

border archaeology

unearth the past....resolve the future

Commercial Archaeology

Working throughout England and Wales

Detailed Archaeological Assessment

Aitch Group

33-35 Monier Road
Bow
Tower Hamlets
London
E3 2PR

September 2014



Document Specification:

Compiled by:

Stephen Priestley MA

Artwork:

Owain Connors MA PhD

Final Edit & Approval:

Neil Shurety Dip.M G M Inst M

Ref:

BA1444MRB

Grid Reference:

NGR: TQ 37101 84102

Date:

September 15th 2014

Cover: View looking northwest towards the modern two storey building occupying part of the site on Monier Street, bounded by Smeed Road to the northeast

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

01568 610101

West & South West

0117 907 4735

East

01908 933765

South & South East

01962 832777

Contents

1	Executive Summary.....	4
2	Introduction	5
3	Site Description	5
4	Methodology.....	6
4.1	Consultation of Archaeological Records	6
5	Site Specific Analysis	7
5.1	Consultation of Archaeological Records	7
5.2	Documentary Study and Map Regression.....	17
6	Site Visit.....	31
7	Copyright.....	33
8	References.....	34
8.1	Primary Sources.....	34
8.2	Secondary Sources	34
8.3	Cartography and Aerial Photography.....	36

1 Executive Summary

The results of this detailed archaeological assessment of a site at Nos. 33-35 Monier Road, Bow, London, based on a thorough 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 **Moderate**. Historically, the site lay on a low gravel terrace just above the floodplain of the River Lea, to the W of an extensive low-lying marsh through which ran a tributary of the River Lea. Although prehistoric occupation in the immediate vicinity of the site is poorly attested in the archaeological record, significant evidence of changing environmental conditions dating back to the Mesolithic was identified during recent geoarchaeological investigations at Roach Road. A similar sequence of alluvial deposits may potentially be revealed on the site, underlying deep post-medieval/modern made ground and alluvial deposits **which could extend to a depth in excess of 4m in places, based on recent geotechnical investigations immediately adjoining the site**. These alluvial deposits, if encountered, may contain important evidence for changing environmental conditions during the prehistoric and later periods.
- The potential for encountering evidence of Roman activity has been assessed as **Moderate**. Archaeological evidence has indicated the existence of a large Roman civilian settlement at Old Ford, flanking both sides of the Roman road from London to Colchester, the extent of which remains uncertain. Recent excavations at Crown Wharf have indicated the potential for Roman occupation deposits to survive in this area, which could potentially contain evidence of pottery, posthole alignments and timber structures 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 they have been sealed by deep deposits of made ground and disturbed alluvium.
- The potential for encountering evidence of medieval activity within the study area has been assessed as **Low to Moderate**. There is a marked absence of archaeological and documentary evidence for medieval occupation in the vicinity of the study area, which appears to have remained as sparsely occupied marshland and meadow right 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 extends across much of this area. There is also limited potential for encountering evidence of drainage ditches or other flood-management features within the specific study area.
- The potential for encountering archaeological remains of post-medieval date within the specific study area has been assessed as **Moderate**. It is possible that a drainage channel shown on historic maps of the area prior to c.1880 may be encountered close to the northeast boundary of the site, although this will depend on the extent of truncation by made-ground deposits. Foundations of the terraced housing constructed on the site in about 1880 and demolished in the early-mid 1960s may well be encountered.
- **Conclusion: The archaeological potential of the site has been assessed, in overall terms, as Moderate. Recent archaeological investigations in the vicinity of the study area have identified the potential for encountering evidence of alluvial silt and peat deposits of palaeoenvironmental significance and Roman occupation features and deposits (including timber structures); however, it is likely that they will lie beneath deep deposits of post-medieval/modern made ground and disturbed alluvium, quite possibly extending to a depth in excess of 4m in places.**

2 Introduction

Border Archaeology (BA) was instructed by Aitch Group to carry out a programme of Detailed Archaeological Assessment in respect of a proposed residential development on the site of a former education/training centre and former industrial premises at Nos. 33-35 Monier Road, Bow, London E3 2PR. The grid reference for the site is NGR TQ 37101 84102 (*Fig. 1*).

Copies of this assessment will be supplied to Aitch Group, to Adam Single Esq., Greater London Archaeology Advisor (North East), and the Greater London Historic Environment Record.

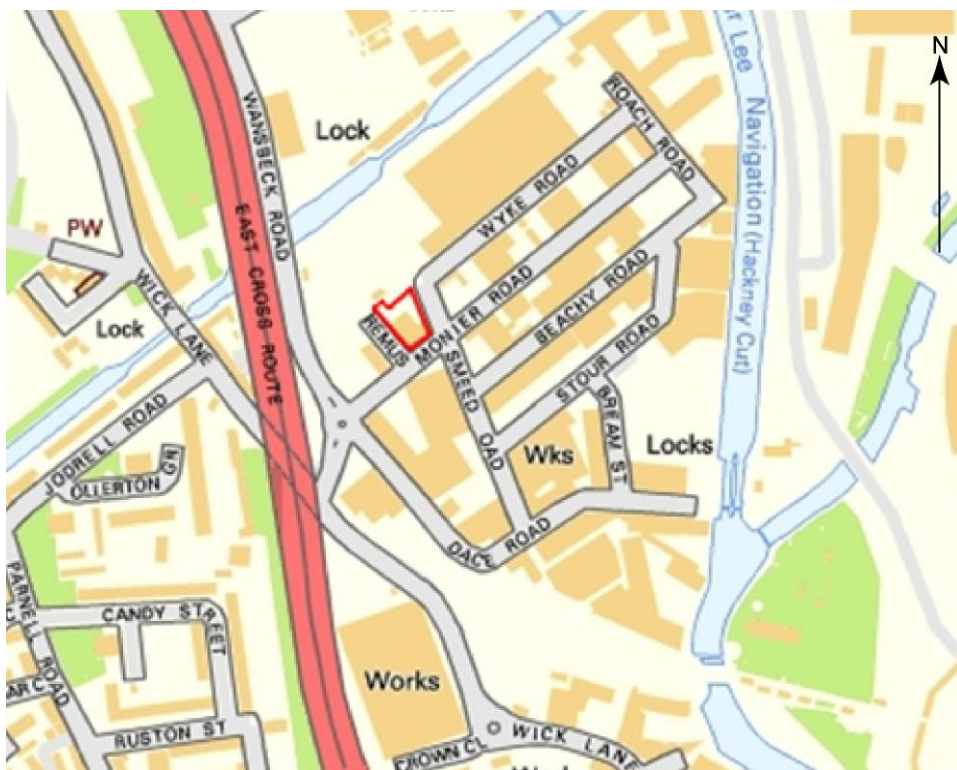


Fig 1: Site location plan

3 Site Description

The site at Nos. 33-35 Monier Road, Bow, is located at the corner of Monier Road and Remus Road, within the Inner London borough of Tower Hamlets. The site lies within 'Fish Island', formerly a heavily industrialised area sandwiched between Old Ford to the W and the River Lea Navigation to the E. The southern part of the site is currently occupied by a range of modern buildings which until recently were used as an education/training centre and studio, with an extensive yard and outbuildings to the rear.

Soils and 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.

4 Methodology

4.1 Consultation of Archaeological Records

4.1.1 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.

4.1.2 Research Methods

The research carried out for this detailed archaeological assessment consisted of the following elements:

4.1.3 Evaluation and Study of Archaeological Databases

The Greater London Historic Environment Record 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 37101 84102).

4.1.4 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, Tower Hamlets Archives and Local History Library, the British Library and the National Archives.

4.1.5 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, Tower Hamlets Archives and Local History Library and the British Library.

4.1.6 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 and Tower Hamlets Archives. Collections of aerial photographs relating to the study area dating back to 1946 were consulted at the London Metropolitan Archives and the National Monuments Record, Swindon.

5 Site Specific Analysis

5.1 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.

5.1.1 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 just outside the Fish Island Conservation Area.

5.1.2 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 360m SW of the study area.

5.1.3 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 37101 84102. A total of 10 monuments and 12 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.

5.1.4 Site Visit

A site visit was carried out on 29th August 2014 to determine the potential for surviving archaeological remains on the site.

- **Prehistoric**

The site lies within the floodplain of the Lower Lea Valley, an area subject to fluctuating water levels and episodes of water ingress over a lengthy period, stretching from early prehistory through to the late 19th century. Based on the results of a geoarchaeological deposit model produced for this area as part of the Lea Valley Mapping Project (Corcoran et. al., 2011), it appears that the study area was located on a gravel terrace above and to the W of an extensive low-lying, marshy area through which ran a tributary of the River Lea during the prehistoric period.

Archaeological evidence of prehistoric occupation in the immediate locality of the study area (defined as a 300m radius search centred on NGR TQ 37101 84102) is limited to a single findspot of a Mesolithic tranchet axe found during excavations in Bower Lane, Hackney in 1890 (MLO 1668; Wymer & Bonsall, 1977, 188). Evidence of prehistoric activity has been identified in the wider locality of the study area, including a Palaeolithic handaxe and unretouched flint flake found in Victoria Park at NGR TQ 362 838 (MLO 11037).

Further to the SW, a series of archaeological investigations undertaken at the Lefevre Walk Estate, Parnell Road (located about 700m SW of the site) have yielded significant evidence of prehistoric occupation. Several lithic scatters have been recorded in this area ranging in date from the Palaeolithic through to the Late Bronze Age. Excavations in 1995 revealed two ditches which probably formed part of a field boundary and three pits which 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 at Lefevre Walk in 1998, together with a complete vessel found within the fill of a ditch, which may have represented a votive offering (Douglas, 1999). Further evidence of Middle to Late Bronze Age occupation was identified during excavations at Nos. 91-93 Parnell Road.

Archaeological investigations at Parnell Road and the Lefevre Walk estate have also revealed evidence of Iron Age occupation. A possible roundhouse was excavated at Lefevre Walk in 1995, together with evidence for ritual activity and field boundaries dated to the Late Iron Age, while further investigations at Bow North Youth Centre identified several ditches and possible drainage gullies containing Iron Age pottery, together with evidence for a hearth and metalworking activity of Late Iron Age date.

While human activity of prehistoric date is poorly attested in the archaeological record 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 on the Omega Works site (Phase III) in 2005-6 (ELO 6405), located at Roach Road, approximately 200m NE of the site.

A previous watching brief on geotechnical works obtained core samples from the alluvial deposits on the site which were subject to geoarchaeological assessment and subsequent analysis (MOLAS, 2006). The geotechnical excavations consisted of the excavation of five boreholes to a maximum depth of about 8m below existing ground level; core samples were taken for analysis from three of the 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, which overlaid a humic organic clay at 3m AOD, underlying which was a substantial deposit of alluvial clay extending to a depth of 1m AOD, which, in turn, overlaid 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 the core samples demonstrated that the site is located on the interface between a low-lying marshy hollow (probably a Pleistocene channel) within the central and northern parts of the site and an area of higher gravelly ground occupying the SE part of the site. Substantial deposits of alluvial peat had accumulated within the low-lying area, which probably formed an abandoned palaeochannel (as evidenced by the presence of reeds and sedges indicative of a marshy environment contrasting with the open grassland prevalent within the higher SE part of the site). Radiocarbon dating of the peat deposits showed they had accumulated between c.7000 to 5000 BC (the Mid to Late Mesolithic).

The marshland appears to have fringed a lake or mere lying just beyond the N boundary of the Omega Works site, which appears to have expanded at some point after 5000 BC, 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 from the clay deposits indicated that wet floodplain woodland (Alder Carr) developed across the lower-lying parts of the site during the late Mesolithic period which appears to correspond to the onset of wetter climatic conditions.

During the later prehistoric period, river levels appear to have fallen and most of the site appears to have been dry land subject to only very occasional flooding. Evidence was recorded for rising water levels from the 1st-2nd century AD onwards, resulting in prolonged flooding of the site, which may have been associated with a relative 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 episodically flooded grassland, probably used for livestock grazing, with scattered trees, sedge filled ditches and marshy hollows (MOLAS, 2006).

Further evidence of past environmental conditions in the immediate vicinity of the study area was revealed during an archaeological evaluation undertaken in 2006 at Stour Wharf, about 210m ESE of the site, consisting of three trial pits between 4.6m and 5.2m deep (Compass Archaeology, 2006; ELO 7032). The stratigraphy recorded by the trial pits consisted of 0.7m to 2.3m of made ground (of 19th-20th century date), overlying a deep sequence of alluvial deposits, consisting of clean silts, mixed silt/organic material and occasional peat layers, between 2m and 4.2m thick. Underlying the alluvial deposits were natural river terrace sands and gravels recorded at a depth of 0.91-1.60m AOD.

The organic/peat horizons may reflect periods of marine regression and the development of stagnant marshy conditions, while the overlying clean silts would appear to represent episodes of progressively rising sea levels and flooding. It was suggested that, in the earlier prehistoric period, much of the area would have been above the contemporary river level, with periodic flooding possibly occurring from as early as the Bronze Age onwards, through to the post-medieval period. No cultural material was recovered from these deposits and no geoarchaeological analysis was undertaken; consequently, it is difficult to establish a chronology for the accumulation of these alluvial soil horizons underlying the post-medieval/modern made-ground deposits.

The results of recent geotechnical investigations undertaken in 2012 at Neptune Wharf (ELO 13878; CgMs, 2012), immediately to the N and W of the specific site, identified a deep sequence of alluvial clay and peat deposits across the site up to depths of between 4.40m and 7.70m below ground level, overlying Pleistocene gravels. The peat deposits were present in boreholes and trial pits excavated within the N, NE and SE parts of the site; no peat deposits were noted within the trial pits excavated close to the N and W boundaries of the Monier Road site, which may confirm the geoarchaeological deposit model suggesting that the site was situated on a gravel terrace slightly to the W of the low-lying marshy area of the tributary valley. However the possibility of encountering

evidence of alluvial peats should not be entirely discounted, particularly since there have been no previous geotechnical investigations within the site at Monier Road.

The potential for encountering evidence of prehistoric activity has been assessed as **Moderate**. The archaeological record for prehistoric occupation in the immediate vicinity of the site, in terms of recorded sites and findspots, is very limited, although substantial evidence of prehistoric settlement has been identified in the wider vicinity of the study area, most notably during the excavations on the Lefevre Walk Estate/Parnell Road, where substantial evidence of Neolithic, Bronze Age and Iron Age occupation has been revealed.

Significant evidence of changing environmental conditions dating back to the Mesolithic was identified during geoarchaeological assessment of core samples retrieved from the Omega Works site at Roach Road and it is possible that a similarly deep sequence of alluvial deposits will be revealed on the site, underlying substantial post-medieval/modern made-ground deposits and later alluvial deposits. These alluvial silt and peat deposits, should they be encountered, could potentially contain significant evidence for changing environmental conditions during the prehistoric and later periods.

- **Roman**

Evidence for Roman occupation has been found both in the immediate vicinity of the site and on its wider periphery, which appears to be related to a settlement associated with the Roman road running E from *Londinium* to Colchester (*Camulodunum*), located close to where the road approached the strategically important crossing of the River Lea at Old Ford (MLO 8877; Black 1977). The extent of this Roman roadside settlement has yet to be satisfactorily determined, although several excavations undertaken in the wider locality of the study area have identified sections of the road and associated settlement features at Old Ford, including an extensive burial ground and evidence for timber structures, possibly wharves, adjoining the River Lea.

The Roman road from *Londinium* to Colchester is presumed to have forded the Lea somewhere between Iceland and Bundock's Wharves, located approximately 500m SE of the site, where remains of a causeway were previously 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 the 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 700m SW of the site.

A section of the Roman road was revealed during excavations at Lefevre Walk in 1969-70, which revealed that it was originally a three-lane highway with a raised central portion, with evidence of two major phases of reconstruction; coin and pottery evidence suggests that the road continued in use at least to the end of the 4th century AD (Sheldon, 1971, 22-77). Evidence of occupation features associated with the road was also identified, consisting of a number of pits, ditches, laid pebble yards and a possible tile kiln located to the S of the road. Excavations at the junction of Parnell Road and Roman Road in 1980 also identified a similar construction sequence for the Roman road (Mills, 1981), while further evidence of the Roman road and associated settlement activity was revealed during excavations on the Lefevre Walk estate in 1995 (Taylor-Wilson, 1996).

Evidence of Roman settlement and burial activity has been identified on the southern periphery of the study area, close to where the Roman road crosses the River Lea at Old Ford, about 500m SE of the specific site. Excavations at Nos. 413-414 Wick Lane in 1985 revealed evidence of alluvial deposits provisionally dated to c.200 AD, which, in turn, was overlaid by make-up deposits and a rammed gravel layer interpreted as the possible remains of a Roman road, overlying which was further alluvial deposition (MLO 63439). The remains of a substantial Roman building were also identified during a watching brief at No. 419 Wick Lane, which was

interpreted as a possible *mansio* or posting station situated in close proximity to the crossing of the Lea (MLO 98390).

Evidence of burial activity, probably forming part of an extensive cemetery of Roman date, has also been identified on the extreme S and SW fringes of the study area. In 1844, several urned cremations were found in the centre of Wick Lane opposite the White Hart Inn, while an inhumation in a lead coffin was also found in Wick Lane at about the same time (MLO 80763; 80792). It is possible that these burials and cremations are associated with an extensive Roman burial ground, the full extent of which is uncertain but which may have extended to the N and S of the line of the Roman road and extending eastwards as far as the crossing of the River Lea (Wilson, Cowie & Symonds, 2005). More recently, a further four burials, three of which were in stone coffins and a fourth in a wooden coffin, were also identified during excavations in Armagh Road and Beale Road in 1972 (Owen, Schwab & Sheldon, 1973); in 1991, further excavations at Armagh Road revealed a substantial concentration of burials, comprising a total of 67 grave cuts, mainly for coffined burials without grave goods (MLO 58089; Pitt, 1991).

Evidence of Roman activity within the immediate locality of the study area was revealed during an archaeological evaluation undertaken in September-October 2003 at Crown Wharf Ironworks, close to the River Lea, located approximately 200m SE of the site, consisting of four trenches and a larger open-area excavation (ELO 6150; AOC Archaeology, 2004). The stratigraphy revealed during the evaluation 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. This sequence of deposits appeared to represent deliberate phases of deposition to consolidate the underlying alluvium, presumably associated with the reclamation of the site for occupation and agricultural activity.

Within Trench 5, sealed by the greenish-grey gravel sand, were the remains of approximately 40 decayed timber piles of varying size and shape, together with two very large vertical posts resting on substantial plank base-plates. Several alignments of timbers were noted; however, it was not possible to ascertain during the excavation phase what type of structure these timbers represented. Given the riverine location, it was suggested that 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. No other archaeological features of Roman date have been recorded within the immediate locality of the study area to date, although previous desk-based assessments undertaken on other nearby sites have recognized the potential for Roman archaeology to be identified within the study area (CgMs, 2012).

The potential for encountering evidence of Roman activity has been assessed as **Moderate**. Archaeological evidence has indicated the existence of a large Roman civilian settlement at Old Ford, flanking both sides of the Roman road from London to Colchester, the extent of which remains unclear. The results of the excavations at Crown Wharf have indicated the potential for Roman occupation deposits to survive in this area, which could potentially contain evidence of pottery, posthole alignments and timber structures that may have been associated with bridges or wharfs adjoining the River Lea. It is likely that any surviving Roman occupation deposits and structural remains will have been sealed by deep deposits of alluvium and made ground, possibly

extending to a depth in excess of 4m in places. The possibility of encountering evidence of burial activity of Roman date should also not be discounted, especially as the full extent of the Roman cemetery at Old Ford has yet to be established, although the majority of recorded burials appear to have been concentrated close to the course of the Roman road, well to the S and SW of the study area.

- **Medieval**

Evidence for medieval activity in the vicinity of the study area appears to be limited. The site lay within the bounds of the extensive manor of Stepney, an ancient landholding of the bishopric of London first recorded as *Stybbanhythe* in a charter dated c.1000 (Baker, 1998, 13). The specific study area is located about 500m NW of the ancient river crossing of the Lea at Old Ford, which was superseded in the early 12th century by a stone bridge built downstream at Stratford at Bow, reputedly by Queen Matilda, wife of Henry I, due to the treacherous nature of the Old Ford crossing (Gover, Mawer & Stenton, 1942, 134).

In spite of the construction of the new bridge at Stratford, it appears that a small medieval settlement remained at the old river crossing at Old Ford and that a water mill had been erected there by the early 13th century, as evidenced by the earliest definite reference to the place name Old Ford, recorded as *Eldefordmelne* in c.1230 (Gover, Mawer & Stenton, 1942, 134). Evidence of what may have been a straggling ribbon settlement of medieval date along the Old Ford Road was recorded during excavations at Lefevre Walk, to the W of the study area.

Documentary evidence appears to indicate that, during the post-Roman, medieval and early post-medieval periods, the specific study area lay within the Bow Marshes, an extensive tract of low-lying marshland to the W of the River Lea (then a fast-flowing navigable river). It was gradually reclaimed during 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. Little evidence of occupation has been recorded in this area prior to the late 19th century.

Geoarchaeological investigations at the Omega Works site in Roach Road indicate that the marshland was subject to episodes of periodic flooding throughout the post-Roman, medieval and early post-medieval periods (MOLAS, 2006). It appears to have been chiefly used as grassland for pasturing 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 instance at Crown Wharf and Stour Wharf, 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 evidence of medieval activity within the study area has been assessed as **Low to Moderate**. This assessment chiefly reflects the marked paucity 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 right 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. There is also limited potential for encountering evidence of drainage ditches or other flood-management features within the specific study area.

- **Post-Medieval/Modern**

Limited archaeological evidence for post-medieval activity has been encountered in the vicinity of the study area, which appears to confirm that the site remained as undeveloped marshland and meadow until the laying-out of Monier Street and neighbouring roads, housing and industrial buildings in about 1880. 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).

The line of the Hertford Union Canal, constructed between 1824 and 1830, runs to the NW of the site. A lock on the canal survives at TQ 3708 8426, about 90m NW of the site (MLO 72994); however, there is no indication that any wharves or ancillary buildings associated with the canal ever extended within the site boundary. It is possible that re-deposited material from the excavation of the canal may have been spread across the adjoining fields to raise ground levels, but this remains unproven.

Documentary and cartographic evidence (discussed in greater detail in Section 5.2) indicates that the study area lay within an area of sparsely populated, low-lying marshland dissected by deep water-filled drainage ditches, which was intermittently under meadow and limited arable cultivation up to the late 19th century. Up to the mid-19th century, the site appears to have lain within the boundaries of an irregularly-shaped field enclosure bordered by drainage ditches, as shown on Cardwell’s map of 1768 and the Stratford at Bow tithe map of 1849. It is possible that the course of present-day Smeed Road (marking the E boundary of the site) respects the line of a drainage ditch shown on the 1768, 1827 and 1849 maps as defining the E and SE boundary of the enclosure.

In the late 1870s-early 1880s, the study area was transformed from open marshland into a thriving industrial quarter known as ‘Fish Island’ with the establishment of factories, wharves and timber yards and the laying-out of the existing grid of streets, which were densely packed with terraced housing, chiefly occupied by industrial workers and their families. The study area lay squarely within the residential part of the district, being bordered by streets to the E, W and S and a substantial timber yard to the N.

It is likely that substantial deposits of made ground were deposited across the site at that time to raise the ground level as a preventative measure against flooding. In 1906, when the Britannia folding box works was constructed in Dace Road, to the SE 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 re-deposited clays was encountered on a watching brief in 2009-10 on the route of a water pipeline at Wansbeck Road (forming part of the Stratford Box Dewatering Scheme), which was interpreted as evidence of 19th -century ground-raising (ELO 11599; PCA, 2010),

Bombing during the Second World War caused significant damage to housing along Monier Road; however, the housing in the immediate vicinity of the site (comprising 24 houses bounded by Monier Road to the S, Remus Road to the W and Smeed Road to the E) appears to have remained largely intact and survived until the early to mid-1960s, when they were finally demolished and the existing buildings erected on the site.

Recent geotechnical investigations undertaken in 2012 at Neptune Wharf (ELO 13878; CgMs, 2012), immediately to the N and W of the specific site, have 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 across the site up to depths of between 2.80m and 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.

The results of two boreholes excavated to a depth of 5m on the W side of Remus Road, immediately opposite the site at Nos. 33-35 Monier Road, indicated that made-ground deposits extended to a depth of 4.40m and 4.60m, respectively, overlying alluvium. Two trial pits dug within the industrial yard immediately N of the northern boundary of the site to depths of 3.10m and 3.20m, respectively, only revealed a sequence of made-ground deposits extending to the base of both pits, again suggesting that made ground is likely to extend to a depth of 4m or greater in this area.

The potential for encountering archaeological remains of post-medieval date within the specific study area has been assessed as **Moderate**. It is possible that evidence of a drainage channel shown on historic maps of the area prior to c.1880 may be encountered close to the NE boundary of the site, although this will depend on the extent of truncation by made-ground deposits. The possibility of encountering water-management features of post-medieval date within the study area should also not be overlooked.

Foundations of the terraced housing constructed in about 1880 and demolished in the mid-1960s may well be encountered on the site, possibly including basements. However, it is likely that they will have been heavily truncated as a result of the construction of the modern building and yard on the site; in places only deposits of made ground comprising debris from the demolition of the buildings may have survived. Recent geotechnical investigations immediately to the N and W of the site have indicated that deposits of made ground could potentially extend to a depth in excess of 4m below ground level in places.

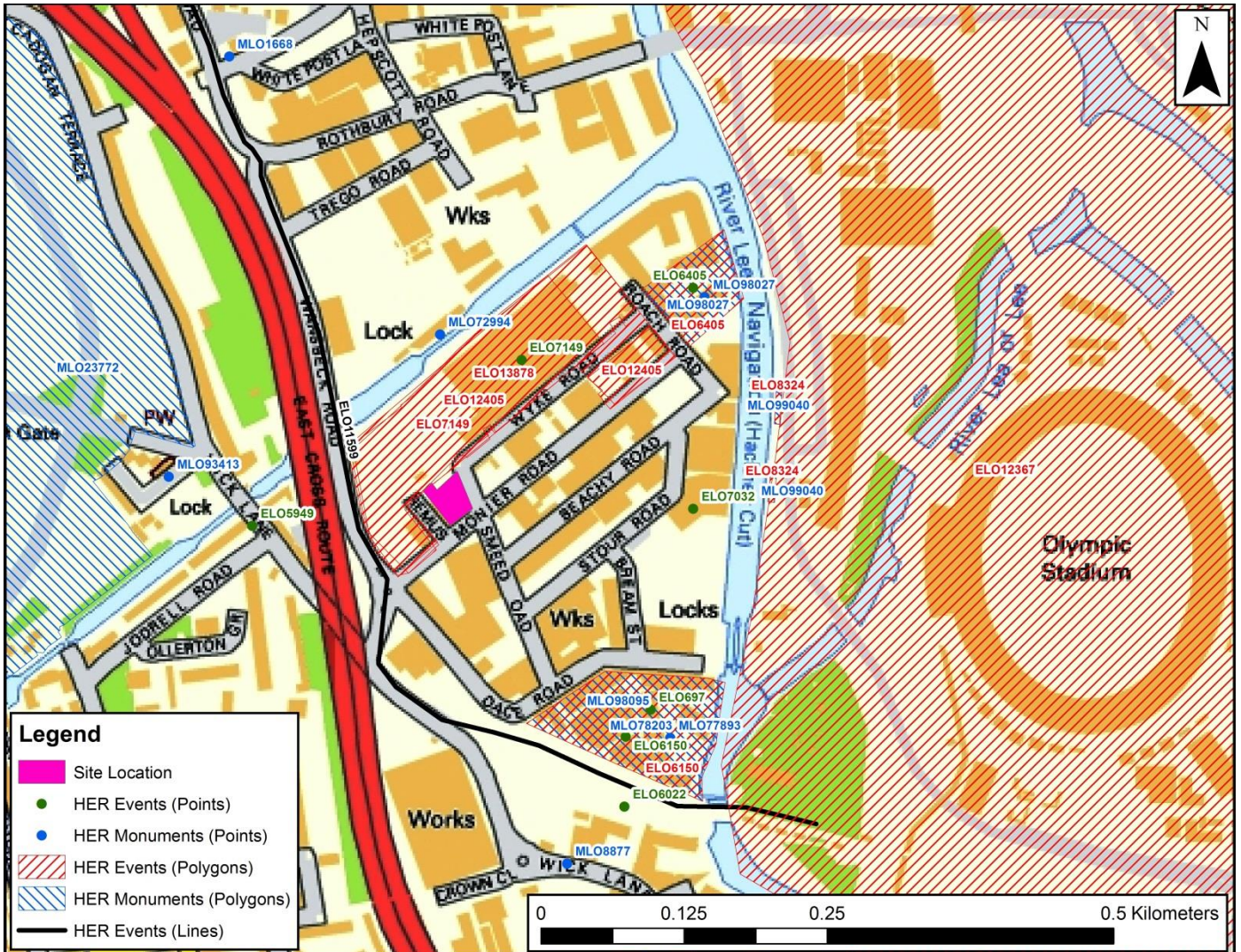


Fig. 2: Plan showing archaeological events and monuments recorded in the Greater London Historic Environment Record in the vicinity of the study area (based on a 300m search radius centred on TQ 37101 84102)

<u>Monument No.</u>	<u>Description</u>	<u>NGR</u>	<u>Date</u>
MLO 1668	Mesolithic tranchet axe found in Bower Lane	TQ 3690 8450	Mesolithic
MLO 9802	Mesolithic palaeochannel identified on Omega Works Phase III site at Crown Wharf, Roach Road	TQ 37310 84303	Mesolithic
MLO 8877	Old Ford – Site of Roman roadside settlement	TQ 372 838	Roman
MLO 77893	Roman posthole and stake alignment found during evaluation at Crown Wharf Ironworks in 2003	TQ 3729 8391	Roman
MLO98095	Remains of timber piling and superstructure, possibly forming part of a bridge or jetty of Roman date, found during evaluation at Crown Wharf Ironworks in 2003	TQ 37251 83911	Roman
MLO78203	Crown Wharf Ironworks (18 th -century timber conduits found during 2003 evaluation of site)	TQ 3729 8391	Post-Medieval
MLO 7299	Lock on Hertford Union Canal (opened in 1830)	TQ 3708 8426	Post-Medieval
MLO 93413	St Marks Church, Old Ford (built in 1872-3)	TQ 36852 84138	Post-Medieval
MLO 23772	Victoria Park, Wick Lane (19 th -century public park)	TQ 36170 83933	Post-Medieval
MLO 9904	Carpenter's Business Park, Lea Navigation (tipping wharves and 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 37101 84102)

<u>Event No.</u>	<u>Description</u>	<u>NGR</u>
ELO 697	Crown Wharf, Ironworks, Dace Road: Desk Based Assessment	TQ 3727 8393
ELO 5949	1A-7A Wick Lane, Old Ford: Desk Based Assessment	TQ 3692 8409
ELO 6022	No. 1 Wick Lane: Desk Based Assessment	TQ 372 838
ELO 6150	[Crown Wharf Iron Works]: Archaeological Intervention/Excavation	TQ 3725 8391
ELO 6405	Roach Road [Crown Wharf], London, E3; Geoarchaeological Watching Brief	TQ 37310 84303
ELO 7032	Stour Road [Stour Wharf]: Evaluation	TQ 37310 84110
ELO 7149	Wyke Road, Old Ford, London E3: Desk Based Assessment	TQ 37120 84182
ELO 8324	Carpenter's Buisness Park (Brundles Warehouse, Wharves and Rails): Building Recording	TQ 37459 84212
ELO 11599	Chapman Road, Wansbeck Road: Watching Brief	TQ 3705 8427
ELO 12367	Temple Mills Lane/East Cross Route [Olympic Park]: Geoarchaeological Survey	TQ 37775 84510
ELO 12405	Wyke Road [Neptune Wharf], Fish Island, Tower Hamlets: Desk Based Assessment	TQ 37152 84196
ELO 13878	Wyke Road [Neptune Wharf], Fish Island, Tower Hamlets: Borehole Survey	TQ 37143 84214

Table 1: 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 37101 84102)

5.2 Documentary Study and Map Regression

5.2.1 Medieval to c.1800

From the medieval period through to the 19th century, the specific study area lay within an extensive tract of marshland known as Bow Marshes, extending along both sides of the River Lea from Hackney to the N and Bow to the S. This substantial tract of marshland appears to have been gradually reclaimed during the 13th-14th centuries, the portion of the marshes lying to the W of the Lea (within the manor of Stepney) appears to have been drained and reclaimed at the initiative of the Crown and the Bishop of London, while the reclamation of marshland to the E of the Lea appears to have been largely undertaken by the Cistercian abbey of Stratford Langthorne. The reclaimed marshland appears to have been chiefly used as meadow for livestock grazing, although some arable cultivation also appears to have taken place (Baker, 1998).

Documentary records refer to a water mill on the Lea at Old Ford, the site of which appears to have been located approximately 500m S of the specific study area. The mill was granted in 1230 by Lettice, wife of William le Blund of Stepney, to the priory of St. Helen, Bishopsgate; a record of a lawsuit dated 1394 refers to the holder of the mill as having blocked the Lea adjoining the mill with turves and water gates, resulting in the flooding of neighbouring meadows; this would appear to suggest that the area surrounding the mill (including the site) was predominantly meadow land in the late medieval period (Baker, 1998, 54-55). The extent of the marsh in the medieval and early post-medieval periods is depicted on Joel Gascoyne's survey of Stepney dated 1703 (Fig. 3), which also shows the roadside hamlet of Old Ford to the SW of the study area and another lane leading roughly NNW from Old Ford towards Hackney (identifiable with present-day Wick Lane).

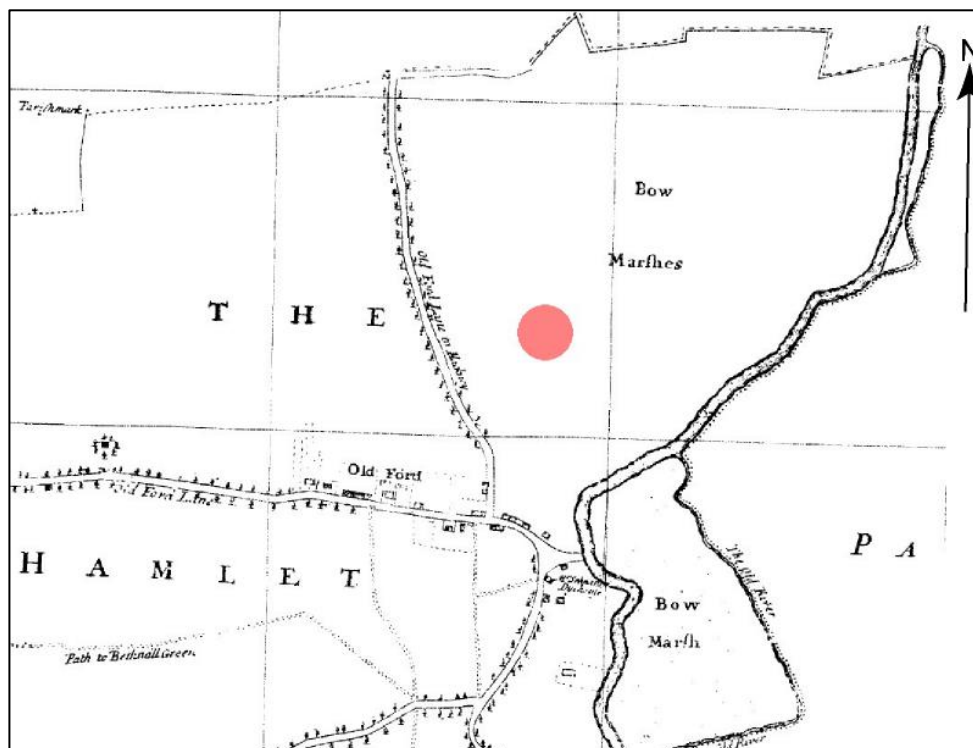


Fig. 3: Extract from Joel Gascoyne's Plan of the Manor of Stepney (1703)
 (Reproduced by courtesy of Tower Hamlets Archives)

No indications of field boundaries or drainage ditches within Bow Marshes appear on Gascoyne's map; however, John Rocque's plan of London and its environs, published in 1746, provides more topographical information regarding the study area, particularly regarding the pattern of field boundaries, although there has been a degree of simplification (Fig. 4). The area lying between Wick Lane and the River Lea is shown as being subdivided into several irregularly-shaped enclosures, almost all of which appear to be defined by broad, sinuous boundaries (mostly tree-lined), which probably represent drainage ditches dug to reclaim the marshland for agricultural purposes, both for arable cultivation and livestock grazing. It is likely that the pattern of field enclosure and associated drainage ditches in this area was largely established by the 13th-14th centuries.

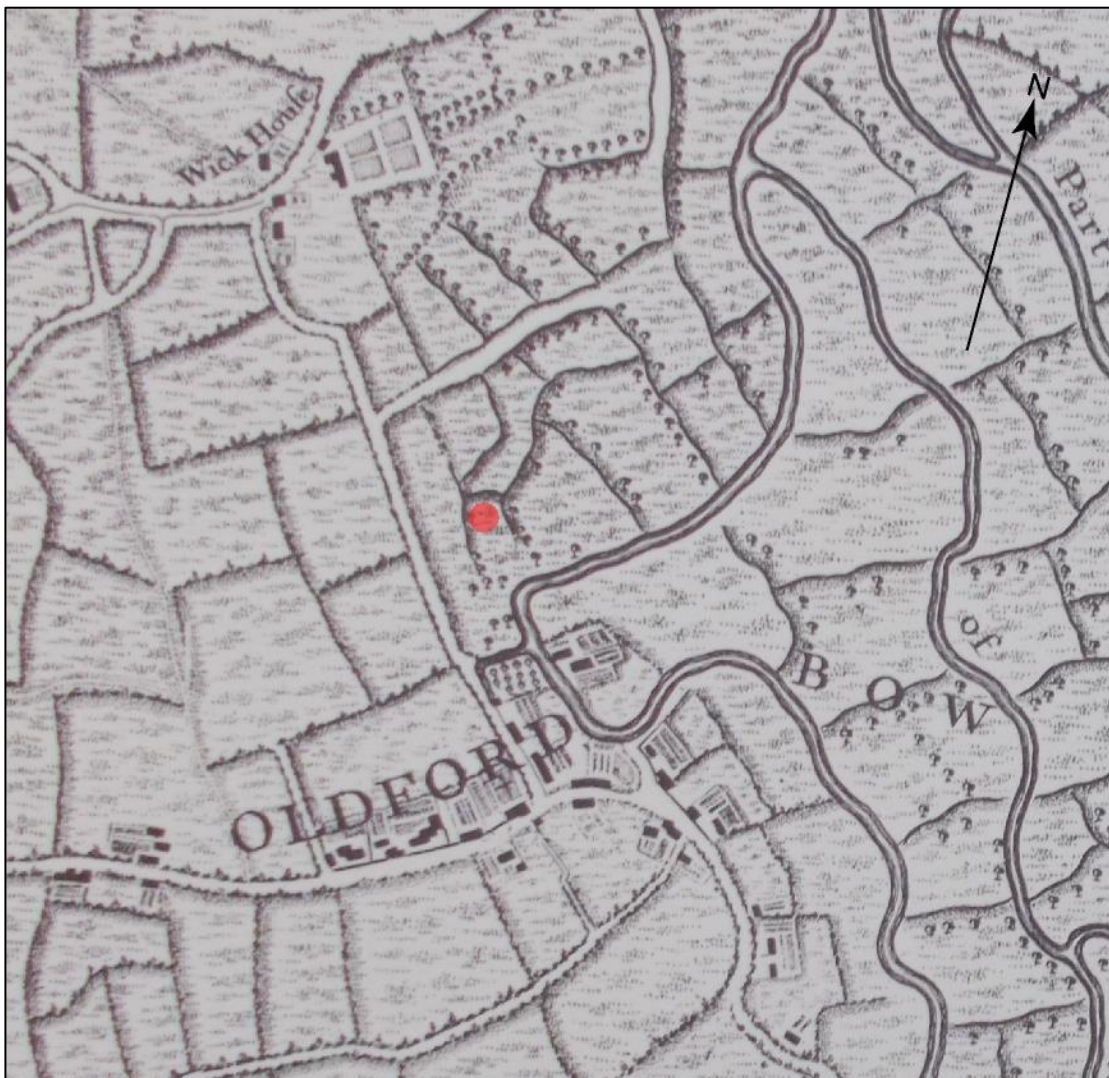
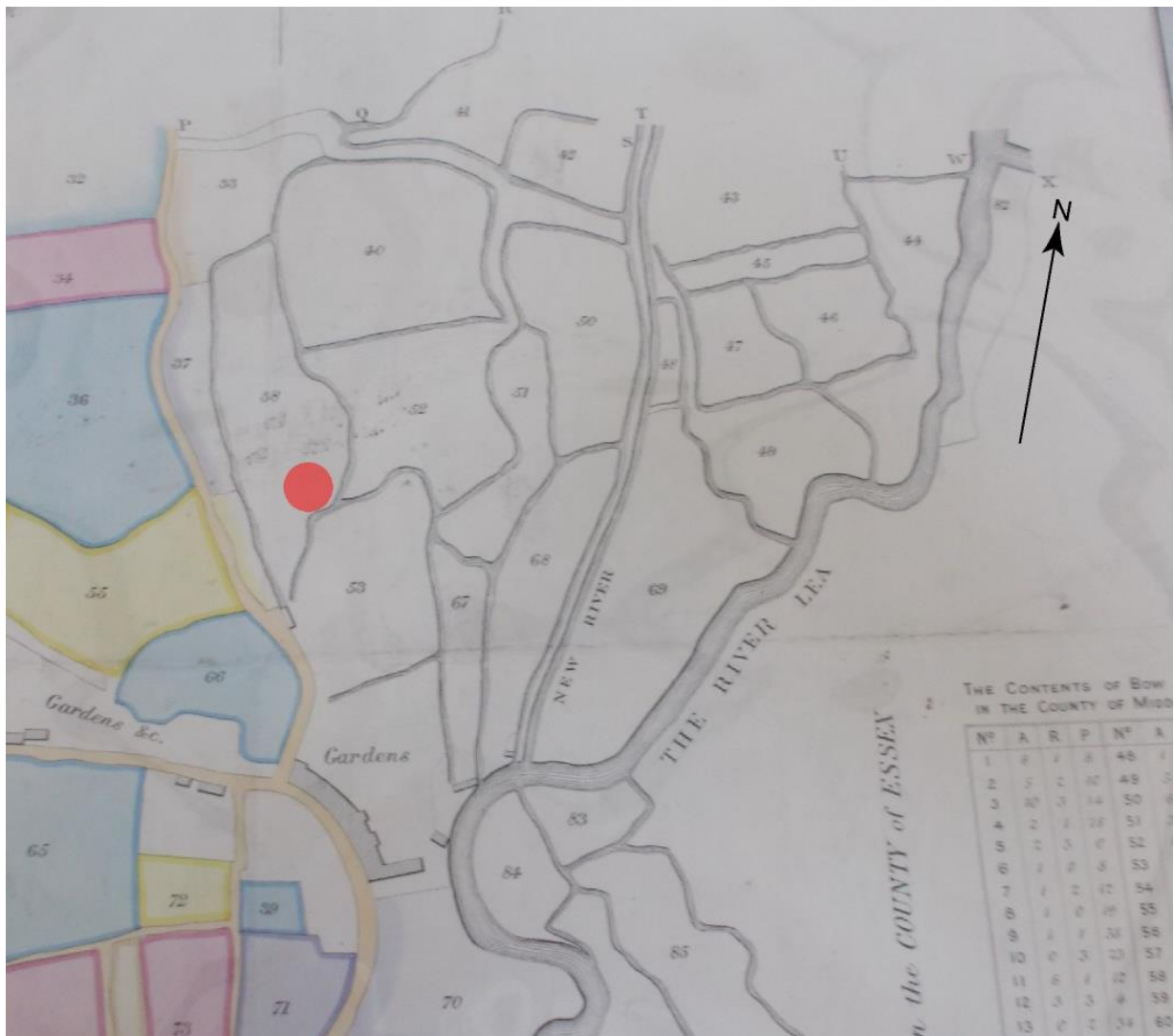


Fig. 4: Extract from John Rocque's survey of London and environs (1746) showing the study area to the N of Old Ford, bounded by the River Lea to the E and Wick Lane to the W (Reproduced by courtesy of the London Metropolitan Archives)

A later map of the parish of St Mary Stratford at Bow (created as a separate parish in 1719) 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. 5*). To the E of the study area, Cardwell's map shows the course of the Hackney Cut (marked as New River), construction on which had begun that same year to straighten and improve the navigation of the River Lea and was finally opened in August 1769.

The specific study area appears to have been located within the southern part of Plot No. 38, an irregular oblong field (containing 7 acres 1 rod and 34 perches) oriented roughly N-S and defined by water-filled drainage ditches on all sides, apart from a gap at the southern extremity of the field providing access to Plot No. 53. A narrow, sinuous field enclosure (No. 37) separates Plot No. 38 from Wick Lane to the W. Unfortunately, the map only provides details of acreages and no accompanying documentation relating to land-use or ownership appears to have survived.



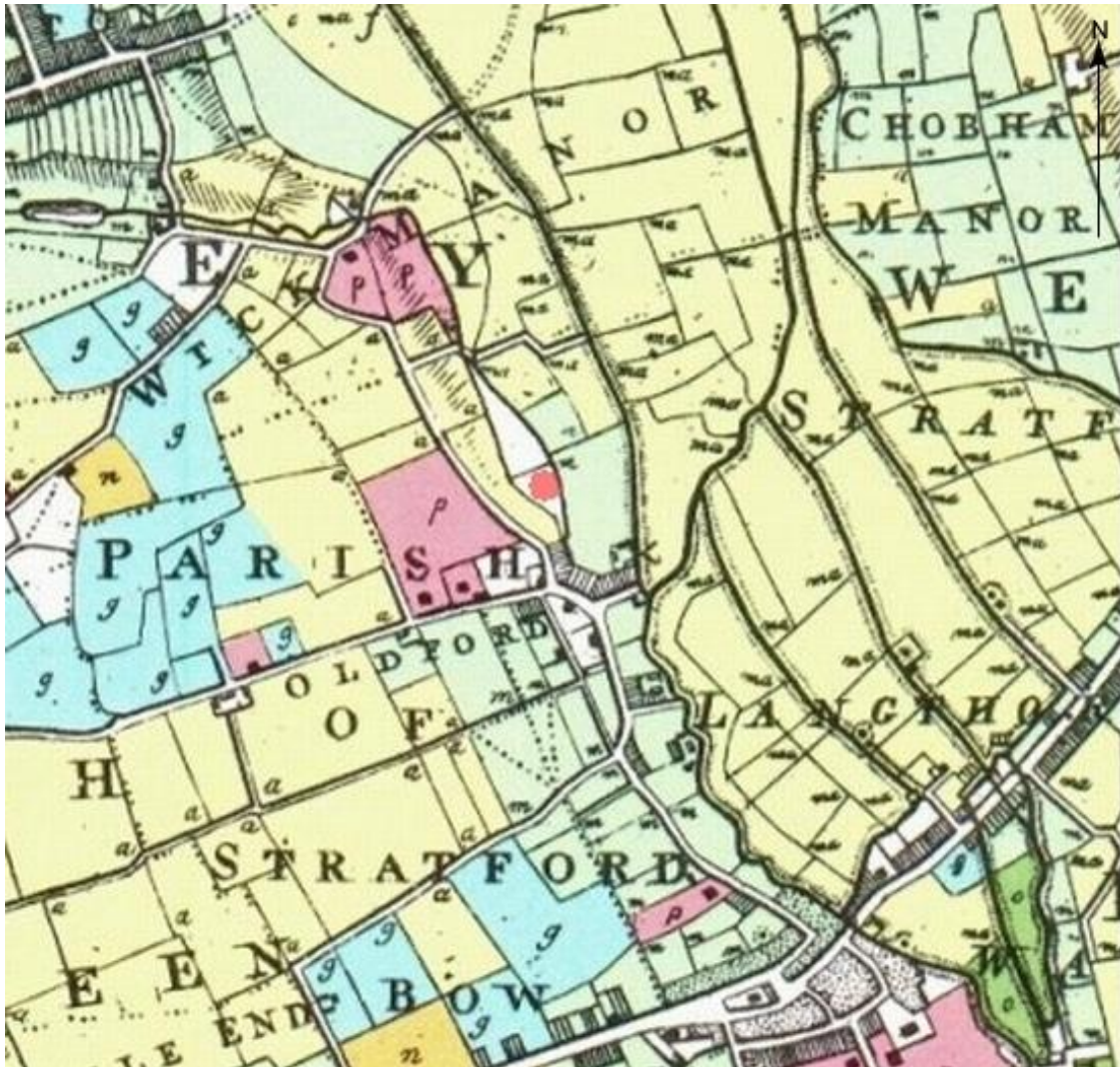
*Fig. 5: Extract from a Plan of the Parish of St Mary Stratford Bow surveyed by Richard Cardwell (1768)
 (Reproduced by courtesy of Tower Hamlets Archives)*



*Fig. 6: Extract from an Ordnance Survey drawing of Stratford at Bow and environs dated 1799
 (Reproduced by courtesy of the British Library)*

A later plan of the Stratford at Bow area drawn up by the Ordnance Survey in 1799 is somewhat more simplistic in its depiction of the pattern of field boundaries, compared to Cardwell's detailed survey; however, it does appear to suggest that the field marked as Plot No. 38 on Cardwell's map had been subdivided into two separate enclosures by that date.

This appears to be confirmed by Thomas Milne's map of London and its environs dated 1800 (surveyed in 1795-99), which appears to be somewhat more reliable in its depiction of field enclosures and also provides valuable information on land-use. Milne's plan shows that the irregularly-shaped enclosure marked as Plot No. 38 on Cardwell's survey had been subdivided into two unequal-sized parts, the specific site being located within the smaller southern enclosure. The land-use is not specified, although it appears likely that both enclosures had been laid out to grass at that time, with a large meadow enclosure marked immediately to the E and several enclosed tracts of marshland to the NE, while the narrow field enclosures to the W adjoining Wick Lane are shown as under arable cultivation.



*Fig. 7: Extract from Milne's Land Use Plan of London and its environs (1800)
 (Reproduced by courtesy of the London Metropolitan Archives)*

5.2.2 c.1800-1880

Significant changes to the topography of the study area occurred in the late 1820s, with the construction of the Hertford Union Canal to join Regent's Canal with the Lea Navigation. The canal was promoted by Sir George Duckett of Hartham (Wilts), 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 was finally opened in 1830; however, it turned out to be a commercial failure and was rendered un-navigable for a period in the early 1850s when a dam was constructed across it to prevent the Regent's Canal from losing water to it. The Hertford Union Canal was eventually purchased by the Regent's Canal Company in 1857.



*Fig. 8: Extract from Greenwood's map of London (1827) 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 N
 (Reproduced by courtesy of Tower Hamlets Archives)*

Greenwood's map of London dated 1827 shows the intended course of the canal running NE-SW and bisecting the southernmost portion of the large irregular field enclosure originally shown on Cardwell's plan (*Fig. 8*). A trapezoidal enclosure is marked immediately NW of the line of the Canal, its shape suggests that this represents the intended site of a basin associated with the Canal (which presumably was never completed due to the failure of the enterprise).

To the N of this trapezoidal enclosure, a linear boundary ditch oriented ENE-WSW is visible; this presumably represents the division of the large field enclosure into two portions, as shown on Milne's map of 1800. This boundary is shown on Greenwood's map as being bisected by another linear ditch feature extending NW-SE, crossing the proposed line of the canal and dividing the southern field enclosure into two distinct parts. The western part (nearest to Wick Lane) is shown as under scrub or rough pasture while the eastern part (including the study area) appears to be under cultivation at that time.



*Fig. 9: Extract from Wyld's map of London (1848)
 (Reproduced by courtesy of the London Metropolitan Archives)*

Further changes to the topography of the study area occurred in the mid-1840s, with 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, to the W of the study area. The railway line was constructed between 1846 and 1850 to link the London and Birmingham Railway with the East and West India Docks at Poplar. The line of the new railway is shown on James Wyld's 1848 map of London (*Fig. 9*), crossing Wick Lane to the W of the study area. Wyld's map also depicts a large reservoir immediately NW of the Hertford Union Canal, which was presumably constructed as a feeder reservoir for the canal and appears subsequently to have been truncated on its western side by the construction of the new railway. Significantly, the curvilinear drainage ditch defining the E and S boundary of the southern enclosure is marked as 'Wick Sewer' on Wyld's map, indicating that this ditch was certainly in use as a public open sewer in the 19th century (and possibly at an earlier date).

The tithe map for Stratford at Bow parish, surveyed in 1849, provides detailed information regarding the pattern of field enclosure, land-use and ownership in the immediate vicinity of the study area (*Fig. 10*). From the accompanying apportionment, it appears that substantial portions of land on either side of the railway were purchased by the railway company, including the fields to the E of Wick Lane encompassing the site. The specific study area is shown as lying within Plot No. 20, an irregularly-shaped enclosure bounded to the N by the canal and to the E by the curvilinear drainage ditch marked on Wyld's map as the 'Wick Sewer'. To the S, Plot 20 is shown as bounded by a small triangular field enclosure (Plot No. 22) while to the W it is bounded by a

rectilinear field enclosure (Plot No. 21) abutting Wick Lane, with a house and garden depicted to the SW (marked on later maps of the area as 'Woodland Cottage'). The tithe apportionment lists the three plots (Nos. 20, 21 and 22) as 'Fields' under grass, all of which were held from the East and West India Docks and Birmingham Railway Company by a tenant named John Gardiner.



Fig. 10: Extract from the tithe map for the parish of Stratford at Bow (1849)
 (Reproduced by courtesy of the National Archives)

Further changes to the pattern of land-use and topography in the vicinity of the specific study area appear to have occurred during the 1850s-60s, as evidenced by Stanford's map of London (1862) and the OS 1st edition 25 inch map of 1873 (Fig. 11). The Ordnance Survey map of 1873 shows that the sub-division between Plots 20 and 22, as marked on the tithe map, had been removed, while the section of the curvilinear drainage ditch defining the eastern boundary of plots 20 and 22 had been filled in, although the southern arm of the drainage ditch appears to have survived and is shown as heavily lined with trees. A narrow roadway is shown as having been laid out from Wick Lane and running immediately parallel to the meandering course of the drainage ditch, heading NE and then striking SE down towards Old Ford Locks. A short, tree-lined stretch of road is shown branching off this lane to the NW; its continuation to the SE appears to be represented by a narrow drainage ditch. Later cartographic evidence appears to show that Smeed Road, laid out in about 1880, roughly respected the alignment of this feature.



Fig. 11: Extract from the OS 1st edition 25 inch map of 1873
 (Reproduced by courtesy of the National Archives)

5.2.3 c.1880-1945

Major changes to the topography of the study area took place in the late 1870s-early 1880s, with the laying-out of Monier Road and neighbouring streets (Remus Road, Smeed Road, Dace Road, Wyke Road), forming the core of the district subsequently known as 'Fish Island'. The origins of this development can be traced back to 1865, when the North London Railway Company sold about 30 acres of marshland between the railway line to the N, Hackney Cut to the E, Wick Lane to the W and the Northern Outfall Sewer to the S (including the study area) to the Imperial Gas Light and Coke Company for the construction of a substantial gasworks in that area, which, however, was eventually built in a different location at Bromley by Bow. Following the absorption of the Imperial GLC Company by the larger Gas Light and Coke Company in 1876, the surplus land E of Wick Lane was intensively developed, with the laying-out of a network of new roads and the granting of building leases for the construction of factories, warehousing and associated terraced housing, a school and a chapel.

Metropolitan Board of Works records indicate that Monier Road and the neighbouring streets of Remus Road and Smeed Road were laid out between 1879 and 1880; the streets were densely lined with plain two-storey terrace housing of stock brick construction with narrow yards or garden plots to the rear. This district is characterised in Booth's Poverty Survey of 1889 as containing a mixture of poor and moderately prosperous inhabitants (*Fig. 12*) and this appears to be confirmed by the evidence of census returns and local street/trade directories.



*Fig. 12: Extract from Charles Booth's Poverty Map (1889)
 (Reproduced by courtesy of the London Metropolitan Archives)*

By the early 1880s, the specific study area appears to have formed a compact island of terraced housing bordered to the S by Monier Road, to the E and W by Smeed Road and Remus Road, respectively, and to the N by a substantial timber yard and extending northwards up to the line of the Hertford Union Canal and westwards as far as the railway line. Based on a correlation of evidence from census returns, references in post office directories and the OS 2nd edition map of 1895 (the earliest detailed map to show the properties), it appears that there were seven houses along Monier Road (odd numbers Nos. 53-65, formerly known as 'Albert Terrace'), another seven along Remus Road to the W (even numbers Nos. 2-14) and another 10 houses along Smeed Road (Nos. 1-10 consecutively), amounting to a total of 24 individual properties.

Unfortunately, there are no photographs of the exterior or interior of the houses within the site boundary but the evidence of OS maps, post-Second World War aerial photographs and pictures of adjacent houses on Monier Road taken in 1962 show that they were all built to a standard pattern: two storeys of stock brick construction with living room to the front and a cramped rear kitchen on the ground floor with bedrooms at first-floor level (Fig. 13 & 14; Plate 1). All the houses had narrow yards or gardens to the rear. There were two larger corner properties at No. 65 Monier Road and No. 14 Remus Road.



Fig. 13: Extract from the OS 2nd edition map (scale 1:1056) dated 1895
 (Reproduced by courtesy of the National Archives)

Based on the evidence of the census returns (for 1881-1911), post office directories and deeds, it is possible to identify the occupiers of individual houses, their professions and duration of occupancy during the late 19th-early 20th century. The neighbourhood can be broadly characterised as working-class, the occupants consisting of a diverse mixture of labourers and artisans, including boot-makers, bricklayers, cabinet-makers, house-decorators, labourers, machinists, sawyers, tailors, tinsplate workers and workers employed at the various factories in the immediate surrounding area (in particular, the Wick Lane Rubber Works to the S of Monier Road). The largest property was No. 65, the house at the corner of Monier Road and Smeed Road, which was occupied as an off-licence/beer retail shop from 1881 through to the mid-1940s.



Plate 1: Photograph taken in 1962 looking N showing houses along Nos. 77-91 Monier Road
 (Reproduced by courtesy of the London Metropolitan Archives)

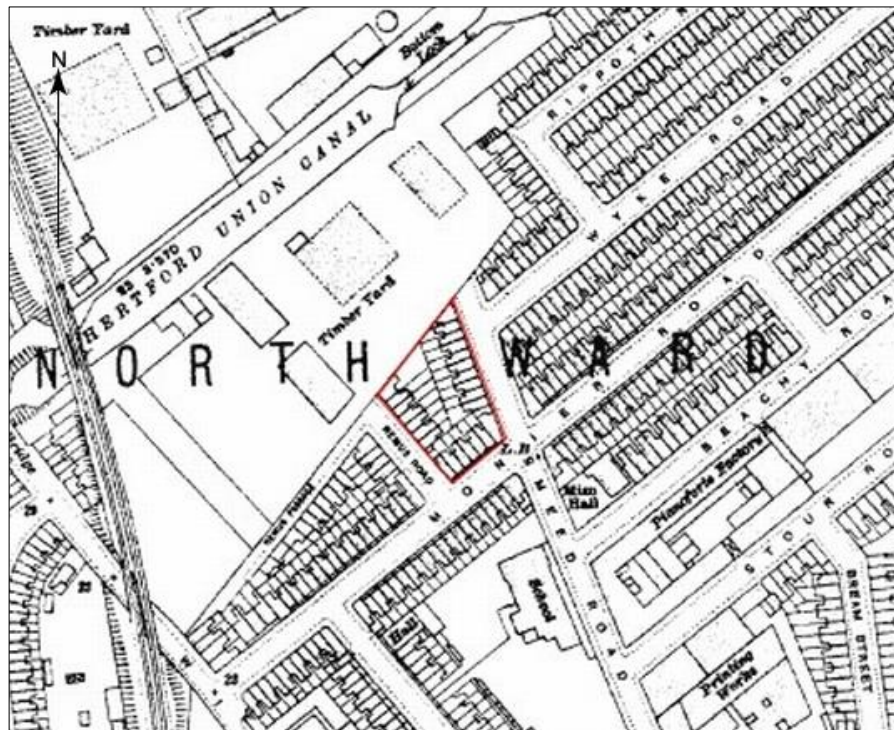
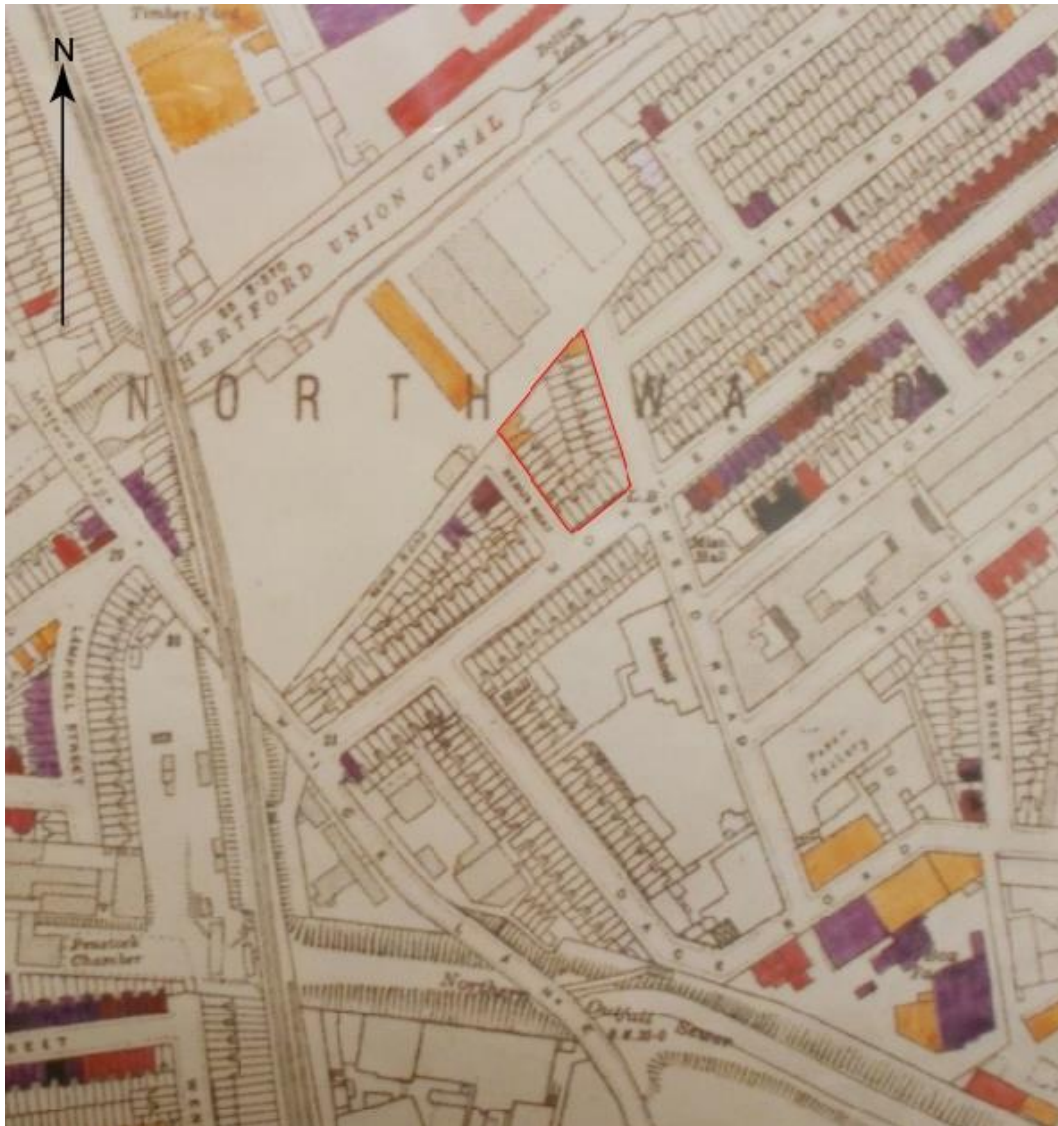


Fig. 14: Extract from the OS 3rd edition 25 inch map of 1916
 (Reproduced by courtesy of the National Archives)



*Fig. 15: 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 Fish Island district suffered heavy damage by German bombing during the Blitz of 1940-41. Several high-explosive bombs are recorded as having been dropped in the vicinity of Smeed Road, Monier Road, Wansbeck Road and Wyke Road between October 1940 and June 1941, although none appears to have been located within the specific site boundary. Considerable damage was caused to buildings towards the NE end of Monier Road and a number of houses on the W side of Remus Road are marked as having been damaged beyond repair.

However, the houses in the vicinity of the study area appear surprisingly to have suffered relatively little damage. The LCC Bomb Damage map (*Fig. 15*) records two of the houses at the NW end of Remus Road (Nos. 12 & 14) and the house at the N end of Smeed Road (No. 14) suffered general blast damage, classified as being of a minor nature. An aerial photograph of the Monier Road area taken in 1949 (*Plate 2*) clearly shows the extent of the damage caused towards the NE end of Monier Road and along the W side of Remus Road but also shows that the houses within the specific site boundary had remained essentially intact.



*Plate 2: Aerial photograph looking SE showing Monier Road and neighbouring streets in 1949
 (Reproduced by courtesy of London Metropolitan Archives)*

5.2.4 c.1945 to present

The houses within the specific site boundary at Monier Road survived the Blitz largely intact, with minimal damage, as evidenced by the OS provisional edition map of 1948 and an aerial photograph of the area taken in 1949 (*Fig. 16; Plate 2*). However, by the early 1960s the cramped conditions and generally poor quality of the terraced housing in this area had drawn the attention of the Greater London Council, who initiated a programme of wholesale clearance of the late 19th-century housing and relocated the inhabitants to the high-rise towers of the nearby Trowbridge Estate (built in 1965-70), which, in turn, were demolished to make way for low-rise housing in the mid-1990s.

It appears that the properties within the specific site boundary were entirely demolished in the early to mid-1960s and replaced by the existing two-storey brick and concrete building occupying the southern part of the site (formerly known as 'Remus House') with an extensive yard to the rear that was occupied from the mid-1960s to the early 1990s by Hucol Paint Works. The property was then occupied by a printing works and used as a storage unit for industrial gases; it remained derelict for two years prior to being occupied by ICAN Studios from 2011 to early 2014.



Fig. 16: Extract from an Ordnance Survey provisional edition 25 inch map of 1948 showing the study area following WWII
(Reproduced by courtesy of the National Archives)

6 Site Visit

Border Archaeology undertook a site visit on August 29th 2014 to determine the potential for surviving archaeological remains on the site at Nos. 33-35 Monier Road. The southern part of the site has, until recently, been occupied by the ICAN Studios and consists of a two-storey oblong building of reddish-brown brick construction with a flat concrete roof (built in the mid-1960s) located at the junction of Monier Road and Remus Road, together with a single-storey structure, presumably a workshop, of similar utilitarian construction adjoining it to the NE (extending as far as the junction with Smeed Road).

To the rear of the Studios is a substantial yard area extending northwards as far as the southern boundary with the Neptune Wharf site. Within this yard are several modern outbuildings, most of which appear to be later than the brick building fronting onto Monier Road. Although the outline boundary of the site is identical to that formerly occupied by the late 19th-century houses which were demolished in the 1960s, no extant remnants of boundary walls associated with these former properties was noted. No features of archaeological or architectural interest were noted.



Plate 3: View looking NNW of two-storey building adjacent workshop at corner of Monier Road and Smeed Road



Plate 4: View looking NE across yard to rear of site towards Smeed Road

7 Copyright

Border Archaeology shall retain full copyright of any commissioned reports, tender documents or other project documents, under the Copyright, Designs and Patents Act 1988, with all rights reserved, excepting that it hereby provides a licence to the client and the Council for the use of the report by the client and the Council in all matters directly relating to the project as described in the Project Specification to use the documentation for their statutory functions and to provide copies of it to third parties as an incidental to such functions.

8 References

8.1 Primary Sources

London Metropolitan Archives

B/NTG/2381-2422: Deeds relating to premises in the area bounded by the River Lea, the Hertford Union Canal, the Northern Outfall Sewer and Wick Lane, Old Ford, Poplar – 1865-1913

MBW/BA/27209: Metropolitan Board of Works – Approval of formation of Monier Road – 1879-1881

National Archives

Census Returns for Stratford at Bow Parish – 1841 - 1911

Tithe Apportionment for the Parish of St Mary Stratford at Bow - 1844

8.2 Secondary Sources

Greater London Historic Environment Record: HER dataset and mapping

National Monuments Record, Swindon: NMR Printout and Backup Files

AOC Archaeology, 2004, *Crown Wharf Ironworks, London Borough of Tower Hamlets – Post Excavation Assessment Report*

Baker, T.F.T., 1998, *Victoria County History: A History of the County of Middlesex, Vol. 11: Early Stepney with Bethnal Green*, London

Black, G, 1977, *The Archaeology of Tower Hamlets*

CgMs, 2004, *Archaeological Desk Based Assessment: 1 Wick Lane, E3*

CgMs, 2012, *Archaeological Desk Based Assessment, Land at Fish Island, Neptune Wharf*

Cherry, B., O' Brien, C. & Pevsner, N., 2005, *The Buildings of England London 5: East*, Yale

Compass Archaeology, 2006, *Stour Wharf, Stour Road E3, London Borough of Tower Hamlets, An Archaeological Evaluation*

Corcoran, J., Halsey, C., Spurr, G., Burton, E. and Jamieson, D., 2011, *Mapping past landscapes in the lower Lea valley : A geoarchaeological study of the Quaternary sequence*, Museum of London Archaeology Monograph 55

CPM, 2003, *Crown Wharf Ironworks, Dace Road, London, E3, Archaeological Assessment*

- Douglas, A., 1999, *Phased Summary and Assessment Document of the Excavations at Lefevre Walk Phase 2*, Pre-Construct Archaeology unpublished report
- Gover, J.E.B., Mawer, A & Stenton, F.M., 1942, *The Place Names of Middlesex*, London
- Mayo, C., 2001, *An Archaeological Excavation at Lefevre Walk Estate Phase 3*, Pre-Construct Archaeology unpublished report
- Mills, P.S., 1984, 'Excavations at Roman Road/Parnell Road Old Ford, London E3', *Transactions of the London and Middlesex Archaeological Society*, Vol. 35, 25-36
- MoLAS, 2006, *Omega Works Phase III, Crown Wharf, Roach Road, London E3, London Borough of Tower Hamlets: A Geoarchaeological Report*
- Owen, W.J., Schwab, I., & Sheldon, H.L., 1973, 'Roman Burials from Old Ford', *Transactions of the London and Middlesex Archaeological Society*, Vol. 24, 135-45
- Pitt, K., 1991, *Armagh Road, Bow, London Borough of Tower Hamlets, An Archaeological Excavation*, Museum of London Archaeology Service
- Post Office Directories for London & Middlesex: 1882-1944 (consulted at Tower Hamlets Archives)
- Pre-Construct Archaeology, 2010, *An Archaeological Watching Brief On A New Pumping Station And Six Pipelines For Stratford Box Dewatering Scheme*
- RCHME, 1928, *An Inventory of the Historical Monuments in London, Vol. 3 Roman London*
- Saunders, A. (ed.), 2005, *The London County Council bomb damage maps, 1939-1945*, London Topographical Society
- Sheldon, H.L., 1971, 'Excavations at Lefevre Road, Old Ford, E3', *Transactions of the London and Middlesex Archaeological Society*, Vol. 23, part 1, 42-77
- Taylor-Wilson, R.H., 1996, *An Archaeological Excavation at Lefevre Walk Estate, Old Ford, E3, An Interim Report*, 2 vols, Pre-Construct Archaeology unpublished report
- Taylor-Wilson, R.H., 2000, 'Pre-Roman cultural features and cultural material from two sites in Old Ford, Bow, Tower Hamlets', *Transactions of the London and Middlesex Archaeological Society*, Vol. 51, 1-21
- Tower Hamlets Borough Council, 2009, *Fish Island Conservation Area Character Appraisal*
- Weinreb, B. & Hibbert, C. (eds.), 1995, *The London Encyclopedia*, London
- Wessex Archaeology, 2011, *Olympic Park Phase 3b: Assessment and Analysis Report*
- Wilson, T, Cowie, R, and Symonds, R, 2005 'Field boundaries or funerary enclosures – a new look at Old Ford', *London Archaeologist*, Vol. 11(1), 20–23

8.3 Cartography and Aerial Photography

8.3.1 Cartographic Records

British Library

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

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 – 1948

OS 1:2500 scale map - 1966

OS 1:10000 map - 1975

OS 1:10000 map - 1995

National Archives

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

Tower Hamlets Archives and Local History Library

Plan of the Manor of Stepney by Joel Gascoyne – 1703

Plan of the Parish of Bow by Richard Cardwell – 1768

Goad's Insurance Plans – 1890, 1895, 1903

8.3.2 Photographic Records

Collections of 20th century photographs relating to properties in Monier Road were consulted at the London Metropolitan Archives 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.

Document title: Detailed Archaeological Assessment: Nos. 33-35 Monier Road Bow, London E3 2PR		Ref: BA1444MRB	
Compiled by	Stephen Priestley MA		
Edited by	George Children MA MIfA		
Issue No.	Status	Date	Approved for issue
1	Final	September 2014	Neil Shurety Dip.M G M Inst M

Border Archaeology Regional Offices

Midlands & North (Head Office)

Chapel Walk, Burgess Street,
Leominster, Herefordshire, HR6 8DE

T: 01568 610101

E: midlandsandnorth@borderarchaeology.com

Midlands & North

01568 610101

West & South West

Park House, 10 Park Street, Bristol, BS1 5HX

T: 0117 907 4735

E: westandsouthwest@borderarchaeology.com

West & South West

0117 907 4735

East

Luminous House, 300 South Row,
Milton Keynes, MK9 2FR

T: 01908 933765

E: east@borderarchaeology.com

East

01908 933765

South & South East

Basepoint Business Centre, Winnal Valley Road
Winchester, Hampshire, SO23 0LD

T: 01962 832777

E: southandsoutheast@borderarchaeology.com

South & South East

01962 832777