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Commercial Archaeology

Working throughout England and Wales

Detailed Archaeological Assessment

Rothbury Road Ltd

24-26 White Post Lane
Hackney Wick
Tower Hamlets
E9 5EP

March 2015

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Report Specification:

Compilation:
Stephen Priestley MA & Owain Connors MA PhD

Artwork:
Owain Connors MA PhD

Editing:
George Children MA MCIfA

Final Edit & Approval:
Neil Shurety Dip.M G M Inst M

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Front Cover: Photograph looking WSW showing the Sulzer, Dowding & Mills premises at Nos. 24-26 White Post Lane

Border Archaeology Regional Offices

Midlands & North (Head Office)
Chapel Walk, Burgess Street, Leominster,
Herefordshire, HR6 8DE
T: 01568 610101
E: midlandsandnorth@borderarchaeology.com

West & South West
Park House, 10 Park Street, Bristol, BS1 5HX
T: 0117 907 4735
E: westandsouthwest@borderarchaeology.com

East
Luminous House, 300 South Row, Milton Keynes, MK9 2FR
T: 01908 933765
E: east@borderarchaeology.com

South & South East
Basepoint Business Centre, Winnal Valley Road
Winchester, Hampshire, SO23 0LD
T: 01962 832777
E: southandsoutheast@borderarchaeology.com

Midlands & North	West & South West	East	South & South East
01568 610101	0117 907 4735	01908 933765	01962 832777

Border Archaeology Limited: Registered Office: 45 Etnam Street, Leominster, HR6 8AE
Company Registration No: 07857388

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1 Executive Summary

The results of this detailed archaeological assessment of a site at Nos. 24-26 White Post Lane Hackney Wick Tower Hamlets, based on an examination of available sources of archaeological and historical information, has reached the following conclusions regarding the nature and significance of archaeological resource within the study area, which can be summarised thus:

- The potential for encountering evidence of prehistoric activity has been assessed as **Low to Moderate**. Historically, the study area appears to have been located on the interface between a gravel terrace and the northern edge of a low-lying marsh or mere associated with a tributary of the River Lea. Little evidence of prehistoric activity has been recorded in the immediate vicinity of the site. Significant evidence of past environmental conditions dating back to the Mesolithic, including evidence for a buried palaeochannel, was identified during geoarchaeological investigations to the southeast of the study area at Roach Road, while excavations to the east of the study area at Carpenters Road revealed a palaeochannel sealed by an organic layer which was overlaid by alluvial clays and a 3.5m -deep sequence of 19th -20th -century made-ground deposits. **A similar sequence of alluvial deposits could potentially be revealed on the site at White Post Lane which could be of high interest in palaeoenvironmental terms; however, it is likely that they have been sealed by deep modern made-ground deposits to a depth of 3.5-4m (or greater) in places.**

- The potential for encountering evidence of Roman activity has been assessed as **Low to Moderate.** The site appears to lie well to the north of the Roman settlement and cemetery site situated close to where the road from *Londinium* to Colchester (*Camulodunum*) crossed the River Lea at Old Ford. Recent excavations to the south of the study area have demonstrated the potential for posthole alignments and timber structures of Roman date to survive, possibly associated with bridges or wharfs adjoining the River Lea. Any surviving evidence of Roman occupation deposits and structural remains would be regarded as being of high interest; however, they have been sealed by deep deposits of made ground.

- The potential for evidence of medieval occupation within the study area has been assessed as **Low to Moderate**. The study area appears to have remained as sparsely occupied marshland and meadow through to the mid-19th century. Evidence of changing environmental conditions during the medieval period may be preserved in the deep sequence of alluvial deposits extending across much of this area. A long established watercourse called the Wick Brook (or Wick Sewer) is shown on historic maps dating back to the 18th century as extending on a NE-SW alignment across the site. It is likely that this watercourse, which was covered over by the late 19th century, is of medieval or early post-medieval origin. There is potential for identifying evidence of this watercourse and associated palaeoenvironmental deposits.

- The potential for encountering archaeological remains of post-medieval date within the specific study area has been assessed as **Moderate**. Evidence of post-medieval water-management features (including timber-lined drainage channels) could potentially be revealed within the site. The site was built up in the

late 1860s-early 1870s with the construction of a detached property (Grange House) and a row of low-grade terraced properties. The houses within the S and W part of the site were severely damaged by bombing during the Second World War and were demolished while those within the N and E parts of the site largely survived until the late 1960s when the present engineering works buildings were constructed. There is potential for encountering buried evidence of late 19th century industrial activity within the site; a coppersmith's works and a substantial range of outbuildings relating to a haulier's premises (to the rear of Grange House) are indicated within the site on Goad's Insurance Plan of 1893.

- **Conclusion: The archaeological potential of the site has been assessed, in overall terms, as Low to Moderate. This reflects the limited scope of the archaeological record for this specific area and the evidence indicating that it was sparsely occupied marshland subject to episodic flooding from prehistory through to the mid-19th century. A watercourse of medieval or early post-medieval origin is marked on historic maps as extending on a NE-SW alignment across the site. Recent investigations in the immediate locality have demonstrated the potential for encountering evidence of alluvial silt and peat deposits of potentially high significance in palaeoenvironmental terms; however, it is likely that they will lie beneath deep deposits of post-medieval/modern made ground, extending to a depth of 3.5m-4m in places.**

2 Introduction

Border Archaeology (BA) was instructed by Rothbury Road Ltd to carry out a programme of Detailed Archaeological Assessment in respect of a proposed residential development on the site of the Sulzer Dowding & Mills engineering works at 24-26 White Post Lane Hackney Wick Tower Hamlets E9 5EP. The grid reference for the site is NGR TQ 36947 84449 (*fig. 1*). Copies of this assessment will be supplied to Rothbury Road Ltd, to Adam Single Esq, Greater London Archaeology Advisor (North East), and the Greater London Historic Environment Record.

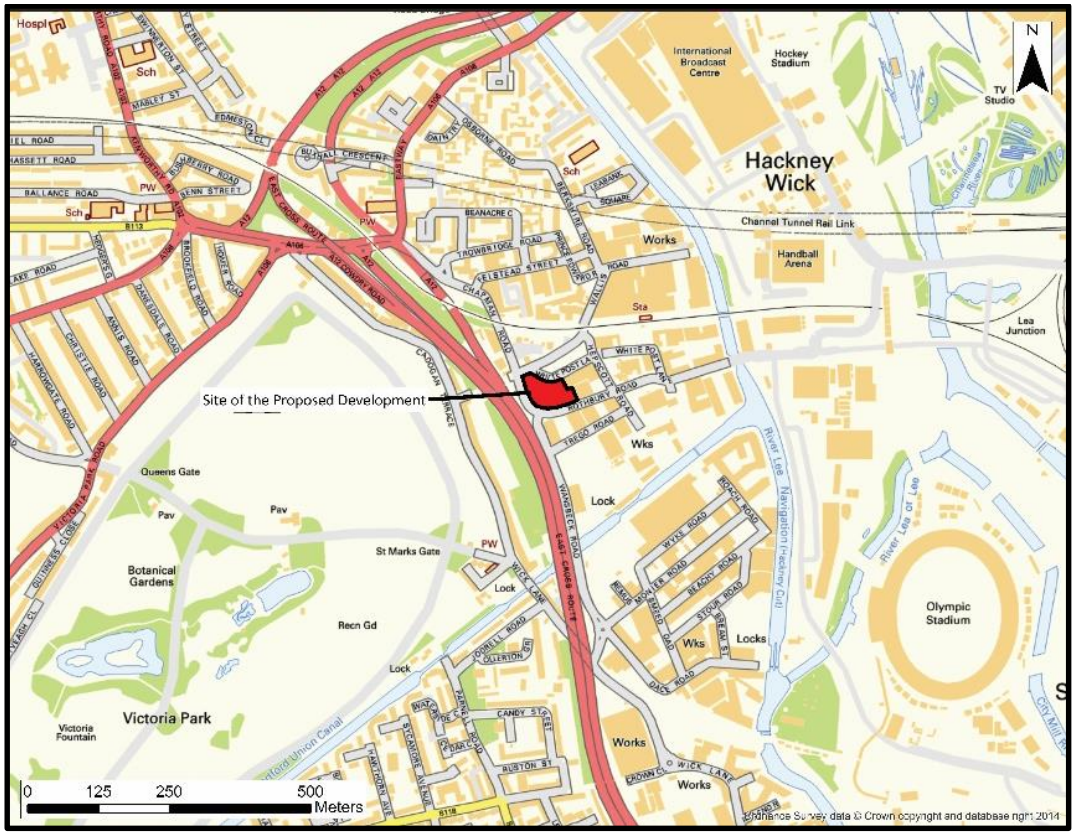

Fig 1: Site location plan (© Crown copyright and database rights 2015 Ordnance Survey Licence No. 100055758)

2.1 Site Description

The study area is located at Nos. 24-26 White Post Lane, Hackney Wick, within the London Borough of Tower Hamlets. It is currently occupied by the Sulzer Dowding & Mills electrical engineering works. The grid reference for the site is TQ 36947 84449.

2.1.1 Soils & Geology

The British Geological Survey map (Sheet 256 North London, 1993, 1:50,000) shows the site as being underlain by made ground overlying Holocene alluvium, which, in turn, overlies Kempton Park River Terrace Gravels. The

underlying solid geology consists of London Clay and deposits of the Lambeth Group (formerly Woolwich and Reading Beds) comprising mottled clay with sand and pebble beds.

3 Methodology

3.1 Consultation of Archaeological Records

3.1.1 Research Aims

This Detailed Archaeological Assessment seeks to identify any known or potential archaeological resource within the study area and to establish its character, extent, quality and importance, within a local, regional and national context.

3.1.2 Research Methods

The research carried out for this Detailed Archaeological Assessment consisted of the following elements:

3.1.2.1 Evaluation and Study of Archaeological Databases

The Greater London Historic Environment Record (HER) and the National Monuments Record Swindon were both consulted and lists obtained of all known archaeological sites, listed buildings and Scheduled Ancient Monuments in the study area (the search radius was defined as 300m from the approximate centre of the site at NGR TQ 36947 84449).

3.1.2.2 Evaluation and Study of Primary Sources

Primary documentary sources relating to the study area (including deeds, surveys, tithe apportionments etc.) were consulted at the London Metropolitan Archives, Hackney Archives Department, Tower Hamlets Archives & Local History Library, the British Library and the National Archives.

3.1.2.3 Evaluation and Study of Secondary Sources

All published and unpublished works relating to sites and structures of archaeological and historical interest within the study area were examined, utilising collections held at the London Metropolitan Archives, Hackney Archives Department, Tower Hamlets Archives & Local History Library and the British Library.

3.1.2.4 Evaluation and Study of Cartographic Evidence

Historic maps and illustrations (including engravings, paintings and photographs) dating back to the 17th century were consulted at the National Archives, London Metropolitan Archives, Hackney Archives Department and Tower Hamlets Archives. Collections of aerial photographs relating to the study area dating back to 1921 were consulted at the London Metropolitan Archives and the National Monuments Record Swindon.

4 Site Specific Analysis

4.1 Consultation of Archaeological Records

This section analyses the information available from records of archaeological work carried out in the vicinity of the specific study area and discusses its implications for the nature of the archaeological resource within the study area and the likely depth and survival of significant archaeological deposits and features.

4.1.1 Conservation Areas

The specific site lies within an Archaeological Priority Area, as defined in the London Borough of Tower Hamlets Unitary Development Plan. The site is also located to the W of the White Post Lane Conservation Area.

4.1.2 Scheduled Ancient Monuments

No Scheduled Ancient Monuments are recorded in the immediate vicinity of the study area. The nearest Scheduled Ancient Monument to the study area is Parnell Road Bridge (built 1830) on the route of the Hertford Union Canal at NGR TQ 36762 83990 (SAM Ref. 1001969), about 500m SW of the study area.

4.1.3 Archaeological Sites

The Greater London Historic Environment Record (HER) and the National Monuments Record were consulted to determine the nature and extent of the archaeological resource within the specific study area. For the purposes of this assessment, a search radius of 300m was defined, centred on NGR TQ 36947 84449. A total of 15 monuments and 13 archaeological events were identified within the designated search area; however, a small number of additional sites and archaeological events in the wider locality of the study area were also considered for contextual purposes.

4.1.4 Site Visit

A site visit was carried out on 20th March 2015 to determine the potential for surviving archaeological remains on the site.

4.2 Prehistoric

The site of the proposed development is situated within the floodplain of the Lower Lea Valley and it appears that the study area lay at the interface between a promontory of river terrace gravels and the N edge of a low-lying marsh or mere associated with the River Lea (Corcoran *et al.* 2011). However, it should be noted that geoarchaeological information for this specific area (in terms of data from boreholes and excavations) is limited.

Evidence recorded on the Greater London HER of prehistoric activity in the immediate vicinity of the study area (a 300m radius search centred on TQ 36947 84449) is restricted to a single Mesolithic tranchet axe found during excavations on Bower Lane in 1890 (MLO 1668; Wymer & Bonsall 1977, 188) some 21m to the N of the site. Further evidence of early prehistoric activity has also been identified in the wider locality, including a Palaeolithic hand-axe and unretouched flint flake found in Victoria Park at (MLO 11037), as well as lithic scatters, ranging in date from the Palaeolithic through to the Late Bronze Age, which were found about 1km due S of the site, during excavations at the Lefevre Walk Estate Parnell Road.

There is no evidence of later prehistoric activity recorded on the Greater London HER in the immediate vicinity of the study area, although the excavations at the Lefevre Walk Estate produced evidence that the prehistoric occupation dated from the Neolithic through to the Late Iron Age. This included two ditches which probably formed part of a field boundary and three pits that were assigned a Neolithic date, one of which contained a Peterborough -ware bowl (Taylor-Wilson 1996, 2000). Pits and field boundaries of probable Middle to Late Bronze Age date were found during further excavations, together with a complete vessel found within the fill of a ditch, which may have represented a votive offering (Douglas 1999). Archaeological investigations at Parnell Road and the Lefevre Walk Estate have also revealed evidence of Iron Age occupation, including a possible roundhouse structure, as well as evidence for field boundaries and ritual activities dated to the Late Iron Age.

While there is scarce evidence for prehistoric human activity within the immediate locality of the study area, significant evidence for changing landscape conditions during prehistory was revealed by a programme of geoarchaeological investigation undertaken by Museum of London Archaeology Service (MoLAS) on the Omega Works site (Phase III) at Roach Road in 2005-6, some 289m to the SE of the site (MLO98027, ELO 6405, ELO7039; MoLAS 2005, 2006). Core samples were taken for analysis from three boreholes. Within two of the boreholes, located in the central and NE parts of the site, substantial made-ground deposits were shown to extend to a depth of between 3.5-4m below ground level (about 7m AOD), overlying a clay capping deposit. This, in turn, overlaid a layer of humic organic clay at 3m AOD, underlying which was a substantial deposit of alluvial clay extending to a depth of 1m AOD. Below this lay a deep peat deposit overlying Pleistocene gravels. Within the borehole in the SE corner of the site, made ground was shallower (only 2m in depth), underlying which was a thick alluvial clay overlying a more humic, organic clay deposit, which directly overlaid a thick peat deposit overlying gravels.

The analysis of these core samples demonstrated that the central and northern portions of the site were located at the interface between a low-lying marshy hollow (probably a Pleistocene channel) and an area of higher gravelly ground to the SE. Substantial deposits of alluvial peat were recorded within the low-lying area, which probably represent an abandoned palaeochannel (supported by evidence for the presence of reeds and sedges,

which is indicative of a marshy environment in contrast to the open grassland prevalent within the higher SE part of the site). Radiocarbon dating of the peat deposits showed that they had accumulated during middle-to-late Mesolithic period, between *c*.7000 and 5000 BC. This marshland seems to have fringed an area of mere situated beyond the N boundary of the Omega Works site, which appears to have expanded at some point after 5000 BC, as indicated by evidence for standing water extending across the lower-lying parts of the site and the accumulation of clays above the peat. Analysis of pollen samples extracted from the clay deposits indicated that a wet floodplain woodland (alder carr) developed across the lower-lying parts of the site during the later Mesolithic period, which appears to correspond with the onset of wetter climatic conditions (MoLAS 2005, 2006).

River levels appear to have fallen during the later prehistoric periods and most of the site appears to have been dry land subject only to very occasional flooding. Evidence was recorded for water levels rising from the 1st -2nd centuries AD onwards, which resulted in prolonged flooding of the site, possibly associated with a contemporary rise in sea levels, although it was difficult to determine whether the flooding was the result of daily tidal inundations or more episodic, seasonal events. By the medieval period, it appears that the site had become occasionally -flooded pastureland with scattered trees, sedge-filled ditches and marshy hollows (MoLAS 2005, 2006).

Further evidence for the palaeoenvironmental conditions of the wider vicinity of the study area was revealed during archaeological evaluation carried out in 2007 by MoLAS/Pre-Construct Archaeology within the Work Package 1 site forming part of Olympic Delivery Zone 4, consisting of three trenches to the N of Carpenters Road (ELO 11227). One of these trenches revealed evidence of a possible historic watercourse or tributary with associated gravel mid-channel bank or foreshore deposits, sealed by a layer of organic material which, in turn, was overlaid by a sequence of alluvial clay deposits (ranging from about 3.3m to 2m OD). This sequence either suggests that the watercourse migrated across this area and that, as a consequence, much of the tributary valley abandoned by the former river channel formed a waterlogged marsh environment or that it was subject to episodic flooding. Sealing the alluvial clay was a deep sequence of late post-medieval/modern made-ground deposits, extending to 3.5m in depth (MoLAS/PCA 2008a). No cultural material earlier than the post-medieval period was identified during these evaluations. However, an initial assessment of samples taken from the alluvial silty clay deposits indicated that they were rich in plant remains suitable for radiocarbon dating and could therefore provide valuable information about changing environmental conditions during the prehistoric and later periods. Geoarchaeological survey was also undertaken on Temple Mills Lane (ELO 12367) *c*.300m to the E of the site as part of the Olympic developments. The deposits found allowed for the pre-Holocene surface topography to be mapped and the courses of the major palaeochannels to be identified, as well as identifying areas of likely wetland and drier areas suitable for habitation (Wessex Archaeology 2011).

The potential for encountering evidence of prehistoric activity at this site has therefore been assessed as **Low to Moderate**. The archaeological record for prehistoric occupation in the immediate vicinity of the site, in terms of recorded sites and find-spots, is very limited, although evidence of prehistoric settlement has been identified on the southern periphery of the study area. However, significant evidence of past environmental conditions dating back to the Mesolithic, including evidence for a buried palaeochannel, has been identified during geoarchaeological investigations to the SE of the study area at Roach Road, while excavations to the E of the study area at Carpenters Road revealed a palaeochannel sealed by an organic layer, which was overlaid by

alluvial clays and a 3.5m deep sequence of 19th -20th -century made-ground deposits. A similar sequence of alluvial silts and peat deposits could potentially be revealed on the site at White Post Lane; however, it is likely that these will be sealed by deep post-medieval/modern made-ground and alluvial deposits could extend to a depth of 3.5-4m (or greater) in places.

4.3 Roman

The Greater London HER records no evidence of Roman occupation in the immediate vicinity (300m) of the site, although Roman activity has been recorded to the S of the study area, relating to a settlement associated with a Roman road running E from *Londinium* (London) to *Camulodunum* (Colchester). This settlement was located close to where the road approached a strategically important crossing of the River Lea at Old Ford (MLO 8877) and, although a number of excavations have identified associated features (including an extensive burial ground and evidence for timber structures, possibly wharves, adjoining the River Lea), the extent of this Roman roadside settlement has yet to be determined. Two desk based assessments undertaken in the Old Ford area (ELO 7149, ELO 5949) concluded that, whilst these sites had low potential for prehistoric remains, they held a moderate potential for Roman archaeology (PCA 2004; MoLas/PCA 2006).

The road from *Londinium* to *Camulodunum* is presumed to have crossed the River Lea somewhere between the location of Iceland and Bundock's Wharves, located to the SE of the site, where the remains of a causeway had previously been identified at the point where the River Lea is thought to have been at its lowest (MLO 23824; Weinreb & Hibbert 1995, 56; Baker 1998, 7). Evidence of this road has been identified to the SW of the study area, most notably during excavations in the vicinity of Lefevre Road and Parnell Road, approximately 1km S of the site.

Archaeological evaluation undertaken 2003 at Crown Wharf Ironworks, Dace Road (584m to the SE of the site), consisting of four trenches and a larger open-area excavation (ELO 6150; AOC Archaeology 2004), revealed what appeared to be a sequence of deposits representing deliberate phases of deposition to consolidate the underlying alluvium, presumably associated with the reclamation of the site for occupation and agricultural activity. The stratigraphy was relatively uniform across the site: above natural sands, gravel and peat layers was a sequence of deposits comprising a pale grey clay with frequent stones containing numerous abraded CBM fragments, overlaid by a very dark grey/black gravel with frequent ash and cinder inclusions containing frequent pottery fragments of Roman date, which, in turn, underlay a greenish-grey gravel sand containing occasional pottery fragments of 2nd -3rd -century date. One of the trenches contained the remains of approximately 40 decayed timber piles, as well as two large vertical posts resting on substantial plank base-plates. Several alignments of timbers were noted and it was not possible to ascertain what type of structure these timbers represented. It was suggested that, given the riverine location of the site, they may have formed the remains of a bridge or jetty. An area of extremely decayed timber was also exposed and this was interpreted as a section of collapsed superstructure. Overlying the greenish-grey gravel sand was a deep sequence of alluvial deposits, about 1.2-1.4m deep, relating to prolonged flooding of the site, which, in turn, was capped by layers of disturbed alluvium and made ground relating to post-medieval industrial activity on the site ranging between 1.1m and 1.6m deep.

Archaeological evaluation was undertaken in 2006 prior to a commercial development at Stour Wharf (ELO 7032), a site viewed as having potential for Roman archaeology. However, no finds or cultural artefacts were recovered. Three trial pits measuring 2m × 4m were dug down to the natural river terrace and gravels. The pits were approximately 4.6-5m in depth. A broadly comparable sequence was revealed across the site with 19th – century and later made ground sealing alluvial (silt and organic) horizons. The alluvial sequence was up to 4.2m thick and sealed river-terrace sands and gravels at between *c*. 0.91m and 1.6m (Compass Archaeology 2006).

Taking all these factors into consideration, the potential for encountering archaeological evidence of Roman activity has been assessed as **Low to Moderate**. The site appears to lie well to the N of the Roman settlement and cemetery site close to where the *Londinium* to *Camulodunum* road crossed the River Lea. Recent excavations to the S of the study area have demonstrated the potential for posthole alignments and timber structures of Roman date to survive, possibly associated with bridges or wharfs adjoining the River Lea. Any surviving evidence of Roman occupation deposits and structural remains would be regarded as being of high interest; however, it is likely that any such would be sealed by deep deposits of made ground.

4.4 Medieval

During the medieval period the site lay within the N boundary of the manor of Stepney, which was an extensive landholding of the bishops of London. The manor is first recorded as *Stybbenhythe* in a charter dated *c*. 1000 (Baker 1998, 13). The manor was assessed as containing 32 hides of land in the Domesday Survey of 1086 and later encompassed land which now lies in Stepney, Bow, Hackney, Shoreditch, Islington, Hornsey and Clerkenwell. Immediately to the N of the study area lay the manor of Wick (later Hackney Wick), which constituted a sub-holding of the manor of Stepney. The manor is first documented as having been granted to the Templars by the late 12th century and subsequently passed to the Hospitallers after the suppression of the Templar Order in the early 14th century. Hackney Wick ultimately passed into the hands of the Crown after the Dissolution of the Monasteries (Baker 1995, 76-7). In parochial terms, the site lay just within the northern boundary of the parish of St Mary Stratford at Bow, which remained as a chapel of ease to Stepney until 1719 when it became a separate parish.

Evidence for medieval occupation recorded on the Greater London HER in the vicinity (300m) of the study area appears to be extremely limited; no archaeological records relating to features or find-spots of medieval date were revealed during a consultation of the Greater London HER. Throughout the medieval and early post-medieval periods, the study area lay on the N periphery of an extensive, sparsely occupied area of marshland and meadow known as 'Bow Marshes', extending along both sides of the River Lea from Hackney to the N and Bow to the S (Baker 1995). This marshland was gradually reclaimed throughout the medieval period, with the establishment of a network of drainage ditches dissecting the area, which are visible on historic maps from the 18th century onwards.

Of particular interest is a curvilinear watercourse or drainage ditch shown on historic maps of the area dating back to the mid-18th century which appears to extend on a roughly NE-SW alignment across the W half of the site. This watercourse is marked on later 19th century maps as the Wick Brook or Sewer and appears to have remained open until the mid-1870s when it was finally covered over. It is likely that this watercourse is of

medieval or early post-medieval origin as its NE continuation (marked by present day Wallis Road) represented a section of the boundary between the parishes of Stratford at Bow and Hackney.

The geoarchaeological investigations at the Omega Works site in Roach Road indicated that the area was sparsely occupied marshland subject to episodic flooding throughout the post-Roman, medieval and early post-medieval periods (MoLAS 2006) and it would appear that the site was chiefly used as pasture for livestock, although limited evidence of arable cultivation might be indicated by the presence of cereal grains. Other archaeological excavations undertaken in the vicinity of the study area, for example, at Crown Wharf and Carpenters Road, yielded no evidence of medieval occupation and appear generally to indicate the presence of a heavily alluviated environment through to the post-medieval period.

The potential for encountering archaeological evidence of medieval activity within the study area has been assessed as **Moderate**. This assessment reflects the absence of archaeological and documentary evidence for medieval occupation in the vicinity of the study area, which appears to have remained as marginal, sparsely occupied marshland and meadow through to the 19th century. However, a long established watercourse called the Wick Brook (or Wick Sewer) is shown on historic maps dating back to the 18th century as extending on a NE-SW alignment across the site. It is likely that this watercourse, which was covered over by the late 19th century, is of medieval or early post-medieval origin. There is potential for identifying evidence of this watercourse and associated palaeoenvironmental deposits.

4.5 Post-Medieval

Documentary and cartographic evidence shows that, throughout the early post-medieval period, the site remained as undeveloped marshland and meadow immediately to the S of White Post Lane, a route-way of early post-medieval origin leading E from Wick Lane towards the River Lea. White Post Lane was first documented in the early 18th century. Further to the E of the site, a bridge was constructed to carry White Post Lane over the Hackney Cut, a watercourse constructed in 1768-9 to improve navigation on the River Lea. The existing riveted wrought-iron road bridge is a late 19th -or early 20th -century replacement (MLO 99095). A standing building survey of the bridge was undertaken in 2007 as part of the Olympic redevelopment project (MoLAS/PCA 2008b, 23). The study area appears essentially to have remained undeveloped until the second half of the 19th century, when intensive industrial and residential development took place.

Evidence for post-medieval water-management features has been identified within the study area and its immediate vicinity, including a timber-lined channel found during evaluation trenching at Carpenters Road in 2007, which was interpreted as probably forming part of the system associated with the East London Waterworks Company reservoir (in existence between *c*.1847 and 1892 (MoLAS/PCA 2008a). Excavations at the Crown Wharf site revealed the remains of at least one, possibly two timber-lined tanks and several timber conduits across the site. One of the tanks had reused sections of a (London "Western" type) barge in its lining (MLO 78203). These were dated to the 18th century and were overlain by 19th -century brick footings, conduits and made ground. The timber-lined tanks and conduits may be associated with attempts to improve drainage of the marshes, although the organic nature of the fills within the conduits may indicate that they were used for

waste management (AOC Archaeology 2004). A post-medieval lock is also located 198m to the SE of the site on the Hertford Union Canal, which joins the Lea to the SE of White Post Lane (MLO 72994).

In 1840, Victoria Park (MLO23772), located some 135m to the W of the site, was proposed to provide a 'memorial to the Sovereign', which could be used by the population of the East End of London, and was one of three new parks proposed by government initiative to serve the expanding suburban population. The park was designed by James Pennethorne and Samuel Curtis and work started in 1842 before being opened to the public in 1845. The initial 77ha area of the park was increased to 87ha in 1872.

From the late 1850s onwards, it appears that the area surrounding the site became heavily developed and took on an industrial character, with the opening of numerous factories. Located on the opposite side of White Post Lane from the site was the Hope Chemical Works (MLO 66419), established as a distillery and oil refinery by Eugene Carless in 1859-60 (Liveing 1959, 3). By the early 1870s the factory had been renamed as the 'Carless, Capel and Leonard Chemical Works' and had emerged as the leading British distillery for newly-imported American crude oil; advances were also made in refining shales and coal tar. The works were severely damaged by fire in 1890 but were extensively rebuilt and in 1893 became the first to coin the name 'petrol' for its motor launch spirit (although an application to patent the name was refused). The chemical works were closed in 1970 and the buildings on the site almost completely demolished, with the exception of the perimeter wall, which survives on White Post Lane.

By the middle of the 1860s, a number of other industrial works had also been established to the N of the study area along Wallis Road. These included a chemical manure works, a bone processing/button-making works, an iron works (Victoria Iron Works), a company manufacturing waterproof garments (George Spill & Co), and the first factory in the country to produce thermoplastic material (*i.e*. celluloid) on an industrial scale (named 'Parkesine' after its inventor, Alexander Parkes) which was founded in 1866 and closed two years later (Marshall 2013). Further industrial works were established to the E of the site in the late 19th century, most notably the four-storey brick built Lea Chemical Works at No. 92 White Post Lane (MLO 98995; MoLAS 2007) and the extensive complex of Edwardian/early 20th -century factory buildings erected for the Clarnico Jam and Confectionery Works at Kings Yard Carpenters Road (MLO 99102, MLO 99097, MLO 99103, MLO 99099, MLO 99100, MLO 99101, MLO99098). The Clarnico works were heavily damaged by bombing in the Second World War and a new factory developed in the 1950s on another site; the Carpenters Road site thus eventually became redundant and manufacturing ceased in the 1970s. The confectionary works were recorded prior to demolition/redevelopment as part of the Olympic redevelopment project and consisted of a coach house, confectionery works, engine house/chimney, warehouse, peel shed, stables and starch warehouse (MoLAS/PCA 2008c).

Documentary and cartographic evidence (discussed in further detail below) indicates the presence of late 19th century industrial buildings within the boundaries of the site, including a coppersmith's works, a tinsmith's works and a substantial range of outbuildings relating to a haulier's premises (to the rear of Grange House)

Together with the emergence of an expanding industrial landscape came rapid settlement growth. By the early 1860s, housing development had taken place at the W end of White Post Lane, with the creation of Bower Road,

Chapman Road and Tennyson Terrace, and rows of densely-packed two-storey brick terraced housing were constructed along the S side of White Post Lane between *c*. 1865 and 1870. By the early 1880s, a grid of streets had been fully laid out to the S of White Post Lane (including Hepscott Road, Rothbury Road, Trego Road and Comboss Road), which were mostly lined with terraced houses, except for the S part of the specific study area, Rothbury Road, which does not appear to have been built up until the late 1890s - early 1900s. St Mark's (MLO 93413), a rather plain brick parish church designed by A.W. Blomfield, was erected in 1872-3 approximately 300m to the SW of the site; the building was delisted in 1976 (Clarke 1966, 94).

It is likely that substantial deposits of made ground were laid across the site at the same time to raise the ground level as a measure to combat against flooding. When the Britannia folding box works was constructed in 1906 on Dace Road, to the S of the study area, a contemporary newspaper report in the *Hackney Mercury* refers to the former ground level as being raised by about 25 feet (7.6m). Evidence of these re-deposited clays was encountered during a watching brief between 2009 and 2010 on the route of a water pipeline at Wansbeck Road (forming part of the Stratford Box Dewatering Scheme) and these deposits were interpreted as evidence of 19th - century build-up (ELO 11599; PCA 2010).

A large number of properties in the White Post Lane area incurred substantial bomb damage during the Second World War. However, it would appear that while those houses occupying the S and W parts of the site were badly damaged and demolished by c.1950, some properties within the N and E parts of the site were mostly repaired and continued in occupation until the late 1960s. Most of the large-scale industrial premises (such as the Clarnico Works and the Carless, Capel and Leonard Works) were gradually closed or relocated during the post-war period.

Following a desk-based assessment (ELO 12405), a borehole, window sample and test-pit survey was undertaken in 2012 at Neptune Wharf (ELO 13878; CgMs 2012b), located approximately 212m S of the site, which indicated that deep deposits of made ground of late post-medieval and modern date are likely to be encountered across the site. Made ground was recorded at depths of up to 2.80-*c*.7m below ground level (8m AOD), while alluvium was recorded across the site to depths of 4.40-7.70m, overlying Pleistocene gravels. Bands of black peat were recorded in the N, NE and SE parts of the site.

The potential for encountering archaeological remains of post-medieval date within the site has been assessed as **Moderate**. The possibility of encountering water-management features of post-medieval date cannot entirely be discounted. There is also potential for encountering buried remains of footings relating to the terraced houses constructed on the site in the 1860s-early 1870s, as well as the remains of late 19th century industrial buildings documented on the site including a coppersmith's and tinsmith's works and a range of outbuildings relating to a haulier's premises (to the rear of Grange House).

However, it is likely that these would have been heavily truncated by construction ground works relating to the modern warehousing and yards that occupy the site. Recent archaeological investigations to the E and S of the study area have demonstrated the presence of substantial deposits of late post-medieval/modern made ground which could potentially extend to a depth of 3.5-4m (or greater) below ground level.

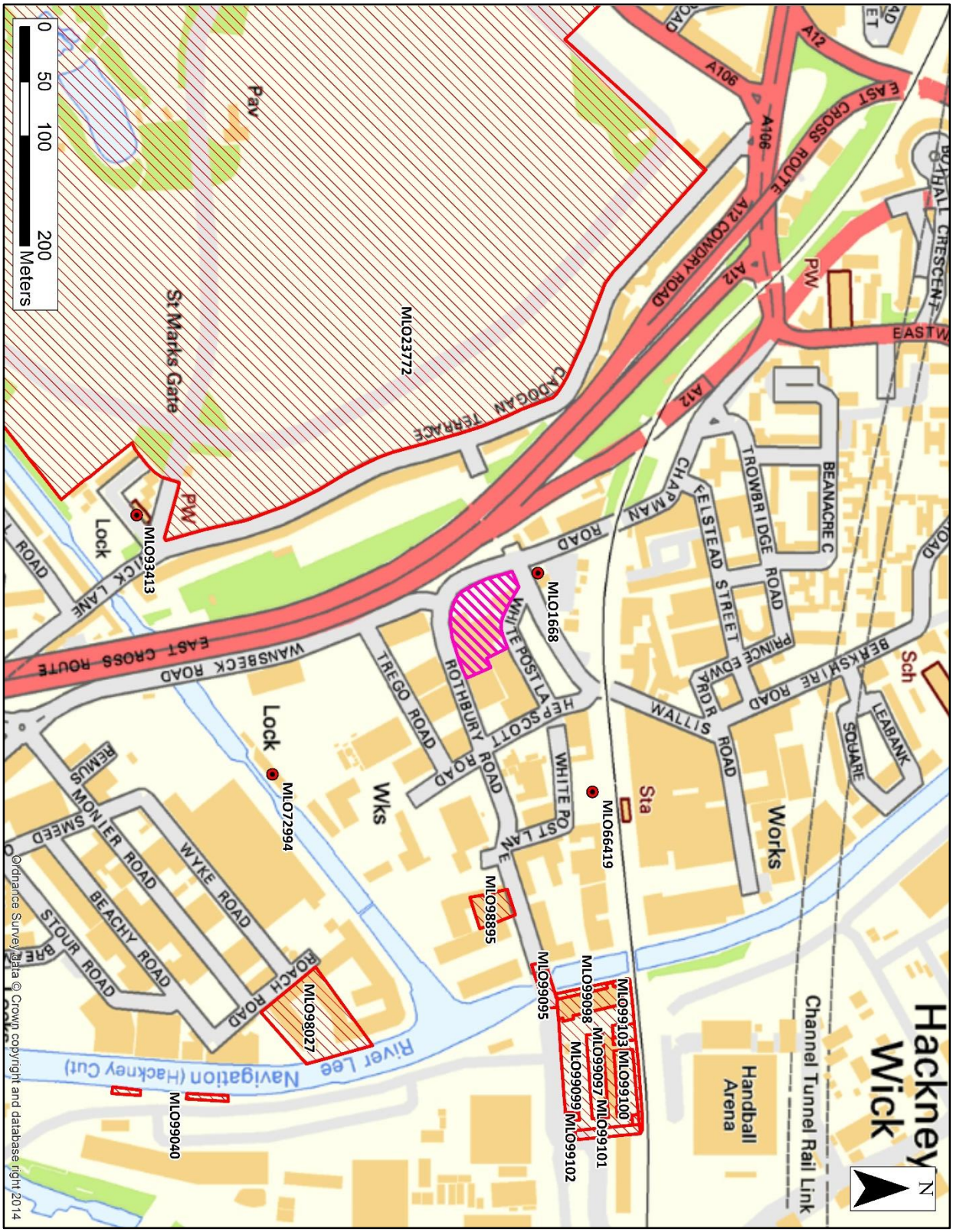

Fig. 2: Archaeological monuments recorded on the Greater London HER in the vicinity of the site of the proposed development (site marked in pink)

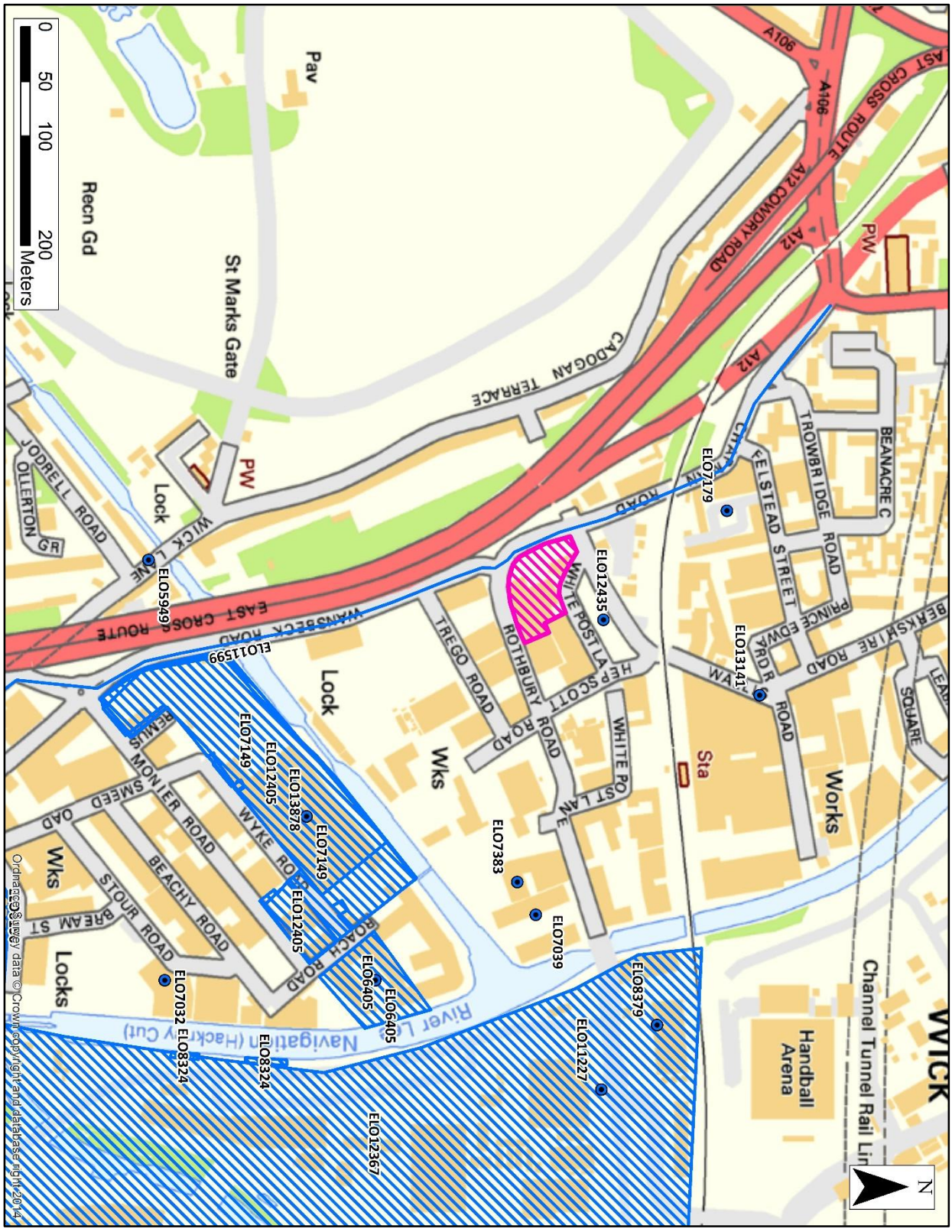

Fig. 3: Archaeological events recorded on the Greater London HER in the vicinity of the site of the proposed development (site marked in pink)

Monument No.	Description	NGR	Date
MLO 1668	Mesolithic tranchet axe	TQ 36900 84500	Mesolithic
MLO 98027	Mesolithic palaeochannel	TQ 37310 84303	Mesolithic
MLO 72994	Lock on Hertford Union Canal (opened in 1830)	TQ 37080 84260	Post-Medieval
MLO 23772	Victoria Park Wick Lane (19th century public park)	TQ 36170 83933	Post-Medieval
MLO 66419	White Post Lane: Hope Chemical Works site (1860)	TQ 37100 84550	Post-Medieval
MLO 98895	White Post Lane: Late-19th/early-20th century warehouses	TQ 37211 84463	Modern
MLO 99095	White Post Lane: Late-19th/early-20th century road bridge	TQ 37282 84512	Modern
MLO 99097	King's Yard: Site of Edwardian Factory Complex	TQ 37352 84562	Modern
MLO 99098	King's Yard (Site of Starch Department Building)	TQ 37297 84552	Modern
MLO 99099	King's Yard (Site of Lozenge Department)	TQ 37364 84559	Modern
MLO 99100	King's Yard (Site of Peel Shed)	TQ 37373 84586	Modern
MLO 99101	King's Yard (Site of Stables)	TQ 37415 84571	Modern
MLO 99102	King's Yard (Site of Coach House)	TQ 37402 84536	Modern
MLO 99103	King's Yard (Site of Engine House)	TQ 37326 84584	Modern
MLO 99040	Carpenter's Business Park (tipping wharves & crane rails)	TQ 37381 84211	Modern

Table 1: Gazetteer of Monuments recorded in the Greater London Historic Environment Record in the immediate vicinity of the study area (based on a 300m search radius centred on TQ 36947 84449)

Event No.	Description	NGR
ELO 5949	1A-7A Wick Lane Old Ford: Desk-Based Assessment	TQ 3692 8409
ELO 6405	Roach Road (Crown Wharf): Geoarchaeological Watching Brief (Omega Works Phase III)	TQ 37310 84303
ELO 7039	Roach Road (Crown Wharf): Geoarchaeological Report	TQ 37310 84303
ELO 7179	Chapman Road and Felstead Street Hackney Wick E9: Evaluation	TQ 36880 84625
ELO 7383	White Post Lane (No. 92): Desk-Based Assessment	TQ 37220 84433
ELO 11599	Chapman Road, Wansbeck Road: Watching Brief	TQ 37050 84270
ELO 12367	Temple Mills Lane/East Cross Route: Geoarchaeological Survey	TQ 37775 84510
ELO 12405	Wyke Road (Neptune Wharf) Fish Island Tower Hamlets: Desk-Based Assessment	TQ 37152 84196
ELO 12435	Wallis Road Hackney Wick: Desk-Based Assessment	TQ 36980 84512
ELO 13141	Felstead Street/Prince Edward Road/Wallis Road Hackney Wick Hackney: Heritage Report	TQ 37049 84655
ELO 13878	Wyke Road (Neptune Wharf) Fish Island: Borehole Survey	TQ 37143 84214
ELO 12405	Wyke Road (Neptune Wharf) Fish Island Tower Hamlets: Desk-Based Assessment	TQ 37254 84244
ELO 7149	Wyke Road Old Ford: Desk-Based assessment	TQ 37096 84182

Table 2: Gazetteer of Events recorded in the Greater London Historic Environment Record in the immediate vicinity of the study area (based on a 300m search radius centred on TQ 36947 84449)

5 Documentary Study and Map Regression

5.1.1 Medieval to *c*.1800

The site of the proposed development is located on the N edge of the parish of St Mary Stratford at Bow, close to the historic boundary with the parish of Hackney, a section of which runs along the W end of White Post Lane before turning sharply NE (following the course of present-day Wallis Road and then turning SE and heading towards the River Lea). During the medieval and post-medieval periods, the study area lay on the N periphery of an extensive area of marshland and meadow known as 'Bow Marshes', extending along both sides of the River Lea from Hackney to the N and Bow to the S, which was gradually reclaimed during the 13th and 14th centuries (Baker 1995). Immediately to the N of the study area lay the manor of Wick (later Hackney Wick), which formed an outlying part of the larger settlement of Hackney. The manor is first documented as having been granted to the Templars by the late 12th century and subsequently passed to the Hospitallers after the suppression of the Templar Order in the early 14th century (Baker 1995).

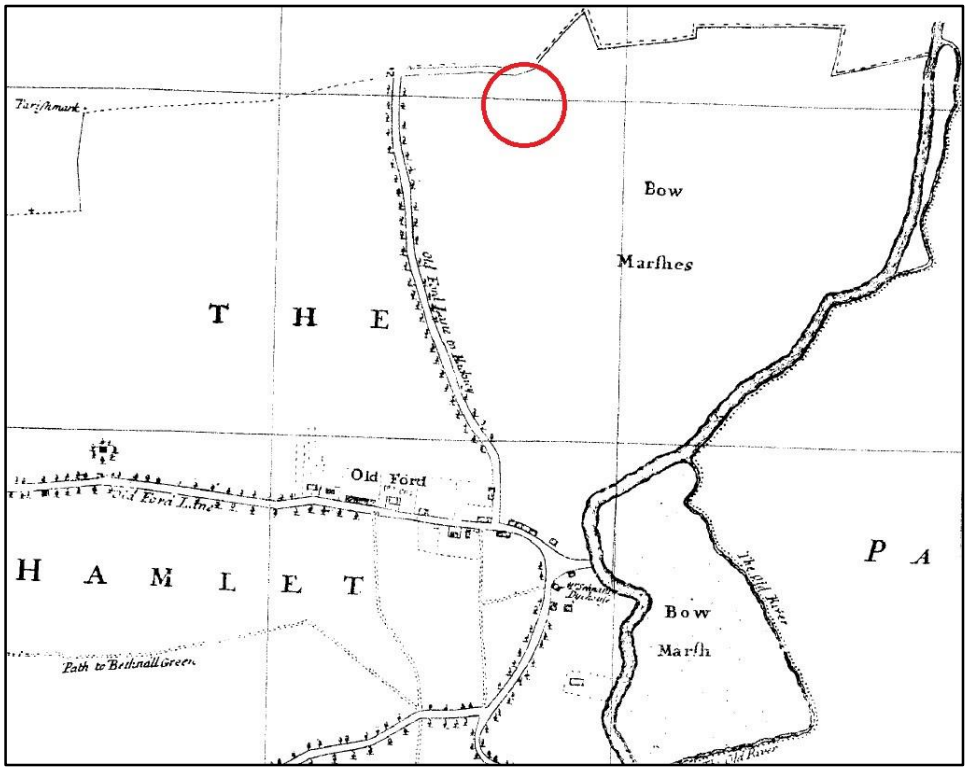

Fig. 4: Extract from Joel Gascoyne's Plan of the Manor of Stepney (1703)
(Reproduced by courtesy of Tower Hamlets Archives)

The earliest accurate cartographic evidence for the landscape of the site is Joel Gascoyne's map of the manor of Stepney, including Bow (1703) (*fig. 4*), which shows the extent of Bow Marshes but does not provide any topographical detail. Later 18th -and 19th -century maps show that the area was dissected by drainage ditches creating a pattern of irregular field enclosures. The site of the proposed development lay just S of the boundary between the parishes of Bow and Hackney, the irregular staggered alignment of which is carefully depicted on

Gascoyne's map and corresponds with that shown on later maps of the area. White Post Lane is shown as extending only as far as the point where the parish boundary strikes sharply NE; from there, a footpath is shown following the line of the boundary.

John Rocque's plan of London and its environs (1746) (*fig. 5*) provides a greater level of topographical information than Gascoyne's map, although its depiction of boundaries appears to be simplified. A roadway is shown extending E of Wick Lane that appears to correspond with White Post Lane, although its route is somewhat different to that shown on later maps and it appears to lead into a large rectangular field enclosure set back from the River Lea. To the S of White Post Lane, the land is depicted as marshy and sub-divided into a series of irregularly-shaped enclosures defined by broad sinuous boundaries, most of which are lined with trees. These probably represent drainage ditches dug to reclaim the marshland for agricultural purposes, both for arable and pastoral farming. It may be presumed that the pattern of field enclosure and associated drainage ditches in this area was largely established by the 13th and 14th centuries. Although Rocque's depiction of field boundaries is somewhat simplified, it is worth noting that he appears to show a curvilinear boundary or drainage ditch on a roughly NE-SW alignment extending across the W half of the site, dividing it into two distinct areas; this division occurs on later historic mapping of the study area.

Fig. 5: Extract from John Rocque's survey of London and environs (1746)
(Reproduced by courtesy of the London Metropolitan Archives)

A later map of the parish of St Mary Stratford at Bow surveyed by Richard Cardwell in 1768 provides considerably greater detail regarding the pattern of enclosure within the study area compared to Gascoyne's or Rocque's maps although unfortunately no detailed written survey accompanying the map has survived (*fig. 6*). The 1768 map shows the route of White Post Lane extending E from Wick Lane. The W section of the lane is shown as a footpath; however, the central and E portions of the lane (extending roughly eastwards from where the parish boundary ceases to follow White Post Lane and branches off to the NE) are delineated on either side by broad drainage ditches. White Post Lane is depicted as ending at the point where it met the line of the Hackney Cut (marked as 'New River'), construction of which had begun in 1768 to straighten and improve the navigation of the River Lea and which was finally opened in August 1769.

The site appears to have been situated within two separate enclosures, the W half lying within an irregularly shaped enclosure marked as Plot No. 33 (comprising 4 acres, 2 rods and 9 perches) while the E half lay within the N part of Plot No.40, a large, roughly quadrangular field enclosure (amounting to 12 acres and 18 perches in extent) with rounded corners bounded on all sides by water-filled drainage ditches. Cardwell's map shows a broad curvilinear drainage ditch or watercourse aligned NE-SW, which appears to be identifiable with a watercourse marked on Wyld's map of 1848 as the Wick Sewer or Brook.

Fig. 6: Extract from a Plan of the Parish of St Mary Stratford Bow surveyed by Richard Cardwell (1768)
(Reproduced by courtesy of Tower Hamlets Archives)

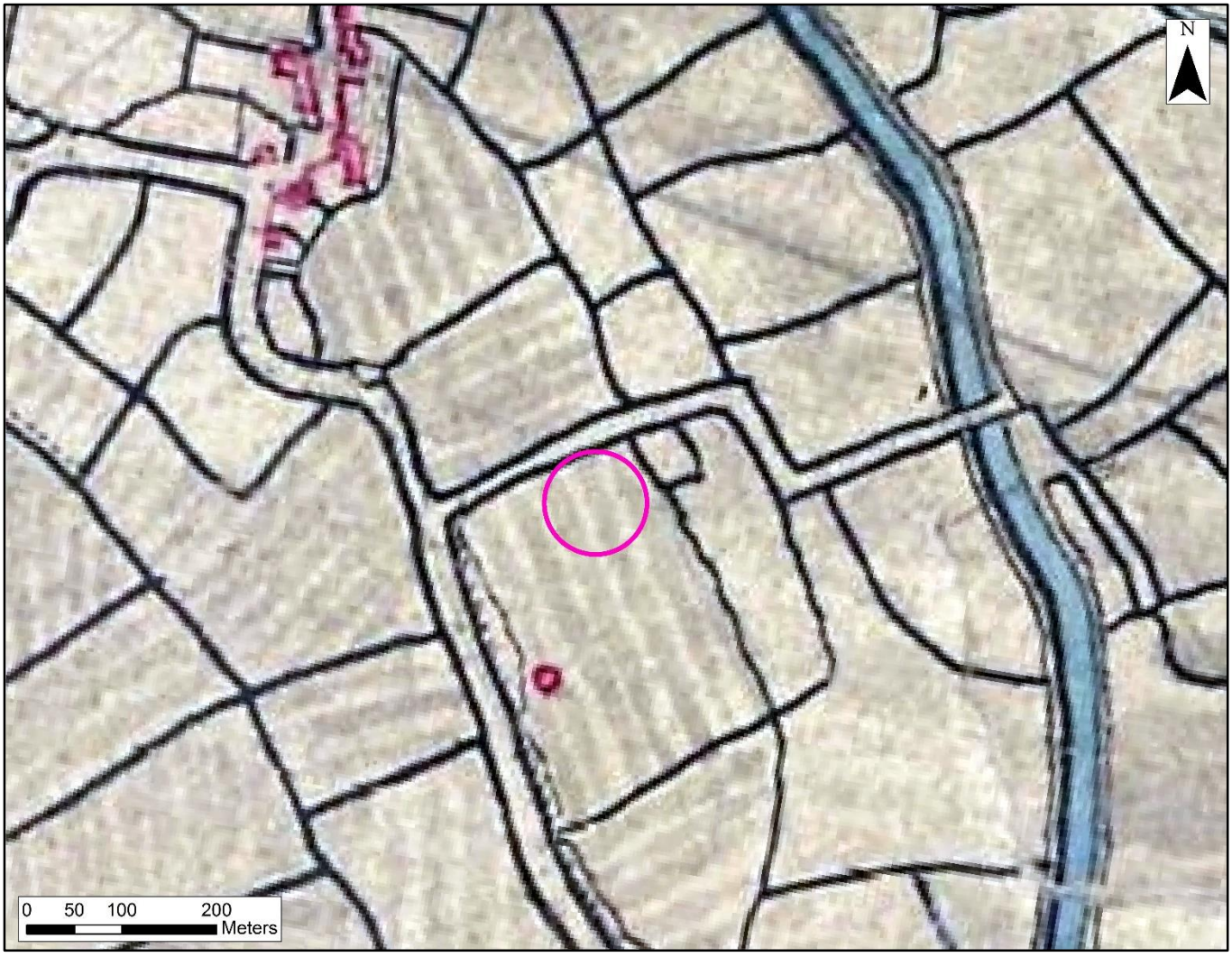

Fig. 7: Extract from an Ordnance Survey surveyor's drawing of Stratford at Bow and environs dated 1799
(Reproduced by courtesy of the British Library)

A later cartographic source for the Stratford at Bow area is provided by the Ordnance Survey (OS) surveyor's drawing of Stratford parish completed in 1799 (*fig. 7*). Whilst the 1799 OS map is much more simplistic in its depiction of the pattern of field boundaries compared to Cardwell's more detailed survey, it does depict the staggered alignment of White Post Lane extending from Wick Lane, with a marked 'dog-leg' before continuing NE across the Hackney Cut (via a bridge which is marked on later 19th -century maps of the area as 'White Post Bridge'). The extant footbridge is presumably a late 19th -or early 20th -century replacement of the original structure, as depicted on the OS drawing, which was presumably built shortly after construction of the Hackney Cut in 1768-9 to improve the Lea Navigation. The area to the S of White Post Lane is shown as enclosed fields. Interestingly, the pattern of field enclosure to the S of White Post Lane is somewhat different to that shown by Cardwell's 1768 survey (as well as later cartographic sources, such as Milne's and Greenwood's maps). The large quadrilateral field shown on Cardwell's map (Plot No. 40) appears to have been subdivided with a narrow strip of land apportioned from the main body of the enclosure at its eastern end. The accuracy of this depiction is

uncertain as no evidence for this narrow enclosure appears on Milne's map of 1800, Greenwood's map of 1827 or the 1849 tithe map.

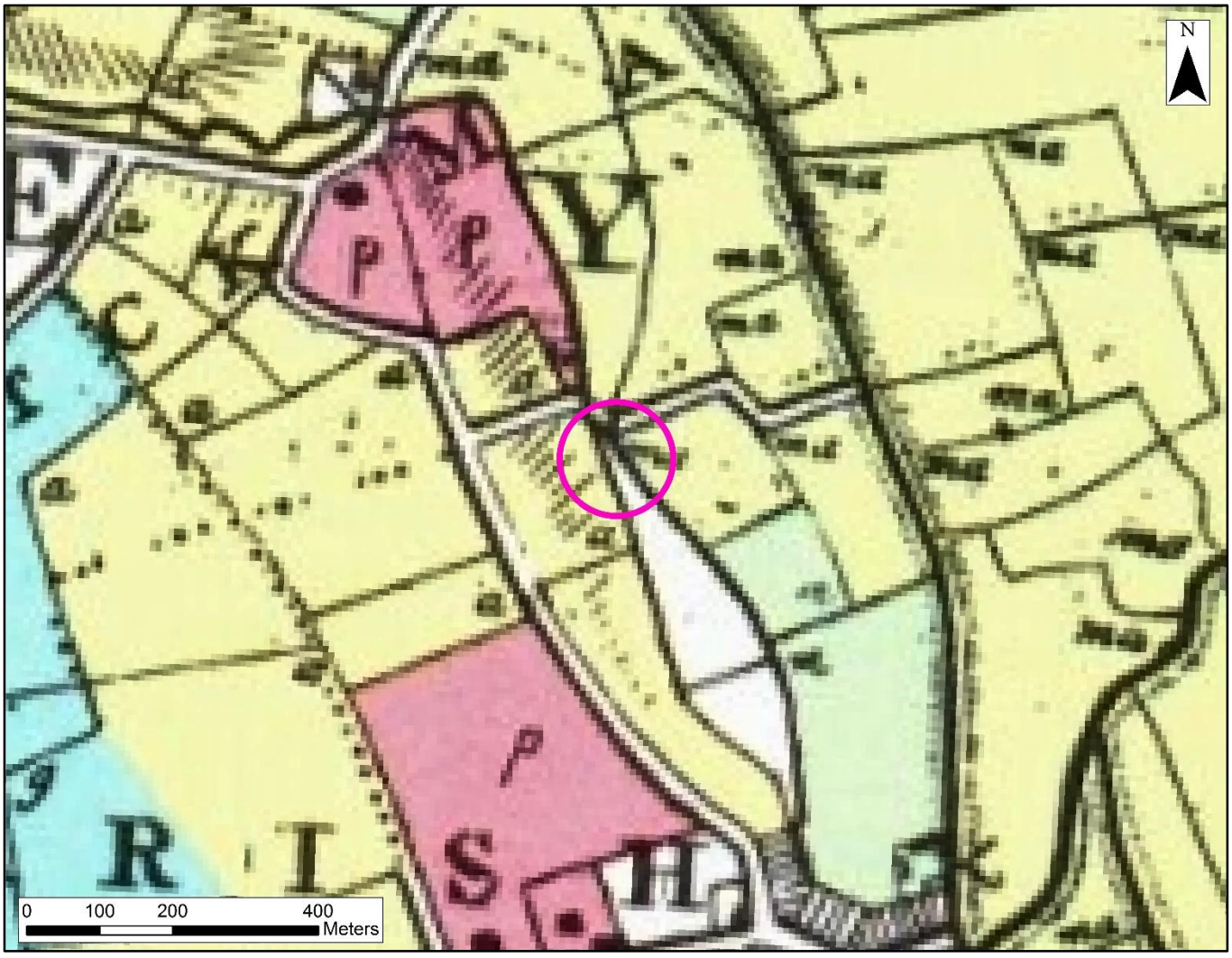

Fig. 8: Extract from Milne's Land Use Plan of London and its environs (1800)
(Reproduced by courtesy of the London Metropolitan Archives)

Thomas Milne's 1800 map of London and its environs (which was, in fact, surveyed between 1795 and 1799) may be regarded as being considerably more reliable in its depiction of field enclosures and also provides valuable information on land-use (*fig. 8*). Milne's plan shows the staggered alignment of White Post Lane more accurately than on the 1799 plan, with two distinct dog-legs depicted before the route crosses the Hackney Cut via White Post Bridge. Significantly, Milne's map shows a watercourse or drainage ditch (on a similar alignment that depicted on Cardwell's map) extending NE-SW across White Post Lane and bisecting the site into two distinct areas of land use, the western half marked as arable land while the eastern half is indicated as marshland. This division of land use within the study area is reflected on later 19th century maps of the site.

5.1.2 *c.*1800 to 1880

Significant changes to the landscape of the area were occurring to the S of the site by the late 1820s, with the construction of the Hertford Union Canal connecting Regent's Canal with the Lea Navigation. The canal was promoted by Sir George Duckett, who obtained an Act of Parliament in May 1824 'for making and maintaining a navigable Canal from the River Lee Navigation in the parish of St Mary Stratford Bow in the county of Middlesex, to join the Regent's Canal at or near a Place called Old Ford Lock, in the parish of St. Matthew Bethnal Green, in the said county of Middlesex'. The canal opened in 1830, only to result in commercial failure and its being rendered unnavigable for a period in the early 1850s. It was eventually purchased by the Regent's Canal Company.

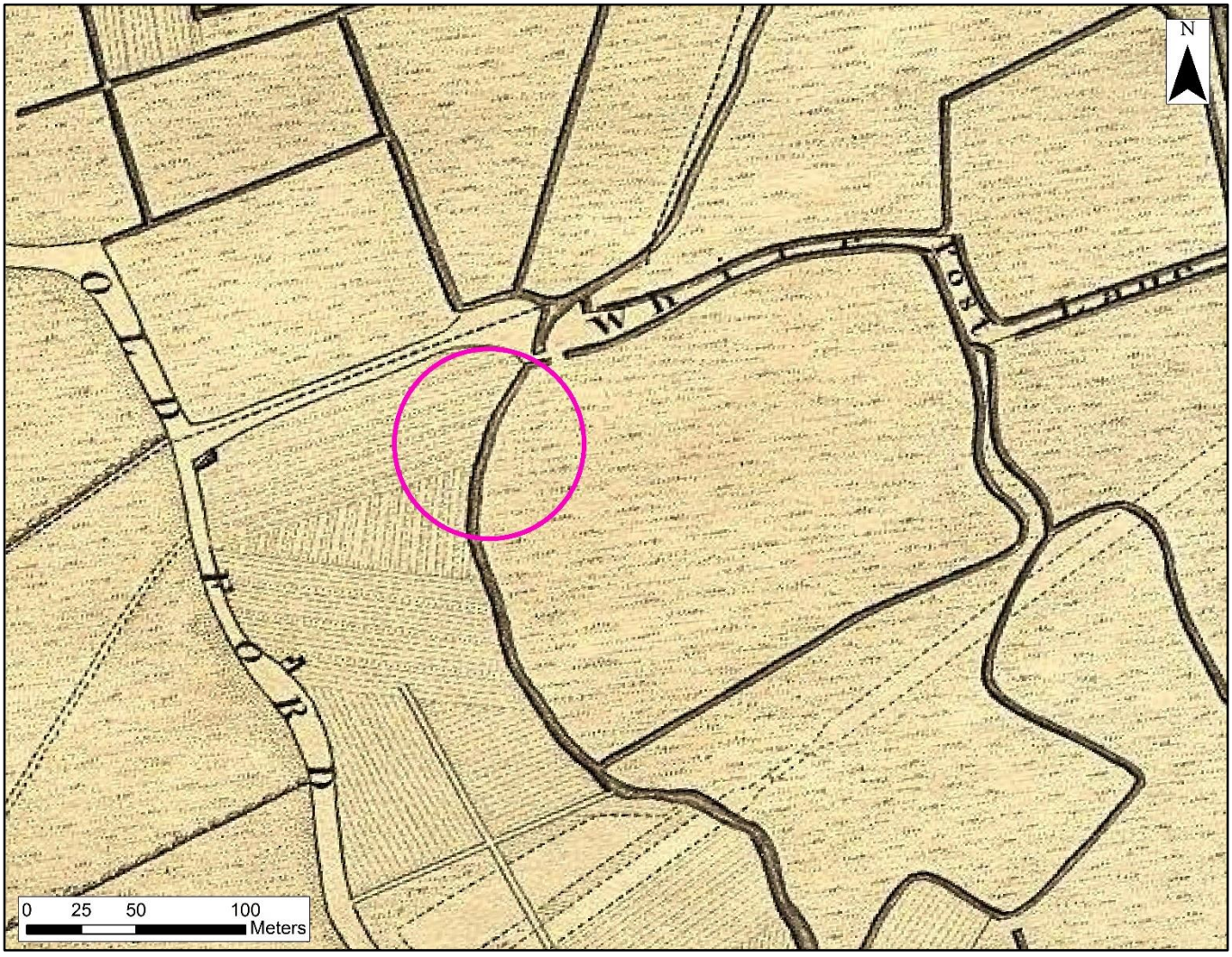

Fig. 9: Extract from Greenwood's 1827 map of London showing the study area to the E of Wick Lane, with the line of the Hertford Union Canal (then under construction) depicted to the S
(Reproduced by courtesy of Tower Hamlets Archives)

Greenwood's 1827 map of London (*fig. 9*) clearly depicts the staggered alignment of White Post Lane, still bounded by drainage ditches for the majority of its length, and also specifically marks the bridge crossing the Hackney Cut as 'White Post Bridge'. The area to the S of White Post Lane is depicted by Greenwood in considerable detail. The map shows a curvilinear watercourse or drainage ditch on a similar NE-SW alignment to that shown on Cardwell's map of 1768 and Milne's map of 1800, demarcating two distinct areas of land use. The fields to the W of the broad curvilinear drainage ditch *(i.e*. those adjoining Wick Lane) appear to have been mostly under cultivation, while those to the E were still largely uncultivated marshland and scrub. The site of the proposed development would appear to straddle this watercourse.

Fig. 10: Extract from Wyld's map of London (1848)
(Reproduced by courtesy of the London Metropolitan Archives)

Significant landscape change within the the area was driven by the construction of the line of the North London Railway, originally known (up to 1853) as the 'East and West India Docks and Birmingham Junction Railway'. The railway was constructed in stages between 1846 and 1852 to link the London and Birmingham Railway with the East and West India Docks at Poplar. The railway line is shown on Wyld's 1848 and 1849 maps, as well as the

1849 tithe map for the parish of St Mary Stratford Bow, as crossing White Post Lane at its W end, close to the junction with Wick Lane (*figs. 10 & 11*).

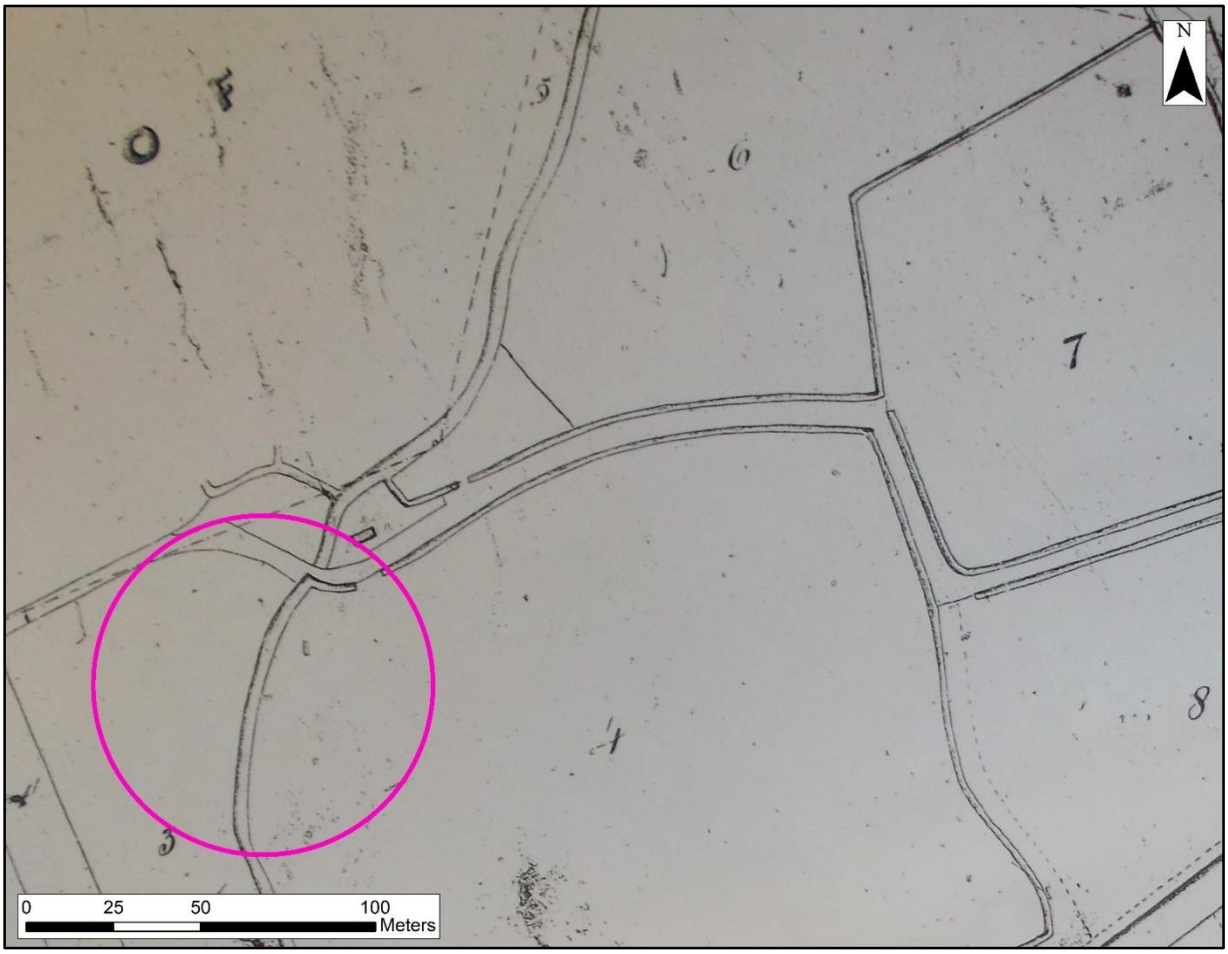

Fig. 11: Extract from the tithe map for the parish of St Mary Stratford Bow (1849)
(Reproduced by courtesy of the National Archives)

The 1849 tithe map is of particular importance for this study as it provides a large amount of information on land-use, ownership and the pattern of field boundaries just prior to the rapid expansion of settlement and industrial activity that occurred following construction of the railway in the mid-19th century (*fig. 11*). The railway line is shown as running N-S and crossing White Post Lane at its western extremity. White Post Lane itself is shown as largely devoid of buildings, apart from a single oblong building shown as occupying a small plot of land on the N side of the lane, immediately E of where the Wick Sewer or Brook crosses White Post Lane. This oblong building may be identified with a barn referred to in a lease of this plot, dated 1860, by Alfred Davison, a pork butcher to Eugene Carless, who established an oil distillery and refinery on the site, called the Hope Chemical Works (Hackney Archives Department D/B/CCL/3/1).

The 1849 tithe map shows the site as lying within two unequal sized enclosures, bisected by the curvilinear, roughly NE-SW aligned watercourse known as the Wick Brook or Sewer. The W half of the site lies within the

bounds of a small, irregularly shaped enclosure (marked as Plot No. 3) amounting to 2 acres, 1 rod and 32 perches recorded in the tithe apportionment as a 'Small Field' under cultivation as a market garden. It belonged to the East and West India Docks and Birmingham Junction Railway Company and was occupied by a tenant named James Caillman. This field appears to represent a sub-division of the enclosure marked as Plot No. 33 on Cardwell's map of 1768, probably resulting from the construction of the adjacent railway line to the W.

The E half of the site is recorded in the tithe apportionment as lying within the N part of a large roughly quadrilateral enclosure marked Plot No. 4 (Field) amounting to 12 acres 19 perches, which was laid out to grass. The tenant is listed as one Henry Baylis, who held the field from Charles Shaw-Lefevre, 1st Viscount Eversley and then Speaker of the House of Commons. It would appear that this field formed part of the extensive estate belonging to the Lefevres, a family of Huguenot merchants who acquired substantial properties in Bow, Bromley and Hackney during the 18th century. The evidence of the tithe map would appear to confirm the division indicated on Greenwood's map between cultivated fields to the W and grassland to the E.

5.1.3 *c.*1850 to 1945

Fig. 12: Extract from Stanford's Map of London and Environs (1862)
(Reproduced by courtesy of the London Metropolitan Archives)

Comparison of the 1849 tithe map (*fig. 11*) with Stanford's 1862 map of London (*fig. 12*) shows that significant residential development had taken place immediately N and W of the site. To the N of White Post Lane, a branch to the main line of the North London Railway was constructed heading towards Stratford in 1854. Furthermore, housing development had taken place towards the W end of White Post Lane, with the laying-out of Bower Road and Chapman Road, both of which were lined with terraced and semidetached houses, as well as the construction of a row of terraced houses, Tennyson Terrace, fronting onto the N side of the lane.

It is likely that these developments were constructed in the late 1850s and early 1860s, as an advertisement in the *London Daily News* of October 26th 1859 refers to the sale of 17 plots of building ground on White Post Lane. Formal gardens had also been laid out just to the E of Chapman Road, bordered to the N and NE by the newly-built railway. Further to the E, a road is shown as having been laid out to the NE of White Post Lane, its curvilinear course respecting the Wick Sewer or Brook, which may be identified with present-day Wallis Road.

Stanford's 1862 map also shows that there had been a clear increase in industrial activity to the N of White Post Lane (*fig. 12*). At the NE end of Wallis Road, immediately N of the railway line, several buildings are depicted as lying within a large rectangular enclosure; these may be identified with a chemical manure works, starch works and a bone processing/button-making works that are shown in this location on the OS 1st edition map of 1873 (*fig. 13*). Another complex of buildings lies to the W of these factories and these structures may be identified as the Victoria Iron Works. Evidence of newspaper reports and trade directories appears to indicate that these factories had been established by the mid-1860s.

In contrast to the rapid growth in industrial activity evidenced to the N of White Post Lane, Stanford's map of 1862 shows very little evidence for building activity on the S side of the lane (including the study area) (*fig. 12*). However, between 1862 and 1870, a significant residential development had commenced along the S side of White Post Lane, as evidenced by the construction of rows of terraced houses and the initial laying-out of streets to the S (namely, Hepscott Road, Comboss Road and Davey Road) as shown on the OS 1st -edition map of 1873 (*fig. 13*).

However, Rothbury Road was yet to be constructed and the S portion of the site of the proposed development thus remains as fields. Within the boundaries of the site, it appears that a terrace of houses was constructed between *c*. 1865 and 1870 along the S side of White Post Lane, to the E of which was built Grange House (No. 25), a large semidetached residence with a long garden to the rear of the property which was occupied from 1871 to 1897 by Richard Asser, a 'carman' (haulier) and brickmaker. The adjoining terraced houses are shown on the 1871 census as being mostly occupied by artisans and labourers.

The OS 1st -edition map of 1873 shows the densely-packed terraced housing along the S side of White Post Lane, with gabled rear extensions (probably housing the kitchen) and narrow back yards with small sheds or outhouses (*fig. 13*). An advertisement for the sale of two houses on the street (Nos. 26 and 27) in May 1878 refers to them as being 'six roomed dwelling houses'. Significantly, the 1873 map still shows the line of the NE-SW aligned watercourse extending across the site; by that date it appears to have been covered over although its alignment is still clearly indicated by an alley lined with trees, marking a gap between two rows of terraced houses.

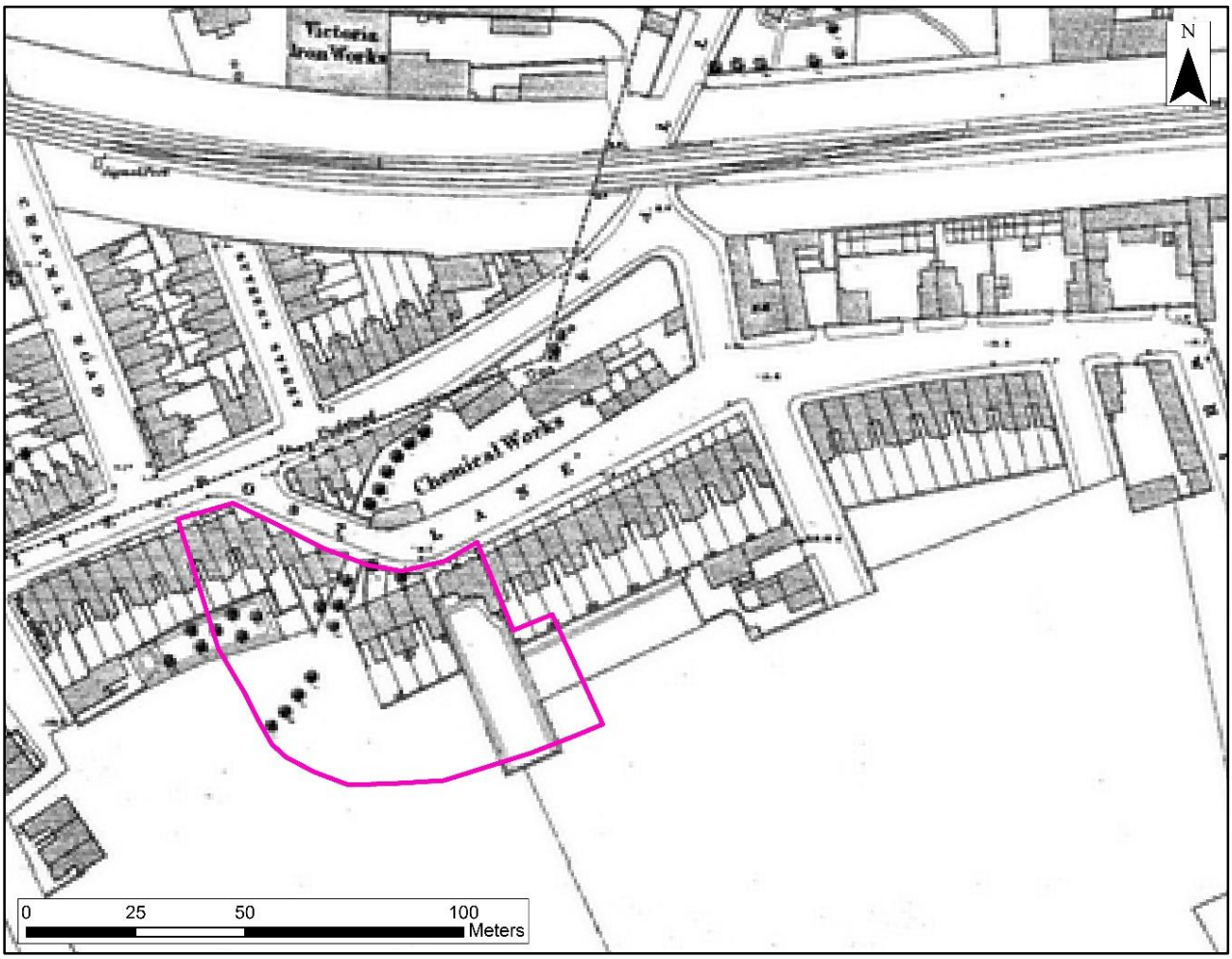

Fig. 13: Extract from the OS 1st –edition 25 inch map of 1873
(Reproduced by courtesy of the London Metropolitan Archives)

Charles Booth's 1889 poverty survey map of London (*fig. 14*) marks the terraced houses along the S side of White Post Lane as 'pink', representing a fairly respectable working-class neighbourhood. Booth's description of the neighbourhood in his survey notebooks is somewhat less positive, describing White Post Lane as being 'a street of poor shops' with 'a rough rowdy character'. What is particularly noticeable about Booth's map is that Rothbury Road has been constructed in the years between 1873 and 1889 and, although the street is not entirely lined with houses, some buildings are shown in the S half of the site.

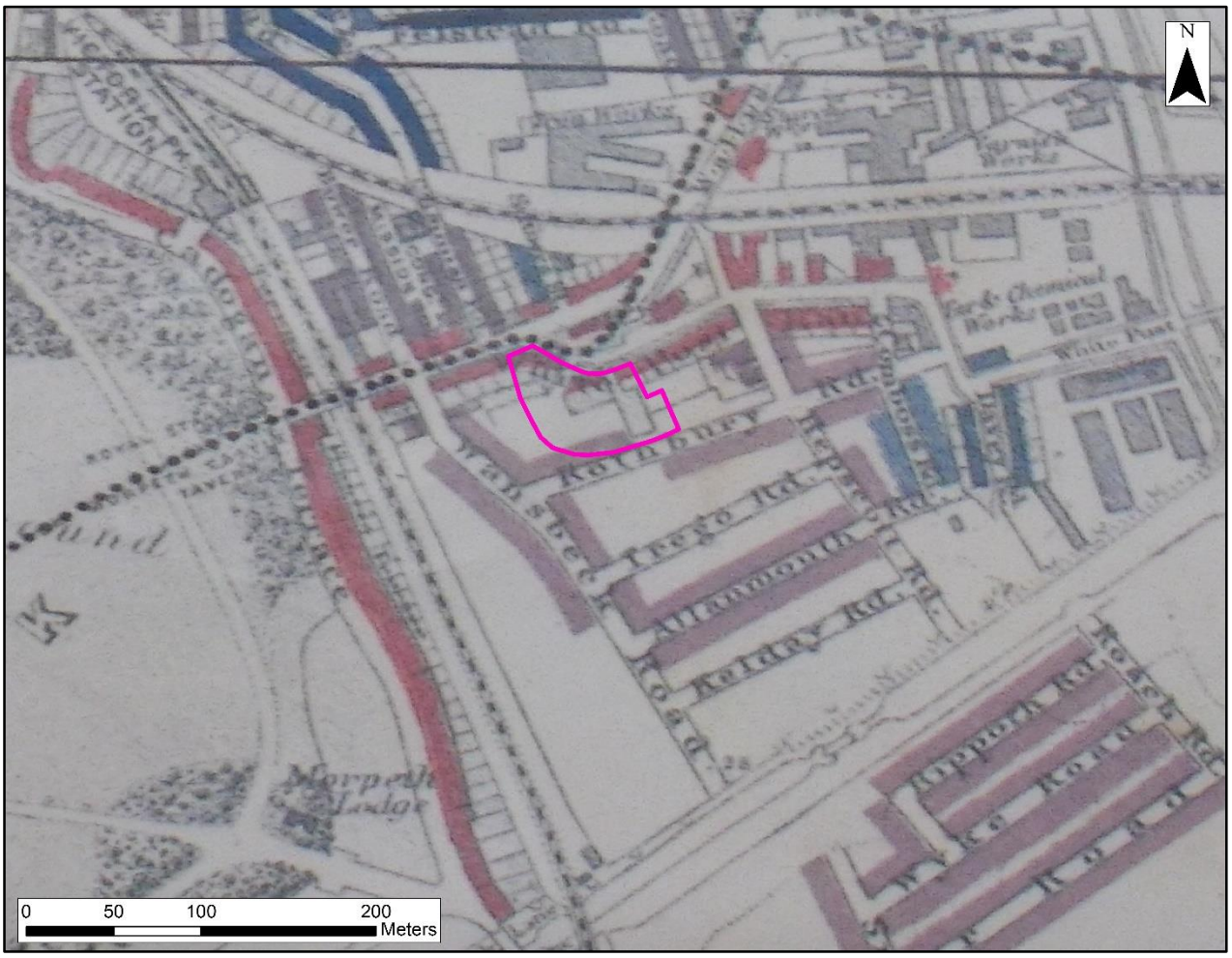

Fig. 14: Extract from Charles Booth's Poverty Map (1889)
Reproduced by courtesy of the London Metropolitan Archives)

Goad's 'Fire Insurance Plan' for London, dated 1893 (*fig.15*) provides a detailed cartographic depiction of the site at the end of the 19th century. The map not only shows the morphology of both the houses and the adjoining gardens on White Post Lane and Rothbury Road (which is now completely lined with buildings, with the exception of the yard attached to the premises belonging to Richard Asser, owner of Grange House), it also indicates that the dwellings consisted of two-storey, brick or stone terraced houses with tiled roofs and no cellarage.

Significantly, Goad's plan provides evidence for industrial activity within the study area bounded by White Post Lane to the N and Rothbury Road to the S. To the rear of Grange House, a long rectangular building is depicted extending SE as far as Rothbury Road, which is marked as Stables belonging to Richard Asser 'carman' (haulier). Within the NW corner of the site, to the rear of terraced houses, a large roughly square building is marked as a Coppersmith's works belonging to one Henry Maples. Immediately to the SE of this building, several structures are depicted ranging around a courtyard area; on the W side a large rectangular block oriented NW-SE is marked as a stables while to the S, two conjoined buildings are indicated as a lubricating oil stores. Immediately SE of the

oil stores, an L-shaped building is marked as a tinsmith's works, which appears to have been situated within the rear yard of one of the properties fronting onto Rothbury Road.

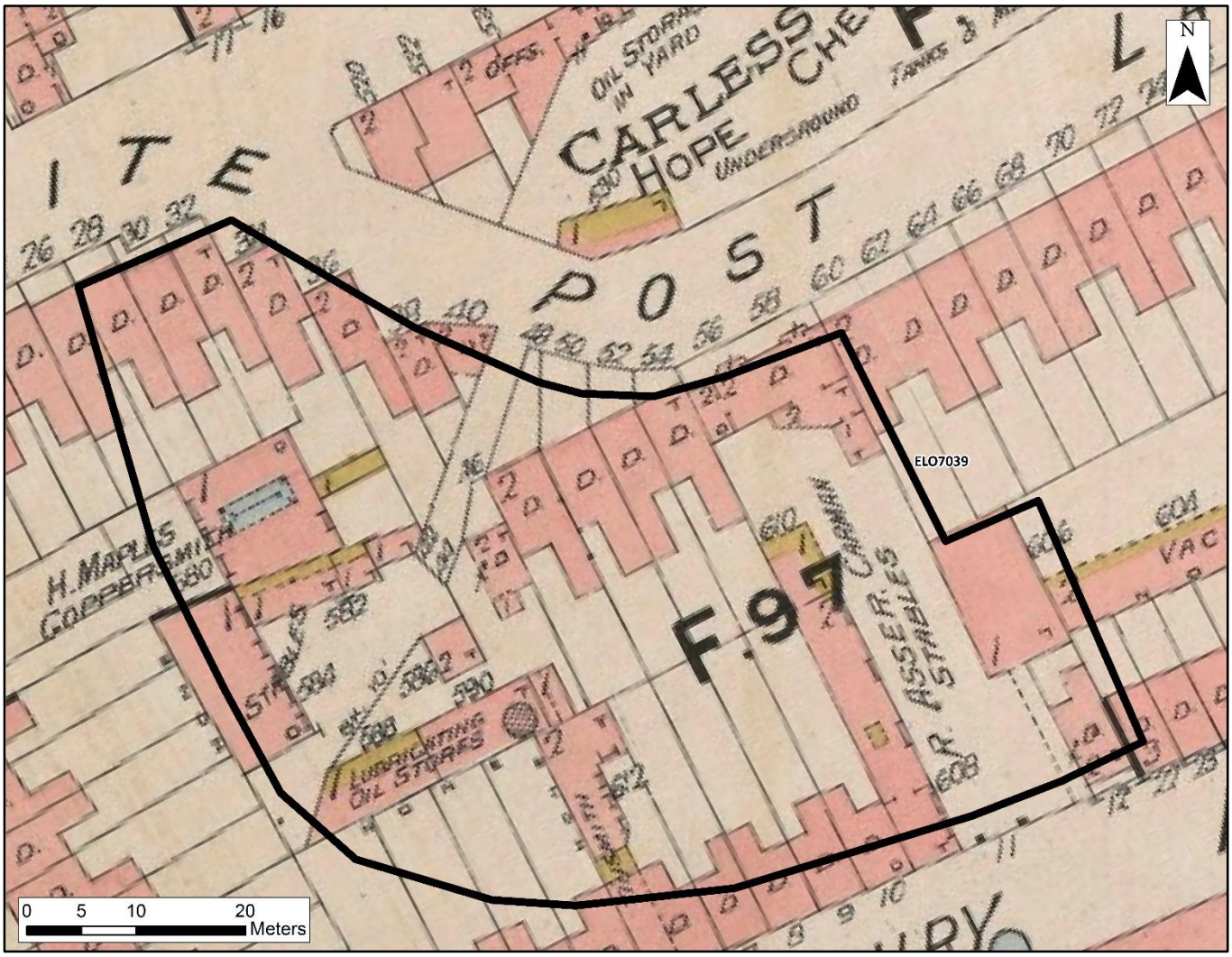

Fig. 15: Extract from Goad's 'Fire Insurance Plan' for London (1893; Reproduced by courtesy of the British Library)

The OS 2nd -edition map of 1895 (*fig. 16*) shows that the layout of terraced housing and utilitarian/industrial buildings on the site had remained essentially unchanged from that depicted on Goad's 1893 map. It is worth noting that the alley marking the line of the former NE-SW aligned watercourse is still visible within the site on the 1895 map. The occupants of the properties along both White Post Lane and Rothbury Road may generally be described based on the 1891 and 1901 census records as being of a slightly lower social status compared to those recorded in the 1871 and 1881 returns (including employees of Richard Asser's haulage works and the coppersmith's works) and this may also reflect the increasingly industrial character of the neighbourhood.

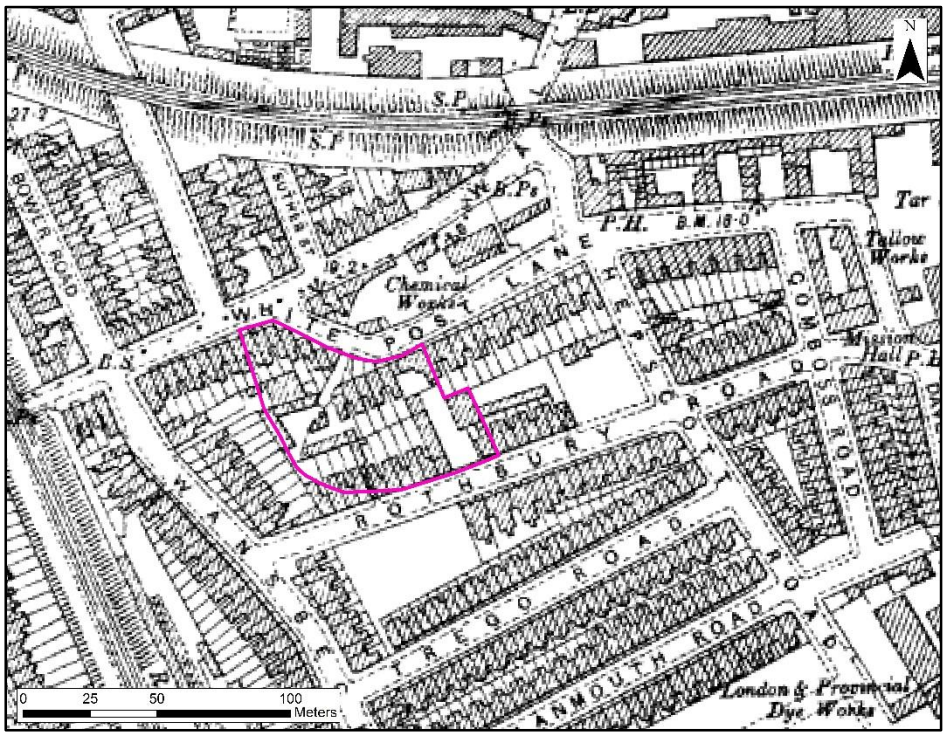

Fig. 16: Extract from the OS 2nd -edition 1:1056 map (1895)
(Reproduced by courtesy of the National Archives)

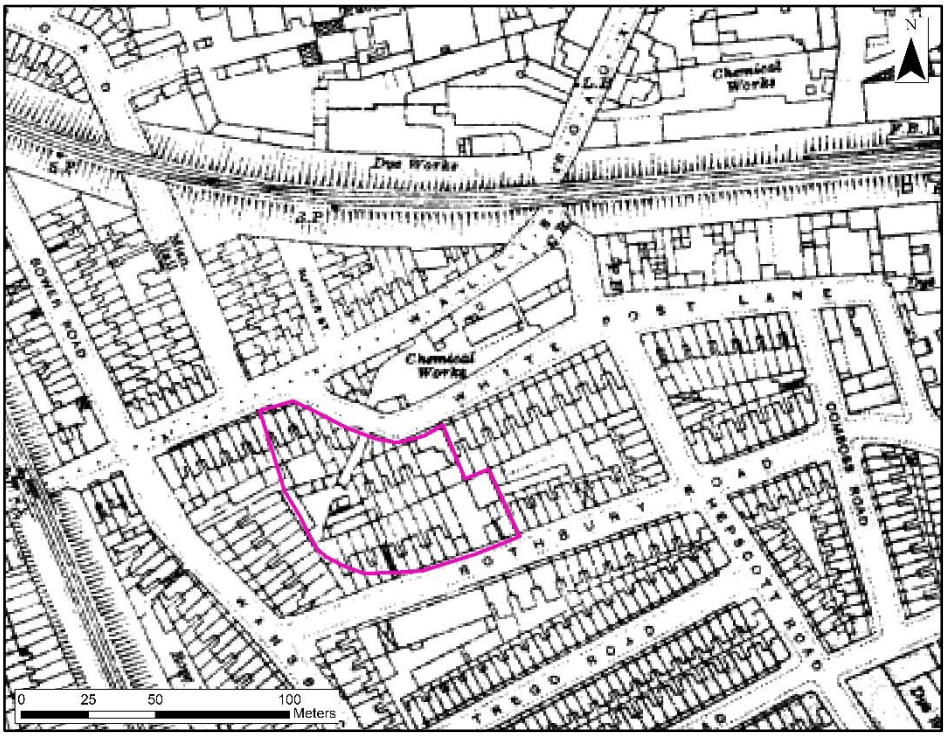

Fig. 17: Extract from the OS 3rd -edition map of 1916
(Reproduced by courtesy of the London Metropolitan Archives)

Plate 1: Extract from an oblique aerial photograph of the White Post Lane area taken in 1921 looking ENE towards the Clarnico Works
(Reproduced by courtesy of London Metropolitan Archives)

The OS 3rd -edition map (1916) shows that very little change to the layout of houses and utilitarian buildings on the site had taken place since 1895 and this is supported by an oblique aerial photograph of White Post Lane and neighbouring streets taken in 1921 (*Plate 1; fig. 17*). The photograph shows that, after the First World War, the site of the proposed development was still occupied by two storeyed terraced housing with slate or tiled roofs fronting onto White Post Lane to the N and Rothbury Road to the S with several ranges of utilitarian/industrial buildings sandwiched between the two street frontages.

5.1.4 1945 to present

German bombing during the Blitz (1940-1) inflicted heavy damage on Hackney Wick and the neighbouring district of Fish Island. A high-explosive bomb is recorded as having been dropped on Rothbury Road at some point between November 1940 and June 1941, which appears to have resulted in significant damage to the buildings within the specific study area (and its immediate vicinity). The LCC Bomb Damage map shows that the majority of the houses along Rothbury Road and the S side of White Post Lane were seriously damaged, possibly irreparably, with the exception of two properties at the corner with Hepscott Road (Nos. 52 & 54), which were identified as incurring only general blast damage (*fig. 18*).

Fig. 18: Extract from the LCC Bomb Damage Map showing extent of damage in the vicinity of the study area
(Reproduced by courtesy of the London Metropolitan Archives)

The extent of wartime damage and subsequent clearance is indicated by the OS provisional edition 25 -inch map of 1950 (*fig. 19*), which shows that the W portion of the terraced housing fronting onto White Post Lane and the terraces along Rothbury Road had been demolished and replaced by warehousing. The coppersmith's works also appears to have been demolished although the stable range and oil works to the S depicted on Goad's map and the OS 2nd and 3rd edition maps seems to have survived. Grange House and a small portion of terraced housing immediately to the W appear to have survived temporarily although the stable range to the S was cleared to make way for a timber works by 1950. By no later than 1969, as shown on an OS 1:2500 map of that date, Grange House and the remaining terraced houses were demolished. Since the late 1960s, the entirety of the site at White Post Lane has been occupied by the existing complex of industrial buildings and associated warehousing belonging to Dowding and Mills, Electrical Engineers (since 2010 known as Sulzer, Dowding and Mills).

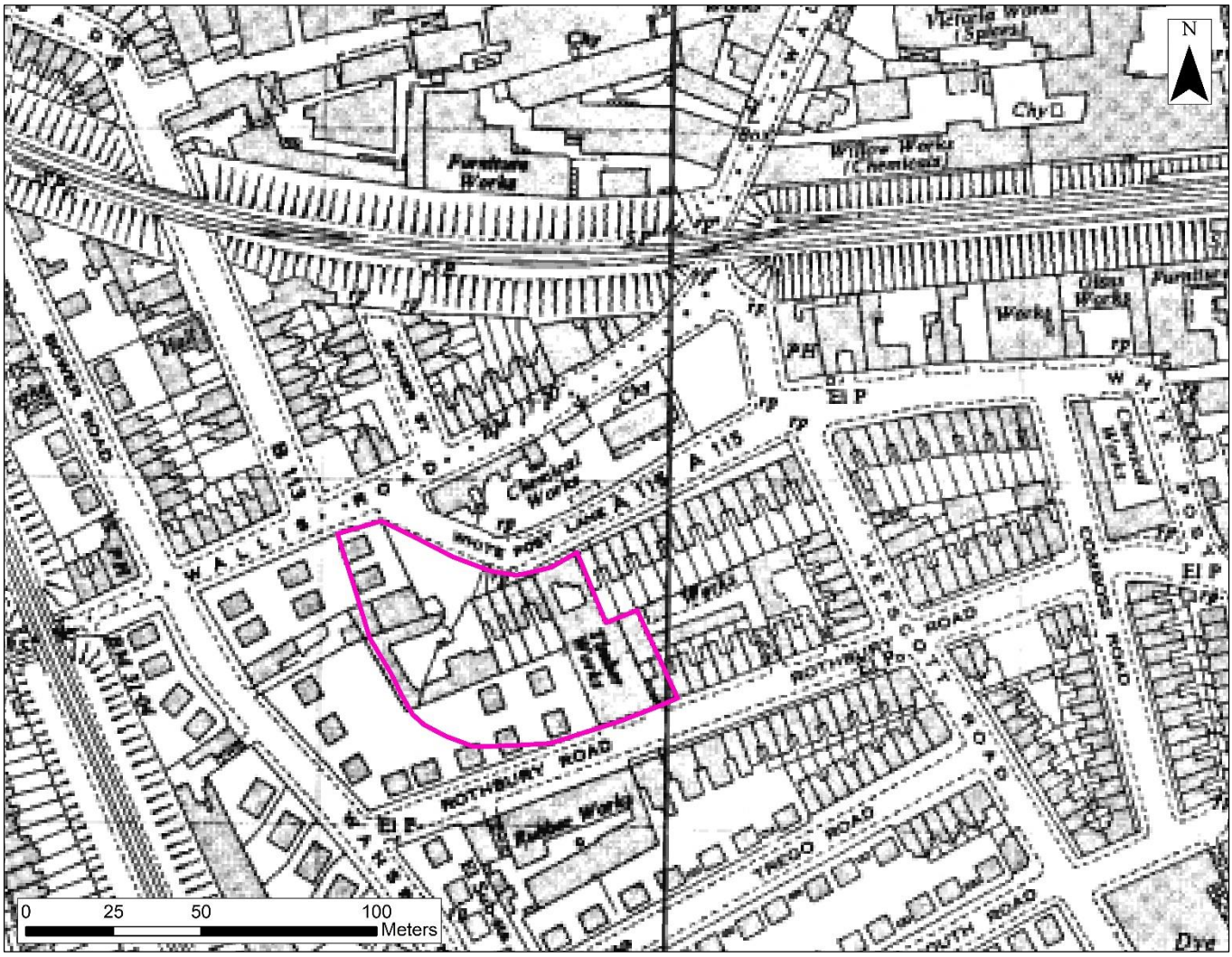

Fig. 19: Extract from an Ordnance Survey Provisional Edition 25 -inch map of 1950 showing the study area following the Second World War
(Reproduced by courtesy of the National Archives)

6 Conclusion

The site of the proposed development was undeveloped and lay within a landscape of agricultural fields and water management features until, at the very earliest, the expansion of the railways led to construction on the site in the late 1850s. By the late 19th century the site was occupied by a series of terraced houses and industrial/utilitarian buildings between White Post Lane and Rothbury Road. Most of these buildings were heavily damaged during the Second World War, and were subsequently demolished and replaced with warehousing, with the rest of the site being cleared by the late 1960s.

7 Site Visit

Border Archaeology undertook a site visit on March 20th 2015 to determine the potential for surviving archaeological remains on the site at Nos. 24-26 White Post Lane, which is currently occupied by the Sulzer, Dowding & Mills engineering works,. Located immediately N of the site is the brick perimeter wall erected in 1891 for the Carless, Capel and Leonard chemical works (formerly the Hope Chemical Works) which was closed in 1970 (Plate 2).

Plate 2: View looking WSW showing Dowding and Mills premises fronting onto White Post Lane

The site comprises five separate modern works buildings of brick construction and associated areas of hardstanding, occupying a large L-shaped plot which is bounded to the N by White Post Lane, to the W by Chapman Road and to the S by Rothbury Road No extant structural remains relating to the late 19th -century houses and associated utilitarian buildings which occupied the site until the 1950s-1960s were observed. No features of archaeological or architectural interest were noted (Plates 2 & 3).

Plate 3: View looking N showing rear part of Dowding and Mills premises in Rothbury Road

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10 Cartography and Aerial Photography

10.1.1 Cartographic Records

10.1.1.1 British Library

Plan of Stratford le Bow and Environs (scale 3 inches to a mile) - 1799

10.1.1.2 London Metropolitan Archives

John Rocque's Map of London - 1746

Stockwell's New Plan of London - 1797

Milne's Plan of the Cities of London and Westminster - 1800

Greenwood's Map of London – 1824

Crutchley's New Plan of London - 1828

James Wyld's Atlas of London and its Environs - 1848

Edward Stanford's Map of London and its Suburbs (scale 6 inches to a mile) – 1862

Ordnance Survey 1st -edition 1:1056 scale map - 1868

Ordnance Survey 1st -edition 25-inch map – 1873

Edward Stanford's Map of London and its Suburbs (scale 6 inches to a mile) - 1877

Charles Booth's Descriptive Map of London Poverty- 1889

Ordnance Survey 2nd -edition 1:1056 scale map – 1895

Ordnance Survey 3rd -edition 25-inch map – 1916

LCC Bomb Damage maps – 1940-45

Ordnance Survey Provisional Edition 25 -inch map – 1950

10.1.1.3 National Archives

Tithe map of the Parish of St Mary Stratford le Bow - 1849

10.1.1.4 Tower Hamlets Archives and Local History Library

Plan of the Parish of Bow by Joel Gascoyne – 1703

Plan of the Parish of Bow by Richard Cardwell – 1768

Goad's Insurance Plans – 1893

10.1.2 Photographic Records

Collections of 20th -century photographs relating to properties in White Post Lane were consulted at the London Metropolitan Archives, Hackney Archives Department and Tower Hamlets Archives and Local History Library

Vertical and oblique aerial photographs of the study area dating back to 1921 were consulted at the National Monuments Record and the London Metropolitan Archives

Recent aerial photos of the area dated 1999, 2005 and 2010 were consulted using www.ukaerialphotos.com.

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Report written by	Stephen Priestley MA & Owain Connors MA PhD
Reported edited by	George Children MA MCIfA

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