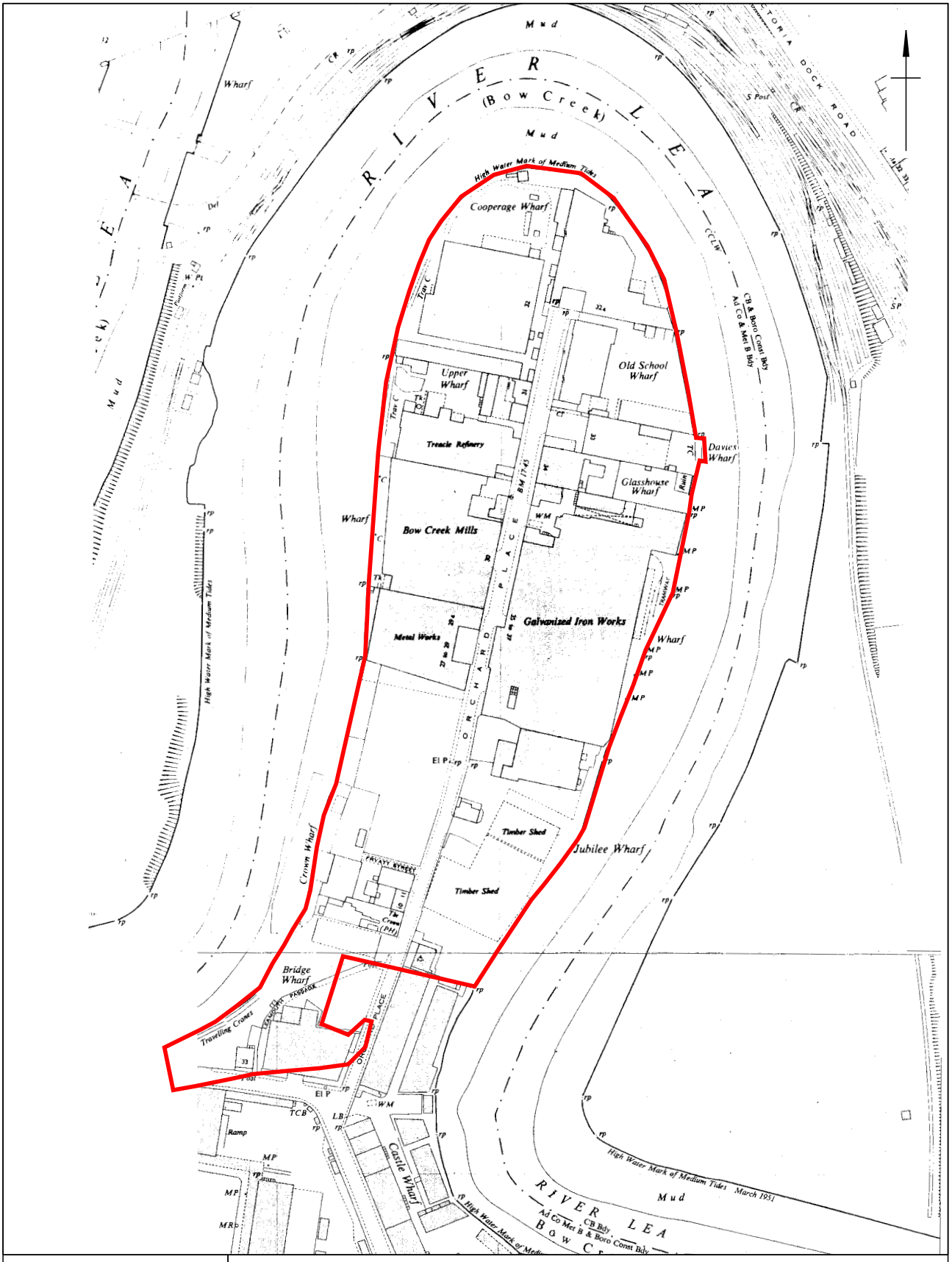
Map regression exercise: LCC/OS 1945, showing bomb damage

Figure 12



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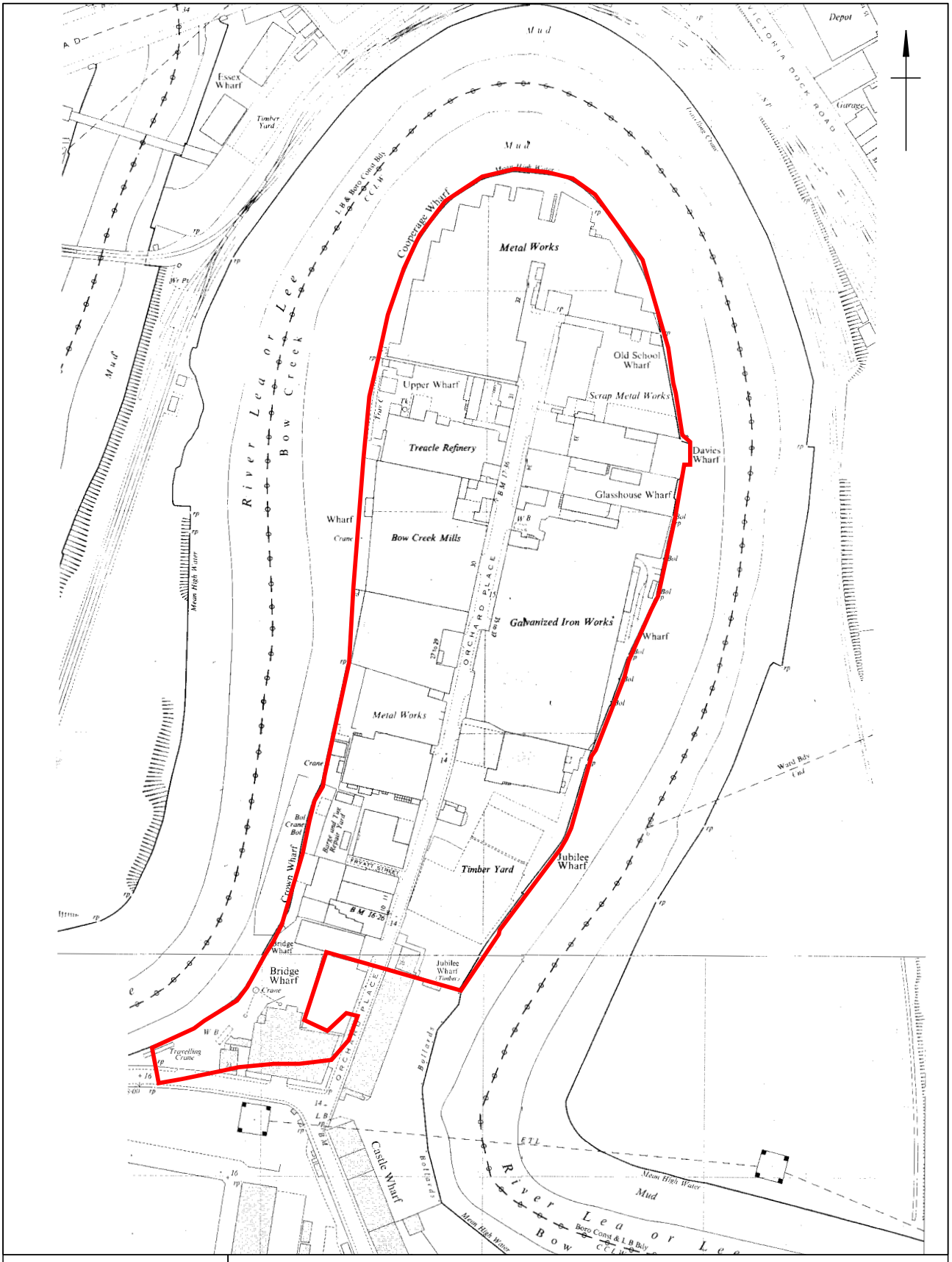
Map regression exercise: OS 1950-51 Figure 13



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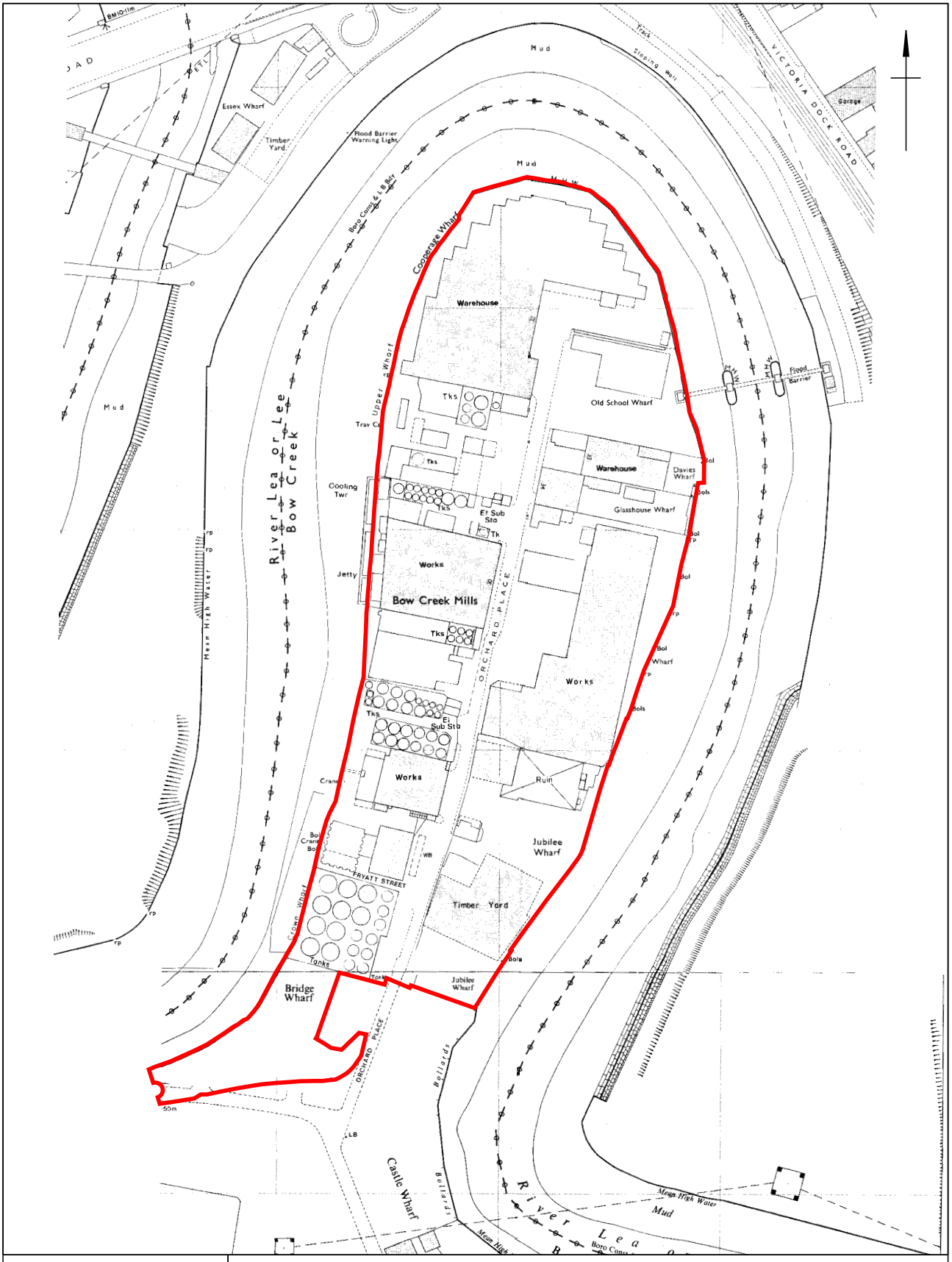
Map regression exercise: OS 1967-69 Figure 14



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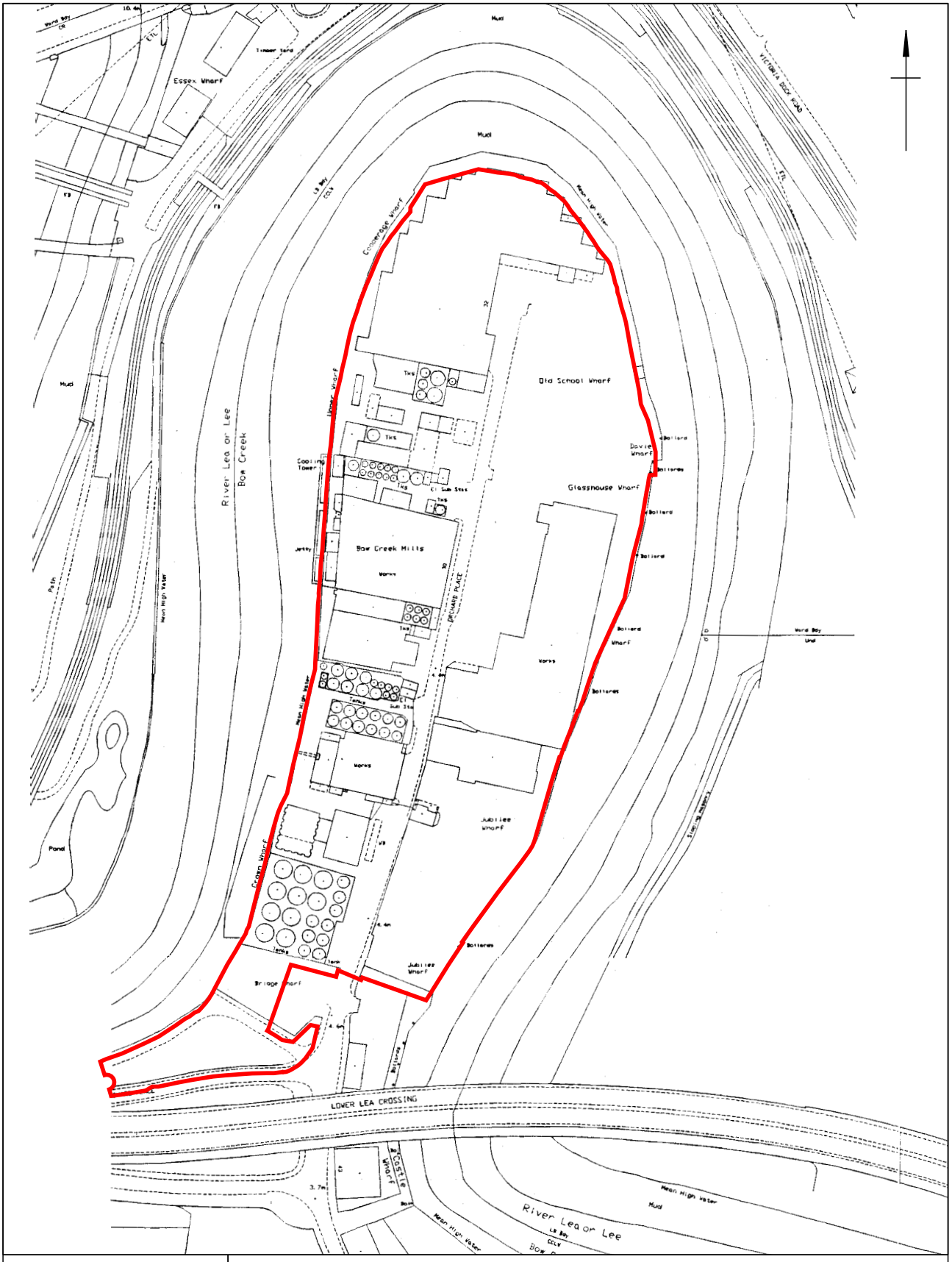
Map regression exercise: OS 1991 Figure 15



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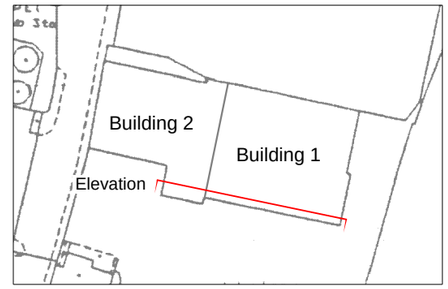
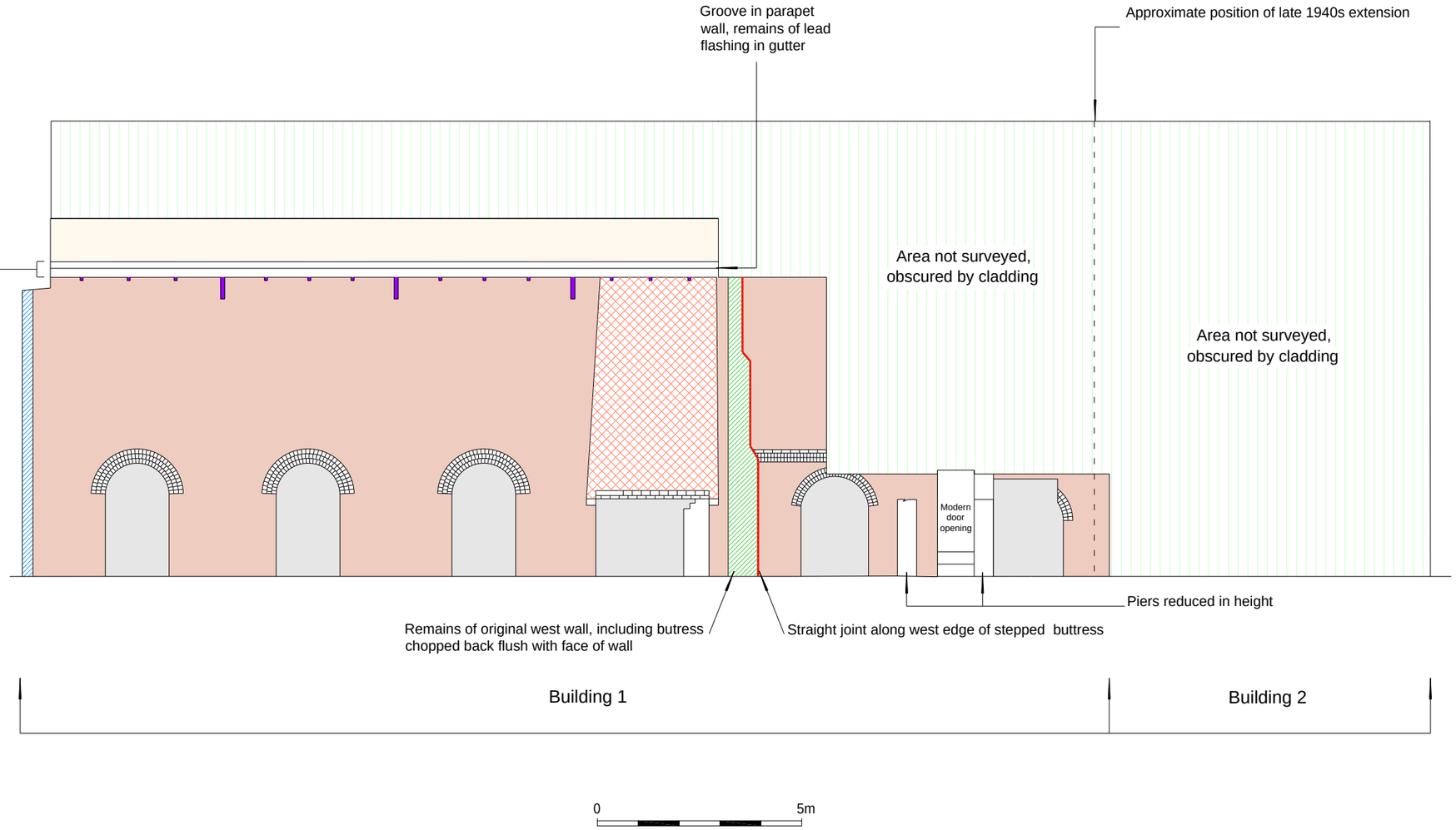
Map regression exercise: OS 1996 Figure 16

Cladding
English bond brickwork
Repaired & re-pointed brickwork
Blocked openings
Re-used brick
Rebuilt east wall
Slots in wall indicating locations of roof trusses and rafter feet





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Wessex Archaeology

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Path:	LondonY:\Projects\64760\Drawing Office\Report Figures\...\07_01		

North elevation of south wall Building 1 and part of Building 2

Figure 17

Plate 3: Building 1: Example of blocked arched opening in the north side of the south wall

Plate 4: Building 1: Chopped back remains of west wall at west end of north side of south wall

Wessex Archaeology Conservation Management

Date:	10/07/06	Illustrator:	MR
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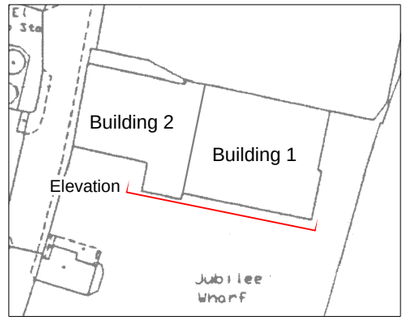
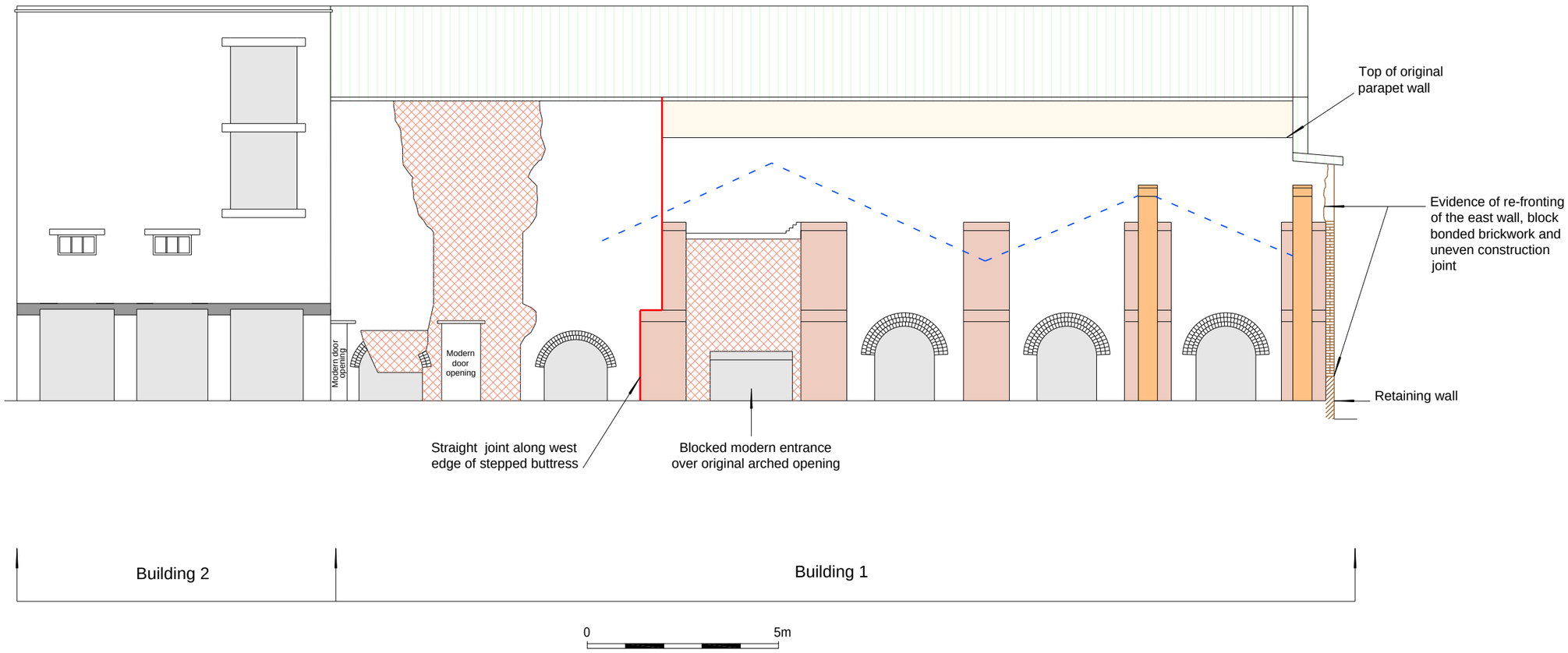
Roof cladding
Original stepped buttress
Cast concrete buttress over original stepped buttress
Repaired & re-pointed brickwork
Blocked openings
Re-used brick
Concrete cast lintels
Scar of demolished pitched roofs



WEST ***EAST***



Conservation Management
Wessex Archaeology

Date:	10/07/06	Revision Number:	1
Scale:	1:125 @ A3	Illustrator:	RAD/MR
Path:	LondonY:\Projects\64760\Drawing Office\Report Figures\...\07_01		

South wall of Building 1 and part of Building 2

Figure 19

Plate 5: East end of south wall of Building 1 showing applied concrete buttresses over original stepped buttresses

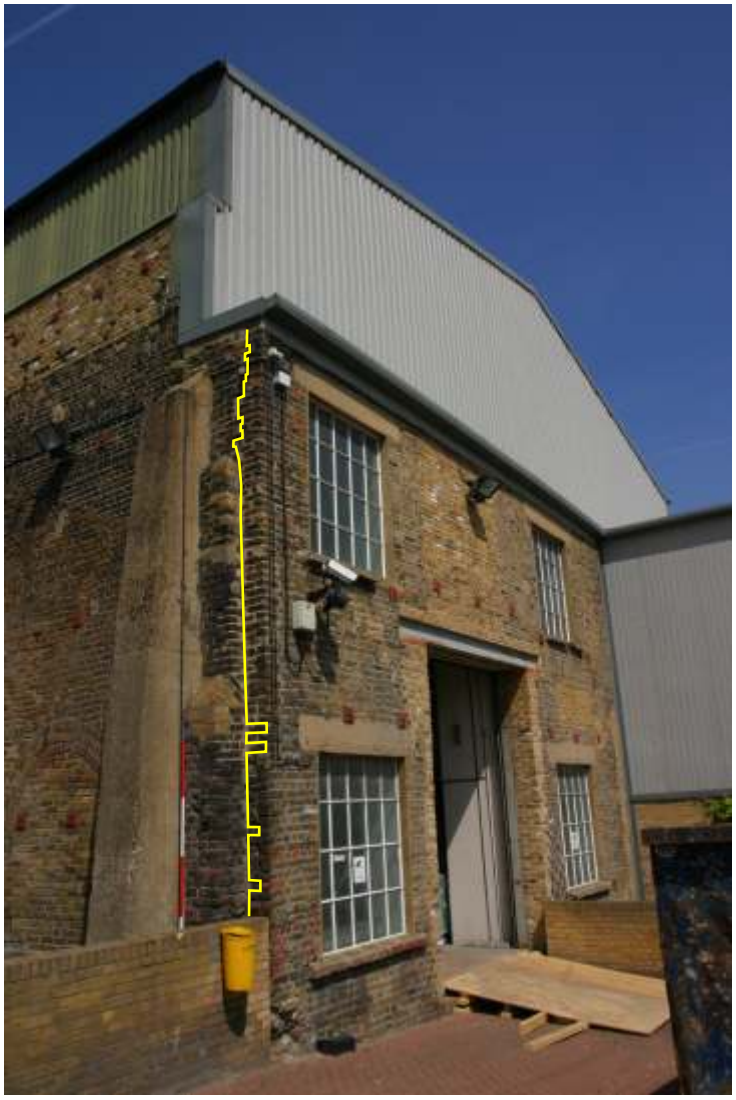


Plate 6: East wall of Building 1 showing joint in the brickwork (highlighted in yellow)

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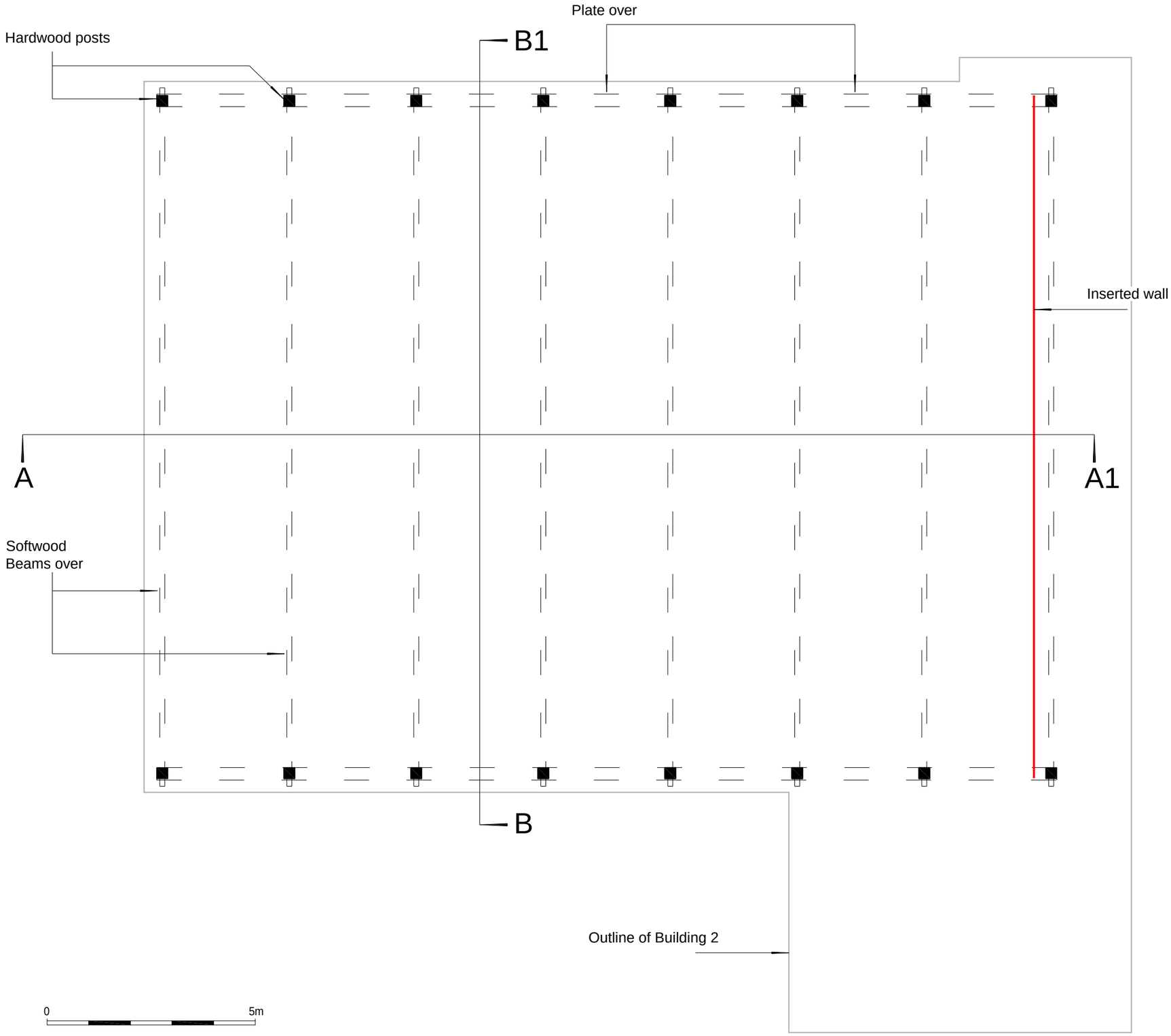
		Path: London: Y:\Projects\64760\Drawing Office\Report Figures\...\07_01	



Conservation Management

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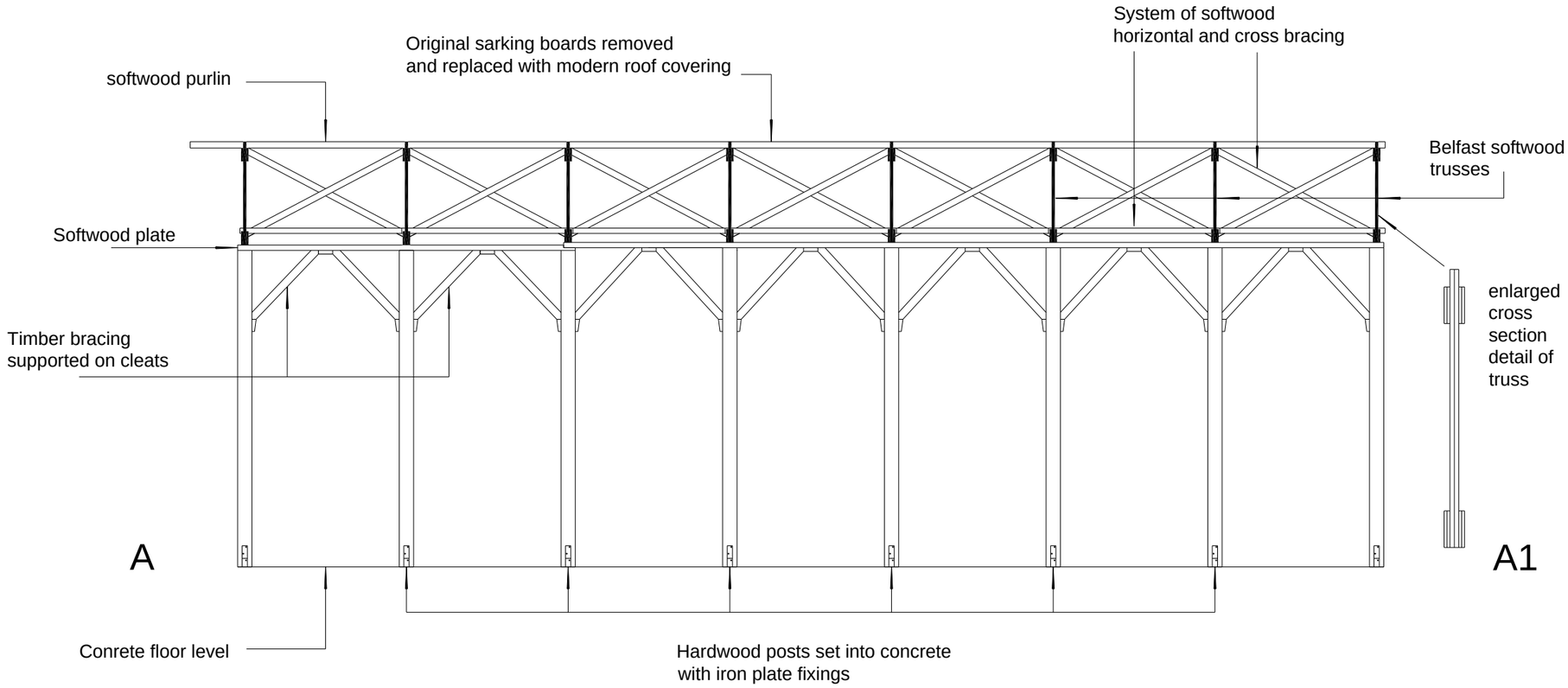
Plan of Building 2

Figure 21



Revision Number:	1
Illustrator:	RAD/MR
Date:	10/07/06
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Building 2: Section A-A1

Figure 22

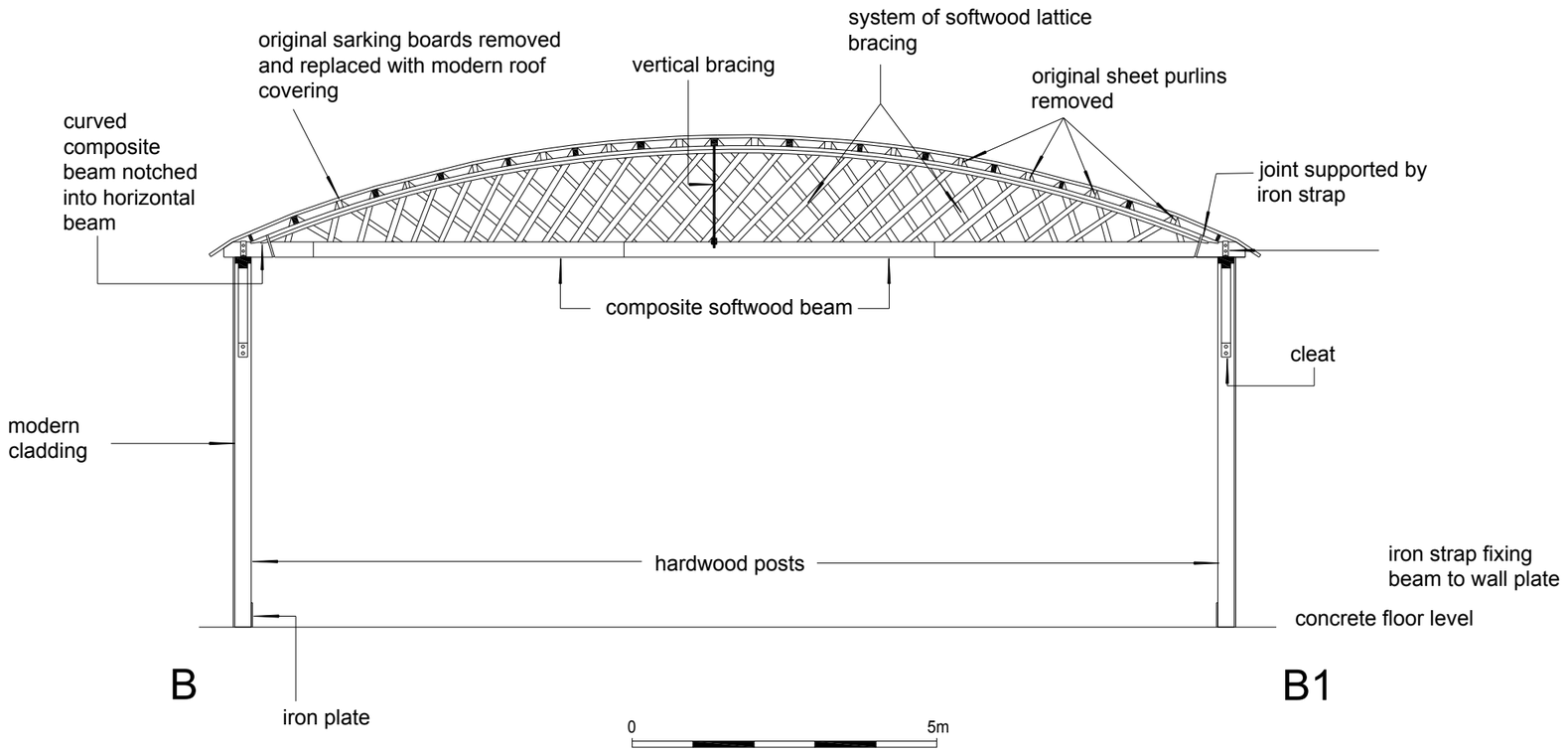

Plate 7: Building 2: example of Belfast Truss viewed from below and west

Conservation Management

Wessex Archaeology

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Illustrator:	RAD/MR
Date:	10/07/06
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Building 2: Section B-B1

Figure 23

Plate 8: North side of Building 2 viewed from a south elevated position showing offices and messing facilities

Plate 9: External view of Building 2 showing overhang to front west end and modern cladding

Plate 10: Front (east) wall of Building 5

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Plate 11: Late 19th century roof truss in Building 5

Plate 12: Early 20th century roof truss in Building 5