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Commercial Archaeology

Working throughout England and Wales

Detailed Archaeological Assessment

1-2 Hepscott Road Ltd

Nos. 1-2 Hepscott Road

Hackney Wick

E9 5HB

April 2015

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unearth the past....resolve the future

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Cover: View looking N showing the Lord Napier PH with the site at the junction of Hepscott Road and White Post Lane, currently occupied by a stonemasons yard, visible to right of picture

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Contents:

1 Executive Summary

This Detailed Archaeological Assessment (DAA) of the site at Nos. 1-2 Hepscott Road Hackney Wick E9 5HB has reached the following conclusions regarding the nature and significance of archaeological resource within the study area, based upon detailed examination of available sources of archaeological and historical information. These conclusions 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 at 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 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 Hepscott Road which could be of high interest in palaeoenvironmental terms; however, these may 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* (London) to *Camulodunum* (Colchester) crossed the River Lea at Old Ford. Recent excavations to the south of the study area have demonstrated 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, these will 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.

- 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. During the late 19th century, the site was occupied by low-grade terraced house fronting onto Hepscott Road and White Post Lane, erected between *c*. 1865 and 1900 and mostly demolished in the early 1970s. Buried footings of the terraced houses may be encountered, although these will probably survive in a heavily truncated state following clearance of the site, which is currently occupied by a stone merchant's premises.

- **Conclusion: Overall, the archaeological potential of the site has been assessed as Low to Moderate, reflecting the limited scope of the archaeological record and the evidence that this area remained as sparsely occupied marshland subject to episodic flooding from prehistory through to the mid-19th century. The results of recent investigations in the immediate locality have demonstrated the potential for encountering evidence of alluvial silt and peat deposits of high palaeoenvironmental significance; however, any such deposits are likely to underlie 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 1-2 Hepscott Road Ltd to carry out a programme of Detailed Archaeological Assessment in respect of a proposed residential development on the site of Nos. 1-2 Hepscott Road Hackney Wick E9 5HB. The grid reference for the site is NGR TQ 36947 84449 (*fig. 1*).

Copies of this assessment will be supplied to 1-2 Hepscott Road Ltd, to Adam Single Esq, Greater London Archaeology Advisor (North East), and to the Greater London Historic Environment Record.

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Fig 1: Site location plan

2.1 Site Description

The site at Nos. 1-2 Hepscott Road is located to the E of the junction of Hepscott Road and White Post Lane, Hackney Wick (London Borough of Tower Hamlets), and is currently occupied by a stone merchant's premises (Neale & Sons Ltd), with a two storey brick building and sheds situated to the rear.

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 37065 84488).

3.1.2.2 Evaluation and Study of Primary Sources

Primary documentary sources relating to the study area (including deeds, surveys and tithe apportionments etc.) were consulted at the London Metropolitan Archives, Hackney Archives Department, Tower Hamlets Archives and 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 and 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 580m SW of the study area.

4.1.3 Archaeological Sites

The Greater London Historic Environment Record 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 37065 84488. 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 10th March 2015 to determine the potential for surviving archaeological remains on the site.

4.2 Prehistoric

The study area lies within the floodplain of the Lower Lea Valley and, whilst geoarchaeological information for the site is limited in terms of borehole and excavation data, it would appear that it occupied 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).

The Greater London HER indicates a paucity of evidence for prehistoric activity within the immediate vicinity of the study area (a 300m radius search centred on TQ 37065 84488) comprising a single Mesolithic tranchet axe which was found some 139m W of the site during excavations on Bower Lane in 1890 (MLO 1668; Wymer & Bonsall 1977, 188). The wider locality offers further evidence of early prehistoric activity, including a Palaeolithic hand-axe and unretouched flint flake found in Victoria Park (MLO 11037), and lithic scatters ranging in date from the Palaeolithic through to the Late Bronze Age, which were found about 1km to the S of the site, during excavations at the Lefevre Walk Estate Parnell Road.

No evidence of later prehistoric activity is recorded in the immediate vicinity of the study area, although the results obtained from the Lefevre Walk Estate excavations showed that prehistoric occupation extended from the Neolithic through to the Late Iron Age. Two ditches were revealed, probably forming part of a field boundary, together with three pits identified as Neolithic in 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 recovered from a ditch fill, which possibly represented a votive offering (Douglas 1999). Evidence of Iron Age occupation was also revealed at Parnell Road and the Lefevre Walk Estate, including a possible roundhouse structure in addition to evidence for field boundaries and ritual activities dated to the Late Iron Age.

Whilst there is scant 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 the Museum of London Archaeology Service on the Omega Works site (Phase III) at Roach Road in 2005-6, some 262m SE of the site (MLO98027, ELO 6405, ELO7039; MoLAS 2005, 2006). Core samples were taken for analysis from three boreholes. Within two of these, located in the central and NE parts of the site, substantial made-ground deposits were shown to extend to a depth of 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.

Analysis of these core samples confirmed that the site lay at the interface between a low-lying marshy hollow (probably a Pleistocene channel) within the central and northern portions of the site and an area of higher gravelly ground occupying the SE part of the site. Substantial deposits of alluvial peat were recorded within the low-lying area, which probably represented an abandoned palaeochannel (supported by evidence of reeds and sedges 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 between *c*.7000 and 5000 BC, placing them in the Middle-to-Late Mesolithic period. 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. However, rising water levels from the 1st -2nd centuries AD onwards resulted in prolonged flooding of the site; this may have been associated with rising sea levels, although it was difficult to determine whether the flooding was the result of daily tidal inundation or more episodic, seasonal events. By the medieval period, it appears that the site had become occasionally-flooded pasture with scattered trees, sedge-filled ditches and marshy hollows (MoLAS 2005, 2006).

Further evidence for the paeleoenvironmental conditions of the wider vicinity of the study area was revealed during a programme of archaeological evaluation carried out in 2007 by MOLA/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 the trenches produced 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; however, initial assessment of samples extracted from the alluvial silty clays revealed abundant plant remains suitable for radiocarbon dating which could thus provide valuable information about changing environmental conditions during the prehistoric and later periods. A geoarchaeological survey was also undertaken on Temple Mills Lane (ELO 12367; 211m 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 identified, as well as 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, was 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 Hepscott Road; however, it is likely that these will be sealed

by deep post-medieval/modern made ground and alluvial deposits that could extend to a depth of 3.5-4m (or greater) in places.

4.3 Roman

The Greater London HER contains no evidence of Roman occupation within a 300m radius of the site, although Roman activity has been recorded to the S 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. Desk-based assessment undertaken in the Old Ford area (ELO 7149; ELO 5949) concluded that, whilst these sites offered low potential for the discovery of prehistoric remains, they held a moderate potential for Roman archaeology (PCA 2004; MoLAS/PCA 2006).

The Roman road between *Londinium* and *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.

The opening of four evaluation trenches in 2003 at Crown Wharf Ironworks, Dace Road (584m to the SE of the site), together with a larger open-area excavation (ELO 6150; AOC Archaeology 2004), revealed what appeared to be a sequence of deposits representing phases of deliberate deposition to consolidate the underlying alluvium, presumably associated with land reclamation for the purposes of occupation and agricultural activity. The stratigraphy was relatively uniform across the site: above natural sands, gravel and peat layers was a sequence of pale grey stony clays 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 gravelly sand containing occasional fragments of 2nd –3rd -century pottery. One of the trenches contained the remains of approximately 40 decayed timber piles and two large vertical posts resting on substantial plank base-plates. Several timber alignments were noted but it was not possible to determine the type of structure which these represented, although the riverine location suggested they may have formed the remains of a bridge or jetty. An area of extremely decayed timber 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 ranging between 1.1m and 1.6m deep.

Prior to a commercial development, archaeological evaluation was undertaken in 2006 at Stour Wharf (ELO 7032), a site viewed as having potential for Roman archaeology. However, no finds or artefacts were recovered. Three trial pits measuring 2m × 4m were excavated down to the natural river terrace and gravels. The pits were approximately 4.6-5m deep and 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).

The potential for encountering archaeological evidence of Roman activity has therefore 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 road running between *Londinium* and *Camulodunum* 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 wharves 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 these would be sealed by deep deposits of made ground.

4.4 Medieval

Consultation of the Greater London HER revealed no archaeological records relating to features or find-spots of medieval date within the vicinity (300m) of the study area. During the medieval period, the study area lay on the northern 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). The marshland underwent gradual reclamation during the medieval period and a network of drainage ditches is visible on historic maps from the 18th century onwards. Little evidence of occupation has been recorded in this area prior to the late 19th century.

In the medieval period, the site lay within the northern 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) and was assessed as containing 32 hides of land in the Domesday Survey of 1086; it later encompassed land which now lies in Stepney, Bow, Hackney, Shoreditch, Islington, Hornsey, and Clerkenwell. The manor of Wick (later Hackney Wick), which constituted a sub-holding of the manor of Stepney lay Immediately N of the study area. 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).

The geoarchaeological investigations carried out at the Omega Works site in Roach Road indicated that the area remained as sparsely occupied marshland subject to episodes of periodic flooding throughout the post-Roman, medieval and early post-medieval periods (MoLAS 2006) and it would appear that the site was chiefly used to pasture livestock, although limited evidence of arable cultivation is suggested by the presence of cereal grains. Other archaeological investigations undertaken in the vicinity of the study area, including excavations 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 **Low to Moderate** due to the absence of archaeological and documentary evidence for medieval occupation within the vicinity; the area appears to have remained as marginal, sparsely occupied marshland and

meadow through to the 19th century. It is possible that evidence of changing environmental conditions during the medieval period might be preserved in the deep sequence of alluvial deposits which extend across much of this area and there is limited potential for encountering evidence of drainage ditches or other flood-management features.

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 across 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, which was 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 suggests these structures may have been used for waste management (AOC Archaeology 2004). A post-medieval lock is also located 216m to the SE of the site on the Hertford Union Canal, which joins the Lea to the SE of White Post Lane (MLO 72994).

It was proposed in 1840 that Victoria Park (MLO23772), located some 282m to the W of the site, be established as a 'memorial to the Sovereign', which could be used by the population of the East End of London. This was one of three new parks proposed by government initiative to serve an expanding suburban population. The park was designed by James Pennethorne and Samuel Curtis; work started in 1842 and the park was opened to the public in 1845, its initial area of 77ha being increased to 87ha in 1872.

From the late 1850s onwards, it appears that the area surrounding the site became increasingly industrialised, 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 completely demolished, with the exception of the perimeter wall, which survives on White Post Lane.

A number of other industrial works had also been established by the middle of the 1860s to the N of the study area along Wallis Road, which included the Victoria Iron Works, George Spill & Co, a manufacturer of waterproof garments, a chemical manure works, a bone processing/button-making works 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 suffered extensive bomb damage during the Second World War Two and a new site was subsequently acquired in the 1950s; the Carpenters Road site thus became increasingly redundant and manufacturing ceased in the 1970s. The works comprising a coach house, confectionery works, engine house/chimney, warehouse, peel shed, stables and starch warehouse was recorded prior to demolition/redevelopment as part of the Olympic redevelopment project (MoLAS/PCA 2008c).

The expansion of industrial activity was accompanied by a rapid growth in settlement. Housing development had taken place at the W end of White Post Lane by the early 1860s, with the creation of Bower Road, Chapman Road and Tennyson Terrace, and rows of densely packed, two-storey brick terraced housing appeared along the S side of White Post Lane between *c*. 1865-70. A grid of streets had been established by the early 1880s to the S of White Post Lane (including Hepscott Road, Rothbury Road, Trego Road and Comboss Road) and these were largely occupied by rows of terraced housing, although the southern part of the specific study area, at the junction of Hepscott Road and Rothbury Road, does not appear to have been developed until the late 1890s-early 1900s.

Substantial made-ground deposits were probably laid over the site at this time with the aim of raising the ground level to alleviate flooding. When the Britannia folding box works was erected in 1906 on Dace Road, to the S of the study area, a contemporary newspaper report in the *Hackney Mercury* referred to the former ground level as having been raised by about 25ft (7.6m). Re-deposited clays were encountered during a watching brief undertaken between 2009 and 2010 on the route of a water pipeline at Wansbeck Road (forming part of the Stratford Box Dewatering Scheme) and these were interpreted as evidence for the raising of ground levels in the 19th century (ELO 11599; PCA 2010).

Wartime bombing caused extensive damage to properties in the White Post Lane area, although much of the 19th –century housing stock was subsequently repaired and some properties remained 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 in the post-war period and much low-grade terraced housing was swept away, including the properties formerly occupying the site.

A desk-based assessment (ELO 12405) followed by a borehole, window sample and test-pit survey were undertaken in 2012 at Neptune Wharf (ELO 13878; CgMs 2012b), located approximately 211m 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 up to depths of 2.80m to c.7m below ground level (8m AOD), while alluvium was recorded across the site up to depths of between 4.40m and 7.70m overlying Pleistocene gravels. Bands of black peat were recorded in the N, NE and SE parts of the site.

A 20th -century warehouse, and attached tipping wharves and crane rails, associated with the J. Gilksten & Sons timber company was located at Carpenter's Business Park on the Lea Navigation (MLO 99040). J. Gliksten & Sons remained on the site until the late 20th century, when the decline of the Lea Navigation as a method of transport and improvement of the road network led to the relocation of the company to the Marshgate Lane area. A standing building survey was conducted in 2007 by the Museum of London Archaeology Service and Pre-Construct Archaeology on the building, rails and wharves due to be demolished or altered by the Olympic Delivery Authority (ELO 8324; MoLAS/PCA 2008d).

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 be entirely discounted. Foundations of the mid-to-late 19th -century terraced housing, which was demolished in the early 1970s, may well be encountered on the site, although these are likely to have been heavily truncated by the construction of modern yards and industrial buildings. 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 to 4m (or greater) below ground level.

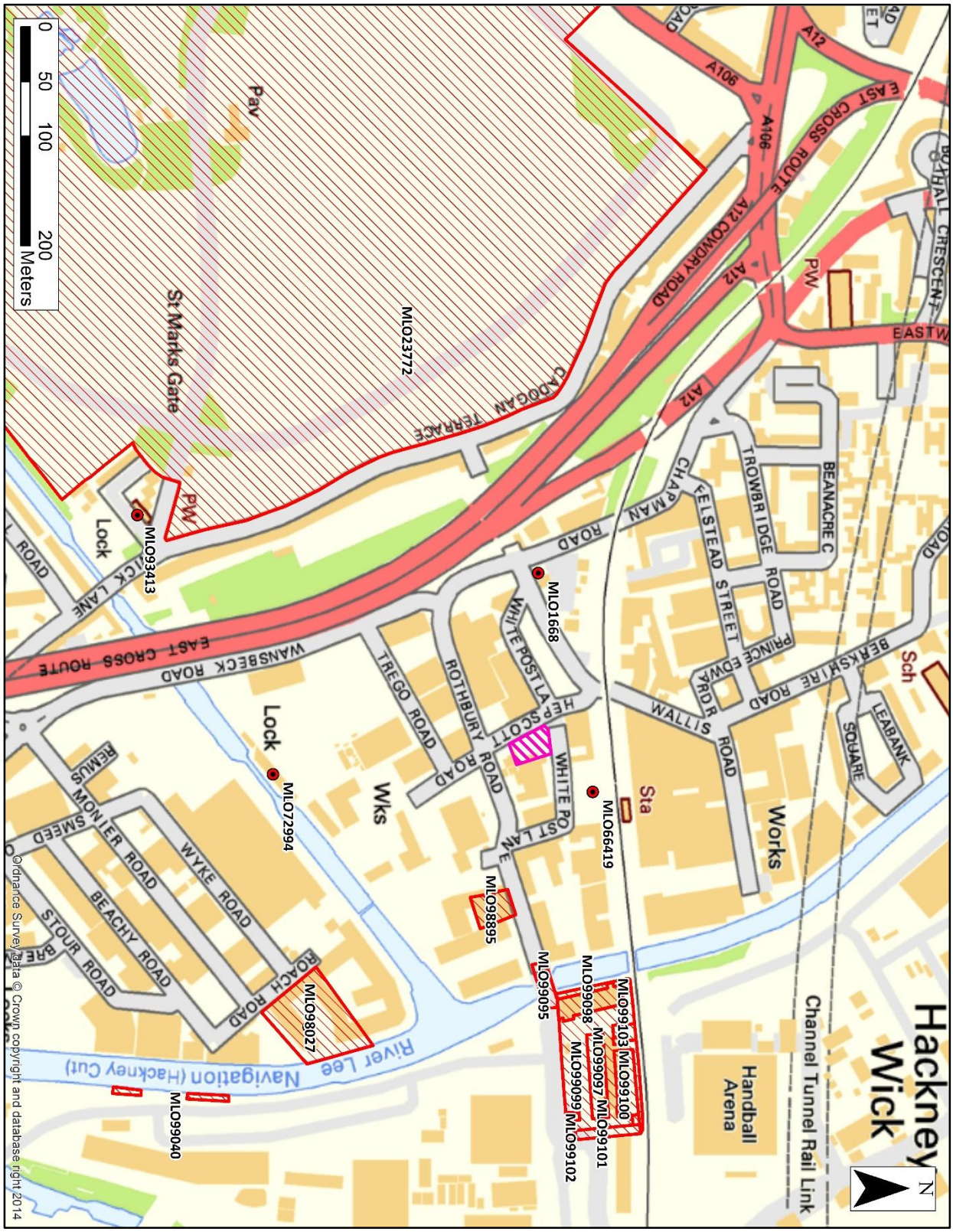

Fig. 2: The archaeological monuments recorded on the Greater London HER in the vicinity of the site of the proposed development. The site is marked in pink

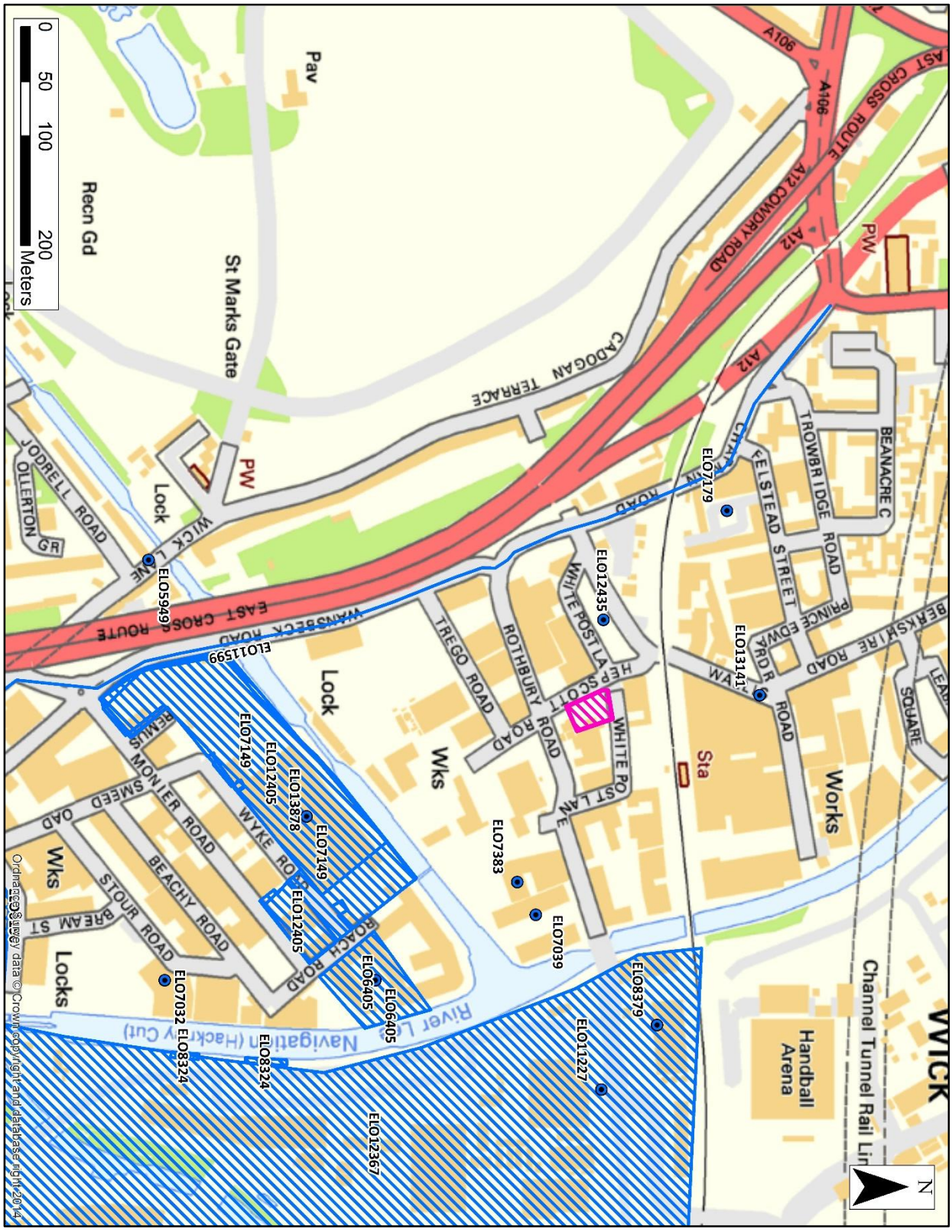

Fig. 3: The archaeological events recorded on the Greater London HER in the vicinity of the site of the proposed development (site marked in pink)

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 (C19 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 C19/early C20 warehouses	TQ 37211 84463	Modern
MLO 99095	White Post Lane: Late C19/early C20 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 northern 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).

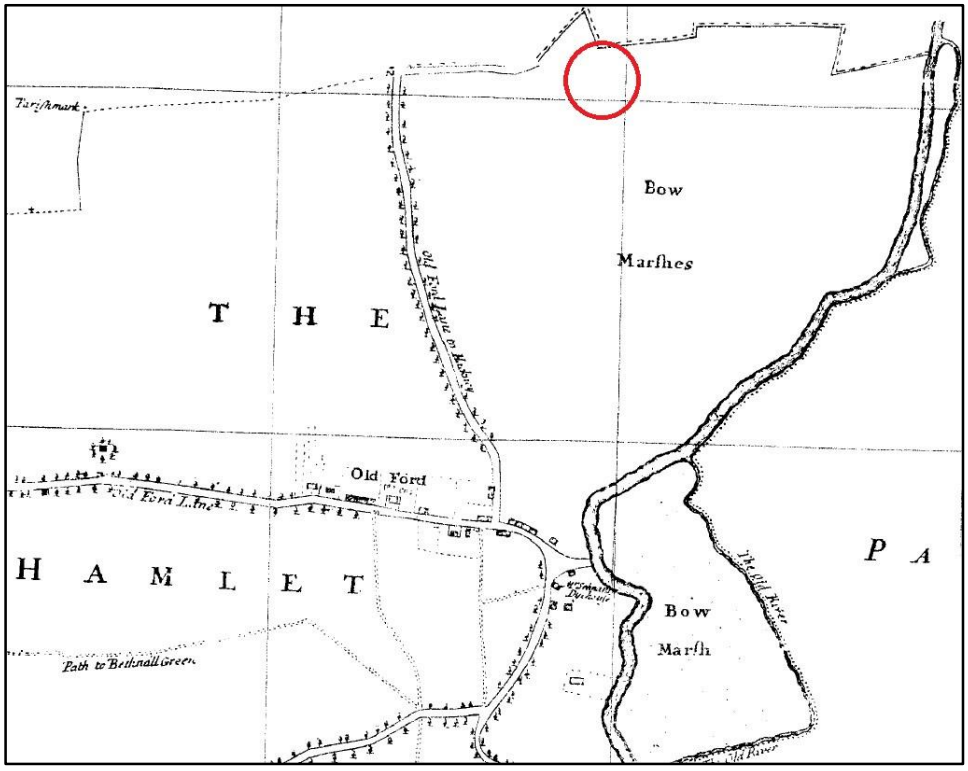

Fig. 4: Extract from Joel Gascoyne's Plan of the Manor of Stepney (1703)
(Reproduced by courtesy of Tower Hamlets Archives)

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 enclosure. 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 irregular 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.

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 (*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 eastern 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 on 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 the NE 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. The curvilinear ditch marking the W boundary of the enclosure appears to be identifiable with a watercourse marked on Wyld's map of 1848 as the Wick Sewer or Brook. Unfortunately, there appears to be no accompanying survey or terrier to Cardwell's plan, providing details of land-use or ownership.

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)

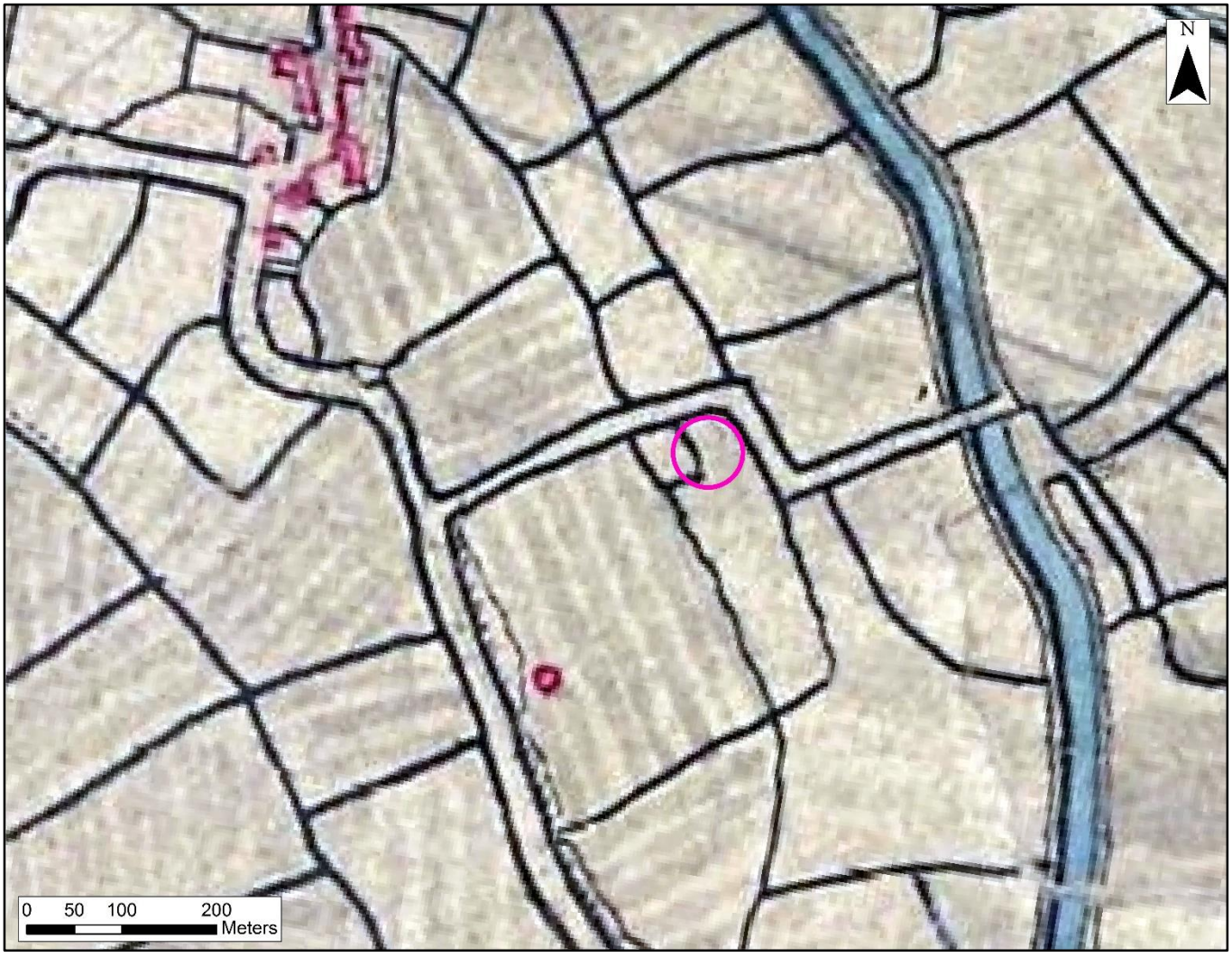

Fig. 7: Extract from an Ordnance Survey drawing of Stratford at Bow and environs dated 1799
(Reproduced by courtesy of the British Library)

A later cartographic source for the Stratford at Bow area is provided by the Ordnance Survey (OS) surveyor's drawing of Stratford-Le-Bow, 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 the 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 and this new enclosure would appear to encompass the site of the proposed development. However, 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.

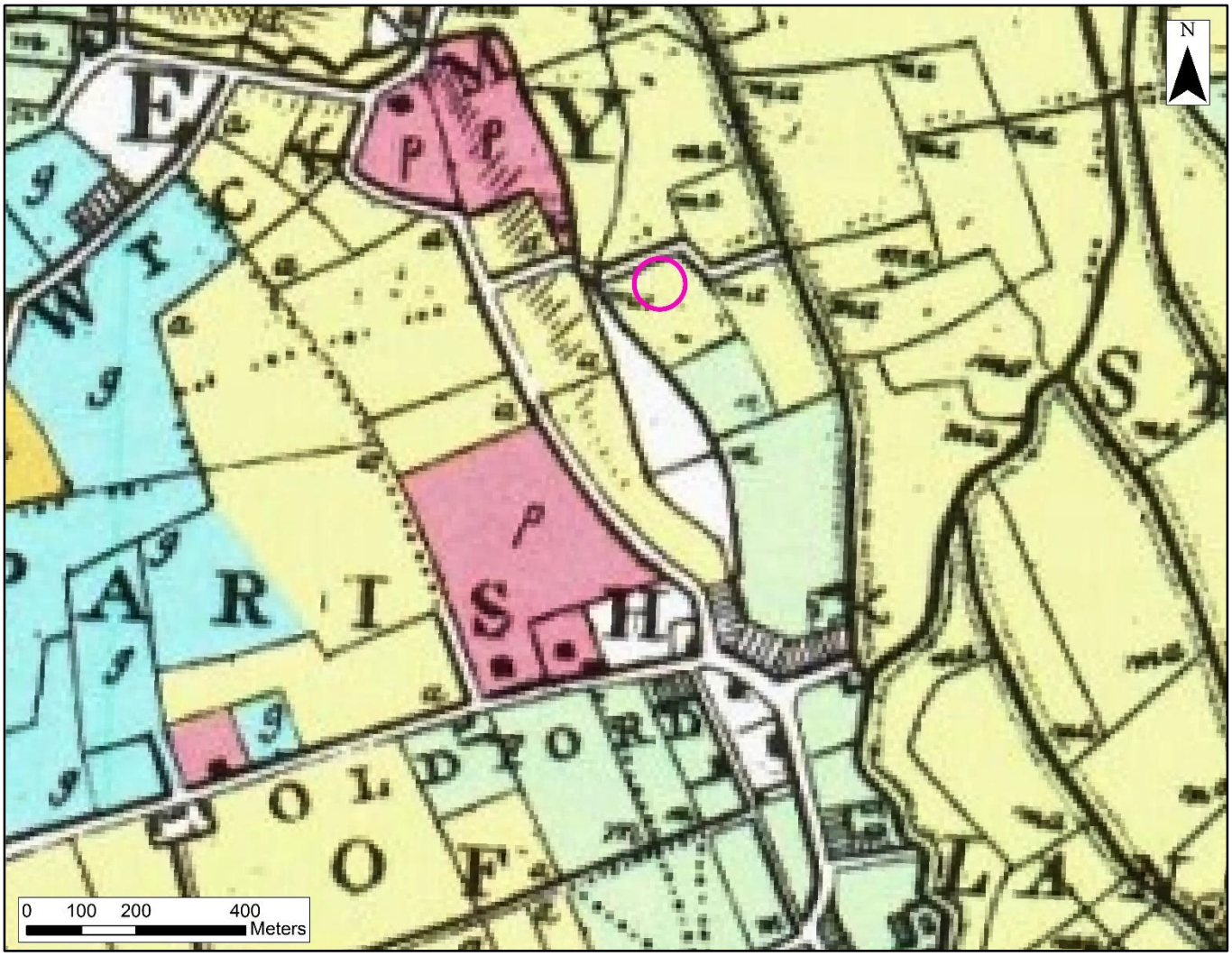

Fig. 8: Extract from Milne's Land Use Plan of London and its environs (1800)
(Reproduced by courtesy of the London Metropolitan Archives)

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. Roughly midway and to the S of White Post Lane, Milne's plan depicts a roughly quadrilateral field enclosure (similar in form and extent to Plot 40 as shown on Cardwell's map), which is described as being under marshland, forming part of an extensive swathe of enclosed marsh extending to N, E and SE up to and beyond the River Lea. The site appears to lie within the NE quadrant of this large field enclosure.

5.1.2 c.1800 to 1880

Significant landscape change was underway to the S of the site by the late 1820s, with the construction of the Hertford Union Canal, which connected 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 but was a commercial failure and rendered un-navigable for a period in the early 1850s; it was eventually purchased by the Regent's Canal Company.

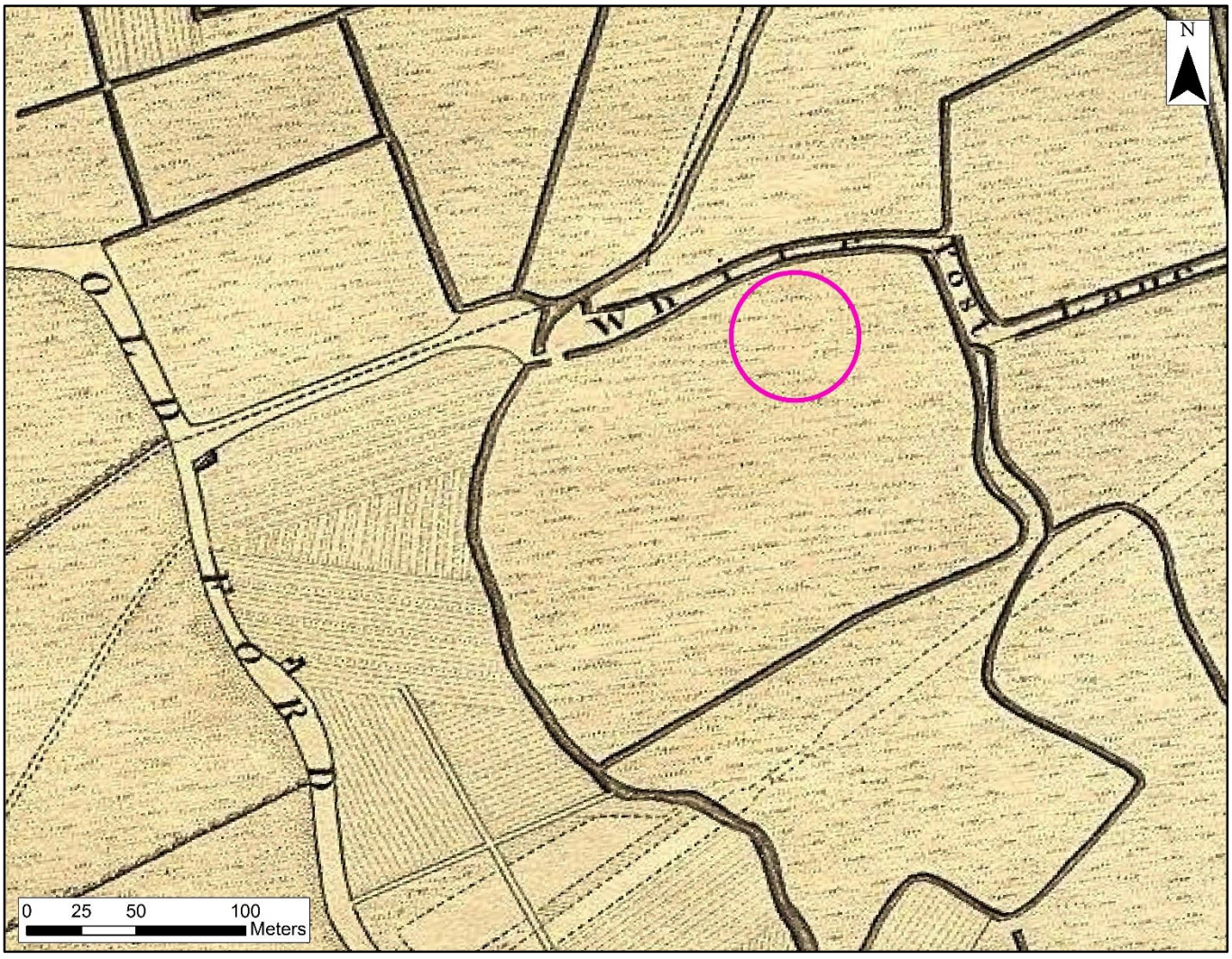

Fig. 9: Extract from Greenwood's 1827 map of London showing the study area to the E of Wick Lane, with the line of the proposed Hertford Union Canal (then under construction) depicted to the S
(Reproduced by courtesy of Tower Hamlets Archives)

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 appears to show the site as located within a large roughly quadrilateral field enclosure lying to the E of a broad curvilinear watercourse or drainage ditch (marked on later mapping as the Wick Brook). The boundaries of the enclosure closely resemble those shown on Cardwell's map of 1768, suggesting that its extent had not altered since the mid-18th century. Greenwood's map shows this enclosure as consisting of uncultivated marshland and scrub, in contrast to the fields to the W of the watercourse which are depicted as being under cultivation.

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

Significant landscape change 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 (*fig. 10*).

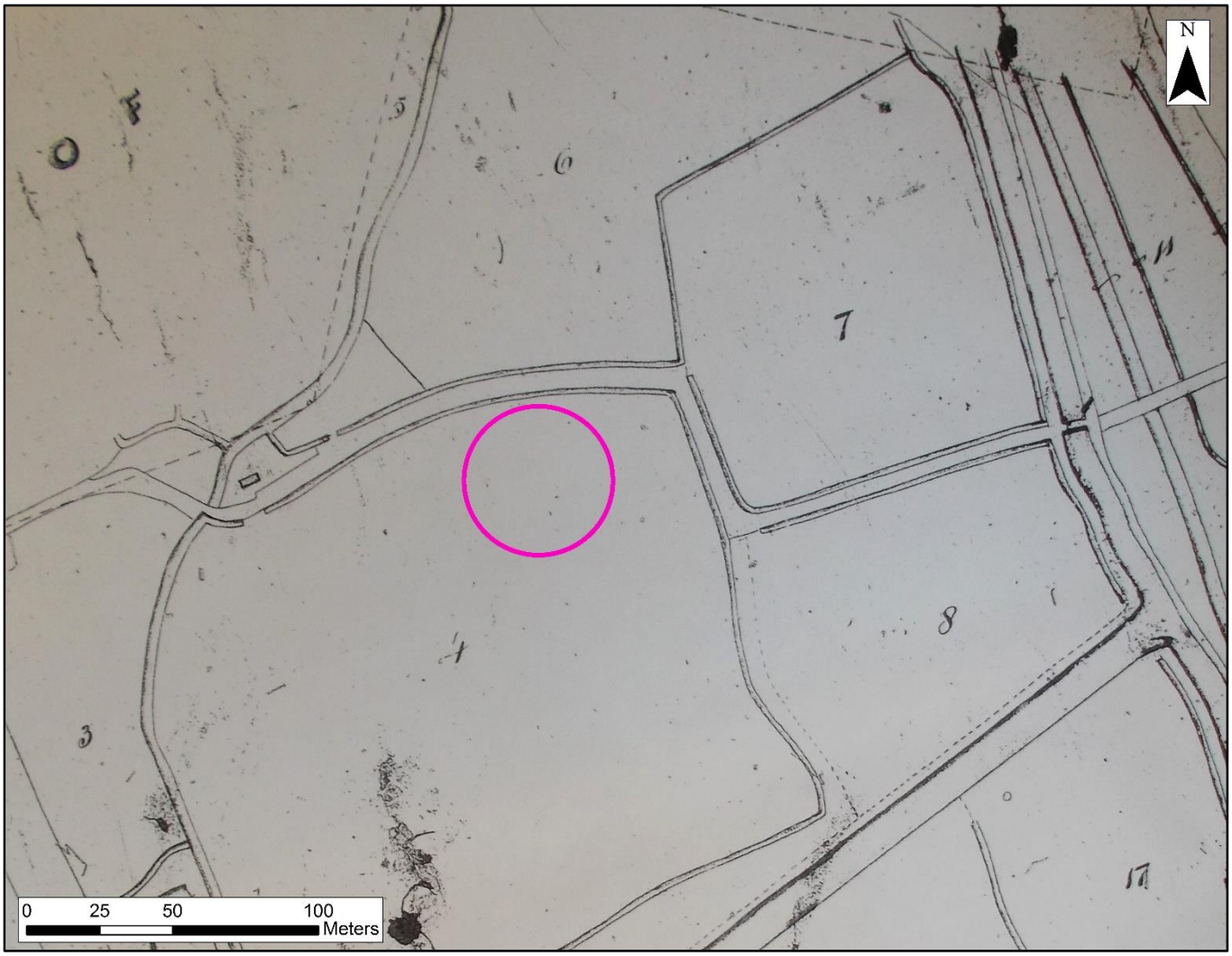

Fig. 11: Extract from the tithe map for the parish of St Mary Stratford Bow (1849)
(Reproduced by courtesy of the National Archives)

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 in the mid-19th century following the construction of the railway (*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).

Opposite this building, on the S side of White Post Lane, the 1849 tithe map shows a large, roughly quadrilateral enclosure identical in extent to that shown on Greenwood's map, with its W boundary defined by the Wick Sewer or Brook. The enclosure is recorded in the tithe apportionment as 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.

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 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 in 1854 heading towards Stratford. 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 emerged in the late 1850s and early 1860s, as an advertisement in the *London Daily News* for 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, to the immediate 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 may be identified as the Victoria Iron Works. Evidence of newspaper reports and trade directories appear to indicate that these factories had been established by the mid-1860s.

In contrast to the rapid industrial growth 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, it would seem that, between 1862 and 1870, a significant residential development had commenced along the S side of White Post Lane, as attested by the construction of rows of terraced housing and the initial laying-out of streets to the S (including 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 southern portion of the site remains as fields. Within the boundaries site of the proposed development, it appears that a terrace of houses was built between *c*. 1865 and 1870 along the S side of White Post Lane. These houses may be identified with those listed in the 1871 census on White Post Lane and were then mostly occupied by artisans and labourers employed at the nearby chemical works.

The OS 1st -edition map of 1873 shows that five houses had been built along the N end of the site, forming a long terrace of properties along the S side of White Post Lane with long narrow yards with outhouses to the rear. No houses are shown as having been built along the Hepscott Road street frontage at that date. Very few photographs of the houses along the S side of White Post Lane appear to have survived; however, a later aerial photograph of the area dated 1921 shows that the houses were two-storeyed, of brick construction under slate roofs (*Plate 1*), a fact supported by Goad's map of 1893 (*fig. 15*).

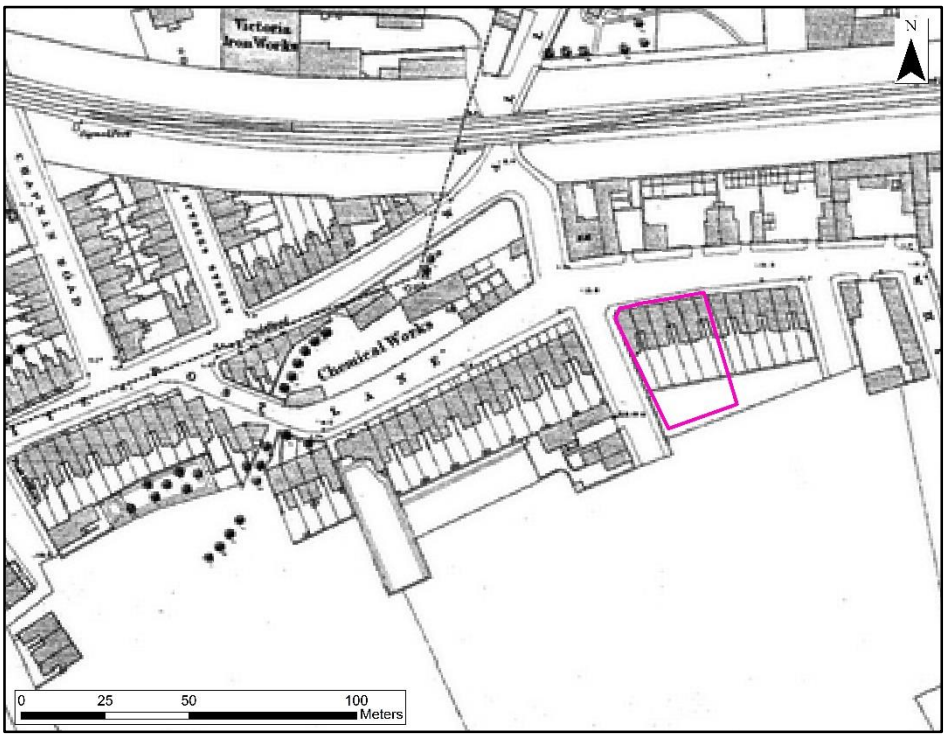

Fig. 13: Extract from the OS 1st -edition map of 1873
(Reproduced by courtesy of the London Metropolitan Archives)

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

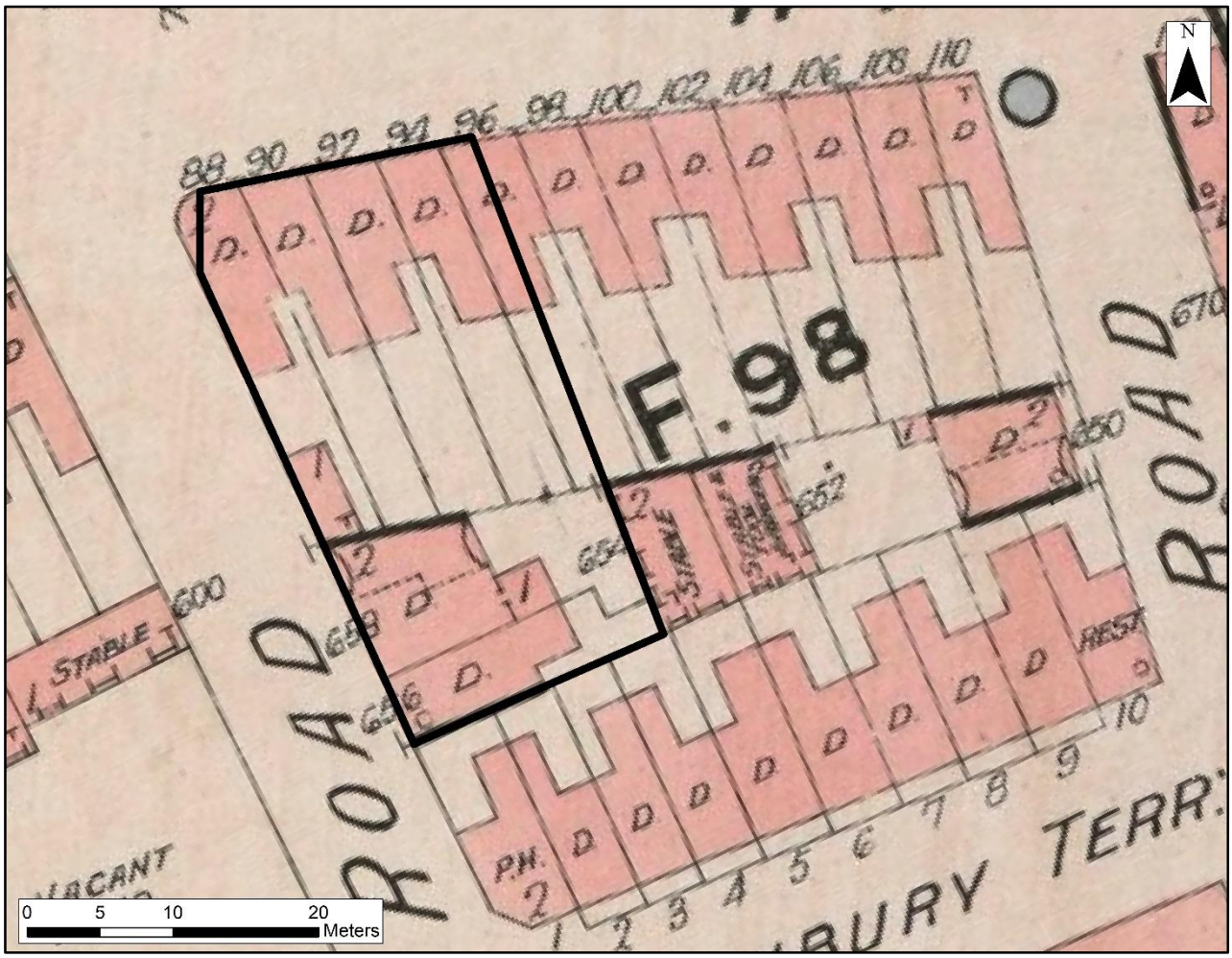

Fig. 15: Extract from Goad's 'Fire Insurance Plan' for London (1893)
(Reproduced by courtesy of the British Library)

Charles Booth's 1889 poverty survey map of London (*fig. 14*) marks the terraced houses along the S side of White Post Lane, as well as along Hepscott Road, 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 noticeable about Booth's map is that it shows housing to have been built along the frontage of Hepscott Road by that date.

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. Goad's plan confirms that two houses had been built along the Hepscott Road street frontage, marked as Nos. 1 & 2 Hepscott Road, with a rectangular building marked as stables to the rear. The purpose of the stables is unclear, the census returns for 1891 and 1901 show No. 1 as occupied by a cabinet maker and an employee of an india rubber factory while No. 2 was occupied by a draper's packer. Goad's plan shows that the dwellings along White Post Lane and Hepscott Road consisted of two-storey terraced houses of brick or stone, with tiled roofs and no cellarage.

The OS 2nd -edition map of 1895 (*fig. 16*) shows that the row of terraced houses along the S side of White Post Lane (including the bakery at No. 88) had changed little since 1893, as had the properties along Hepscott Road. The evidence of the census returns for 1891-1911 indicates that the occupants of the five terraced houses along White Post Lane (then numbered as Nos. 88-98 (odd nos.)), including a baker, carman, coffeehouse keeper, watchmaker and confectioner, appear to have been of a slightly higher social status than those living in the houses at Nos. 1 & 2 Hepscott Road.

Of particular interest is the property at No. 88 White Post Lane, at the corner of Hepscott Road and White Post Lane, which was occupied in the late 19th century by a bakery owned by a German immigrant named 'Michael Karl'. Karl and his family are recorded as being resident at No. 88 in the 1891 and 1901 census and it is likely that the outbuilding to the rear of the property marked on the 1893 and 1895 maps is associated with the bakery. Karl is not resident at the time of the 1881 census and this outbuilding is not marked on the 1873 map, which suggests that No. 88 was originally built as a simple terraced dwelling and that the outbuilding was added when Michael Karl established his premises there.

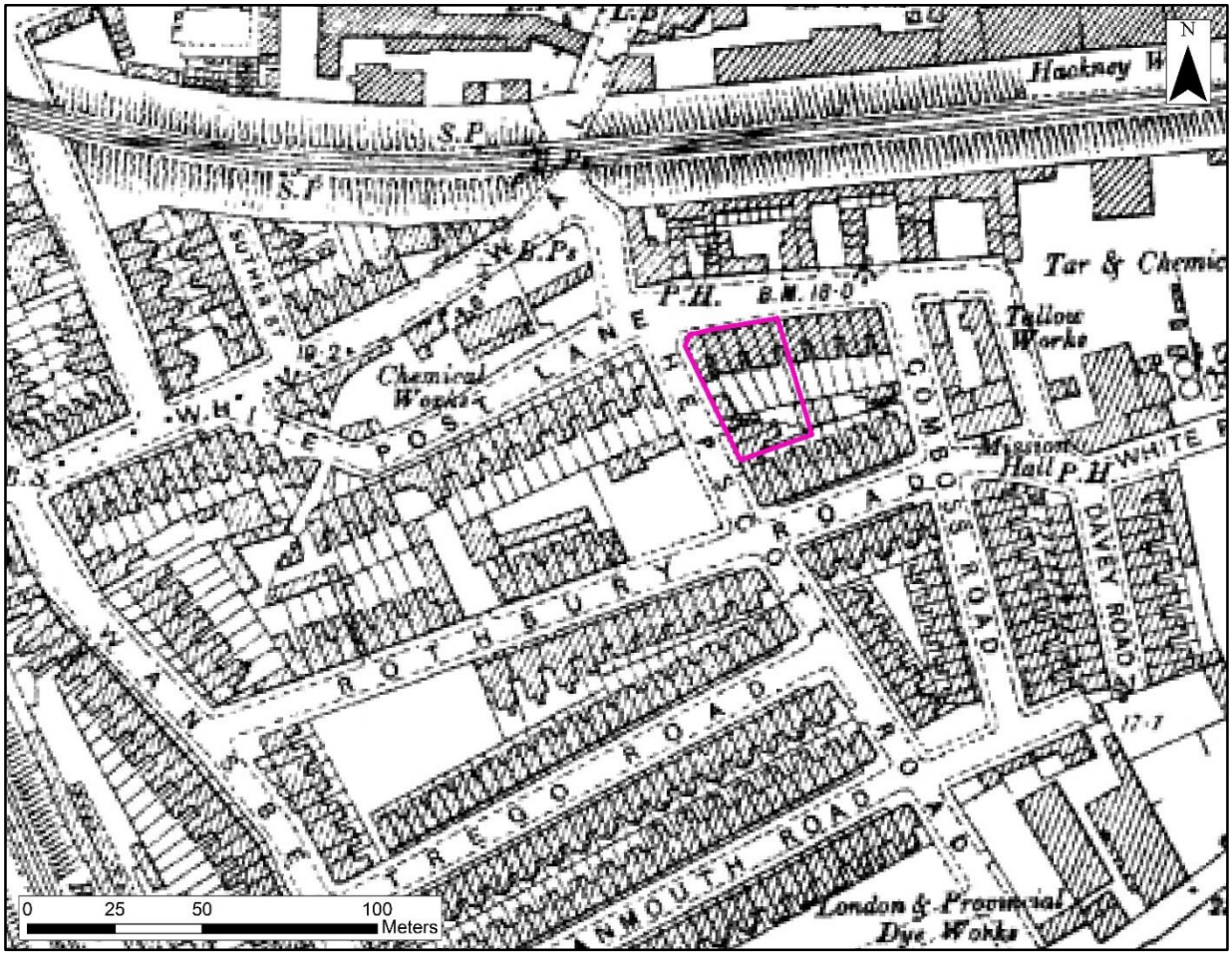

Fig. 16: Extract from the Ordnance Survey 2nd -edition 1:1056 map (1895)
(Reproduced by courtesy of the National Archives)

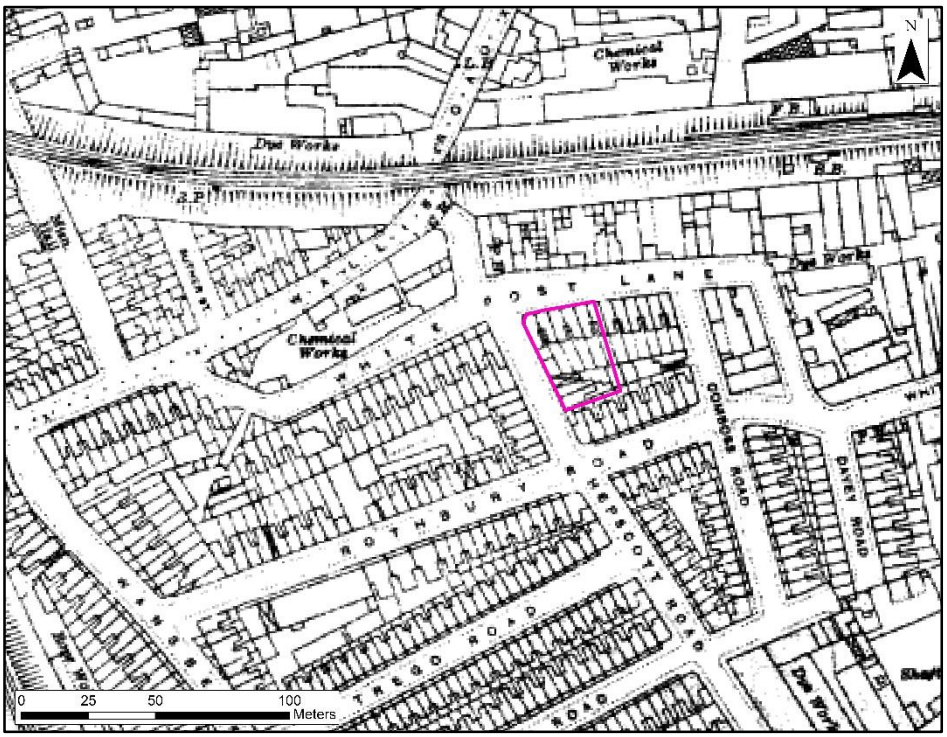

Fig. 17: Extract from the Ordnance Survey 3rd -edition map of 1916
(Reproduced by courtesy of the London Metropolitan Archives)

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

The OS 3rd -edition map (1916) shows very little change from the 1895 edition and an oblique aerial photograph of White Post Lane, Hepscott Road and neighbouring streets taken in 1921 supports this (*Plate 1; fig. 17*). The aerial photograph shows that, after the First World War, the site of the proposed development was still occupied by terraced housing.

5.1.4 1945 to present

Hackney Wick and the neighbouring district of Fish Island suffered heavy bomb damage during the Blitz (1940-1). 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 in the vicinity of the site of the proposed development. 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 beyond repair (*fig. 18*). However, the damage was less severe on the E side of Hepscott Road and only one property within the boundaries of the site is recorded having suffered severe damage (No. 90 White Post Lane) while Nos. 1 & 2 Hepscott Road are recorded as having received minor blast damage.

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)

Examination of an OS provisional edition map dated 1950 (*fig. 19*) indicates that the housing along White Post Lane and Hepscott Road had remained intact since the Second World War, in marked contrast to much of the late 19th century terraced properties further to the W along White Post Lane and Rothbury Road which had been significantly damaged by bombing and had subsequently been cleared. A later OS plan of the study area dated

1966 indicates that little change to the topography of the study area had occurred since 1950, except for the construction of a rectangular building marked as 'works' immediately to the E of Nos. 1 & 2 Hepscott Road. However, by the early 1970s, significant change is evident with the demolition of the overwhelming majority of the low-grade terraced housing that had been constructed in this area during the late 19th century, including the houses which had formerly occupied the site at the junction of White Post Lane and Hepscott Road. These were replaced by the stone merchant's premises which currently occupies the site.

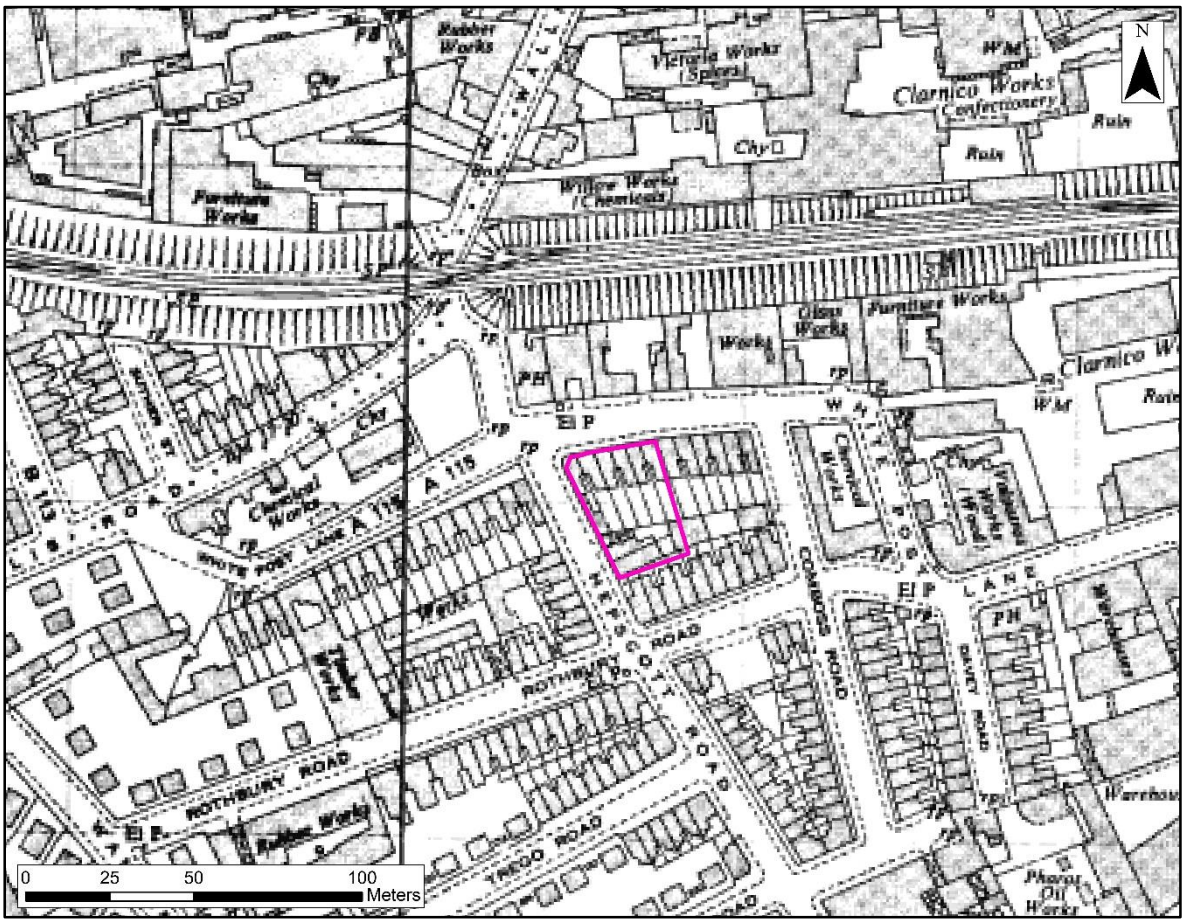

Fig. 19: Extract from an Ordnance Survey provisional edition 25 inch map of 1950 showing the study area following WWII

(Reproduced by courtesy of the National Archives)

6 Site Visit

Border Archaeology undertook a site visit on 10th March 2015 to determine the potential for archaeological remains on the site at Nos. 1-2 Hepscott Road. The site, which is currently occupied by a stone merchant's premises and yard (Neale & Sons Ltd.) is situated immediately E of the junction of White Post Lane and Hepscott Road.

Two single storey sheds of modern date are located towards the E end of the site, abutting a two storey building, three bays long and of brick construction (partially whitewashed externally). The building appears to have been heavily altered with a doorway set off-centre at ground level while the fenestration at upper storey level comprises two segmental arched windows flanking a flat arched central window which appears to be a later insertion. Based on cartographic evidence, it is likely that this structure represents a utilitarian building of mid-20th century date which is first marked as 'Works' on an OS 1:2500 map of 1966. No features of archaeological interest were noted.

Plate 2: View looking NE showing the site at Nos. 1-2 Hepscott Road, Hackney Wick, currently occupied by a stone merchant's premises

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9 Cartography and Aerial Photography

9.1.1 Cartographic Records

9.1.1.1 British Library

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

9.1.1.2 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

OS 1st edition 1:1056 scale map - 1868

OS 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

OS 2nd edition 1:1056 scale map – 1895

OS 3rd edition 25 inch map – 1916

LCC Bomb Damage maps – 1940-45

OS provisional edition 25 inch map – 1950

9.1.1.3 National Archives

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

9.1.1.4 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

9.1.2 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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