

# BRICK WALL Angel Lane

E15

London Borough of Newham

Standing Structure survey report

March 2008



MUSEUM OF LONDON

Archaeology  
Service

PRE-CONSTRUCT ARCHAEOLOGY

**BRICK WALL  
Angel Lane**

**E15**

London Borough of Newham

Standing Structure survey report

Site Code: OL-07707  
National Grid Reference: 538774 184765

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## **SUMMARY (non technical)**

*The Museum of London Archaeology Service and Pre-Construct Archaeology (MoLAS-PCA) were commissioned by the Olympic Delivery Authority (ODA) to analyse and record a standing structure, namely a brick wall on the western side of Angel Lane, London E15. The structure was to be demolished in order to redevelop the site, and the archaeological investigation and a subsequent report were required as a condition of planning consent for the redevelopment. The investigation took place in November 2007, and comprised a measured survey and photography of the fabric and setting of the structure.*

*The structure comprised a brick wall on the western side of Angel Lane, to the north of the centre of Stratford. It was constructed of yellow London stock bricks with some red bricks incorporated towards its southern end and had been repaired and rebuilt in several places; the structure was punctuated by a number of pilasters and was capped with concrete coping slabs. There were a number of blocked door and window openings with blue brick dressings, and the west-facing elevation had been covered with a cement render; a set of urinals had been incorporated into the fabric of the wall at its northern end.*

*The wall was the last remaining standing structure from the Stratford Locomotive Works, which stood on the western side of Angel Lane and Leyton Road, and was established by the Eastern Counties Railway in 1847. The wall would have formed part of No. 2 Entrance Gate, the Brass Foundry and Hydraulic House, which had all been constructed by 1916.*

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# 1 Introduction

## 1.1 Site background

The structure surveyed was situated on the west side of Angel Lane, in the London Borough of Newham. The site area is bounded on the east by Angel Lane and to the west by the former site of a transport depot. A lay-by was situated to the south of the site and to the north was the junction with Leyton Road. The structure was within the area designated as Planning Delivery Zone 11 (PDZ11) of the Olympic and Paralympic Games and Legacy Facilities planning applications, in the London Borough of Newham. See (Fig 1) for site location and the limits of Planning Delivery Zone 11 (in green).

The Ordnance Survey national grid reference for the northern end of the site is 538754 184811 and for the southern end of the site is 538780 184730. Modern ground level in Angel Lane on the pavement in front of the building was at 6m OD. The Museum of London site code, by which the records are indexed and archived, is OL-07707. For reference, this structure is known within the project as BH142.

A desktop *Archaeological and Built Heritage impact assessment* was previously prepared by MoLAS-PCA, which covers the whole area of Planning Delivery Zone 11 (MoLAS-PCA, 2007a).

This document should be referred to for information on the natural geology, archaeological and historical background of the site, and the initial assessment of its archaeological potential.

No previous description or investigation of the structure is known, with the exception of information contained within the document noted above.

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*Note: within the limitations imposed by dealing with historical material and maps, the information in this document is, to the best knowledge of the author and MoLAS-PCA, correct at the time of writing. Further archaeological investigation, or more information about the nature of the present structure may require changes to all or parts of the document.*

## 1.2 Planning and legislative framework

The legislative and planning framework in which the archaeological exercise took place was summarised in the *Archaeological and Built Heritage impact assessment* was previously prepared by MoLAS-PCA, which covers the whole area of Planning Delivery Zone 11 (MoLAS-PCA, 2007a) and the *Written Scheme of Investigation* for the structure (MoLAS-PCA 2007b), which formed the project design for the survey.

The structure or its surrounding area is not a Scheduled Monument, nor is the structure listed as of special architectural or historic interest. The structure is not located in an Archaeological Priority Zone.

### 1.3 Planning background

In accordance with local and national policies, archaeological evaluation and built heritage survey of the areas of PDZ11 to be impacted upon in advance of its redevelopment was required as part of the planning process. Evaluation is intended to define the archaeological potential and significance of any deposits present on the site, so that the local authority can formulate responses appropriate to any identified archaeological resource.

The recording of the subject site in PDZ11 will be undertaken in support of a condition required by English Heritage and attached to the consent granted by the Olympic Delivery Authority Planning Decisions Team with respect to Olympic, Paralympic and Legacy Transformation Planning Application Reference 07/90010/OUMODA. Condition OD.11.2 of planning permission 07/90010/OUMODA states:

*Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and written confirmation received from English Heritage that the recording is satisfactory and that the building can be demolished. A report detailing the recording shall be submitted to the Local Planning Authority within six months of the written confirmation received from English Heritage.*  
Reason: To ensure that buildings with an identified historic interest are recorded.

### 1.4 Origin and scope of this report

The archaeological work of analysis and recording, and the production of this report, were commissioned from the Museum of London Archaeology Service and Pre-Construct Archaeology (MoLAS-PCA) by the Olympic Delivery Authority. The work was carried out in accordance with the *Written Scheme of Investigation* (MoLAS-PCA, 2007b).

The report has been prepared within the terms of the relevant standards specified by the Institute of Field Archaeologists (IFA 2001) and corresponds to the form of record and reporting at 'Level 1', in the specifications, *Understanding historic buildings: a guide to good recording practice* recommended by English Heritage (2006).

This report presents the results of an analytical survey carried out on the site for an aggregate total of two days in November 2007, combined with the available results of documentary research.

### 1.5 Research aims and method of work

The research aims of this archaeological work were defined in the *Written Scheme of Investigation* (MoLAS-PCA, 2007b) in conformity with applicable planning policies and English Heritage guidelines (Archaeological Guidance Paper No. 3, revised June 1998).

The overall aim of the programme of work was to secure 'preservation by record' of those aspects of the standing building and the site that were of architectural, archaeological and historical interest. The scope of the work as defined in the *Method Statement* was as follows:

'The exterior will be viewed, described and photographed. Drawings in the form of sketches may be undertaken if required. The structure's type/purpose, the materials used in its construction and its possible date of construction will be summarised' (MoLAS-PCA 2007b, 3.3).

The investigation satisfied the research aims, and it was determined that it would not be necessary to investigate the structure further during demolition.

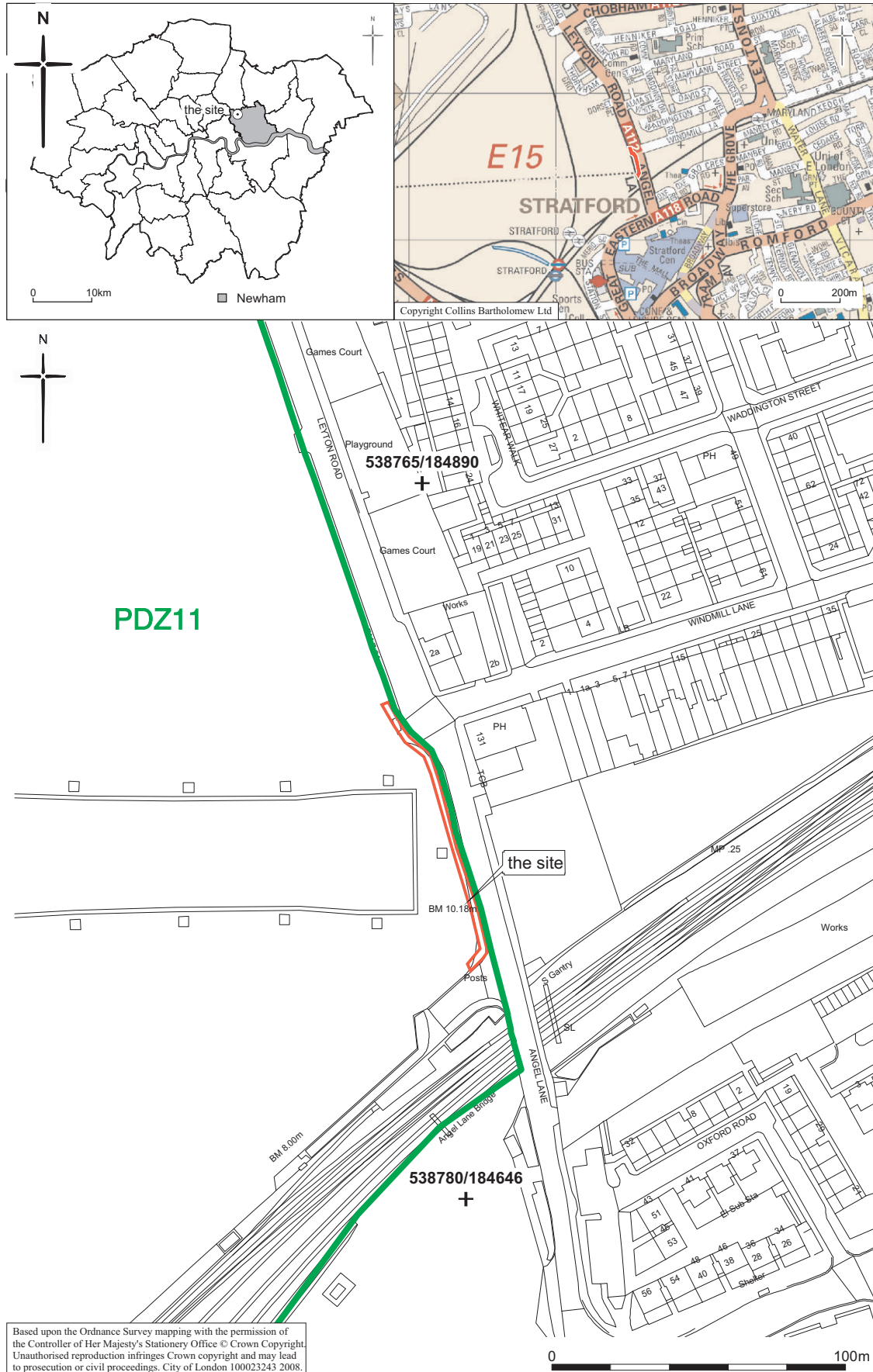
## 1.6 Organisation of this report and conventions used

A plan of the structure is reproduced in this report (Fig 2).

All dimensions are given in metres or millimetres and in feet and inches where appropriate. Heights are given where appropriate in metres above Ordnance Datum (mean sea level), abbreviated 'm OD'.

BGS	British Geological Survey
DCMS	Department of Culture, Media and Sport
DoE	Department of the Environment
ECR	Eastern Counties Railway
EH	English Heritage
GLAAS	Greater London Archaeological Advisory Service
MoLAS	Museum of London Archaeology Service
MoLSS	Museum of London Specialist Services
OD	Ordnance Datum (mean sea level at Newlyn, Cornwall)
ODA	Olympic Delivery Authority
OS	Ordnance Survey
PCA	Pre-Construct Archaeology
PFA	Pulverised fly ash
RCHME	Royal Commission on Historical Monuments, England
RSJ	Rolled steel joist
VCH	Victoria County History

*Table 1 abbreviations used in this report*



Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of London 100023243 2008.

Fig 1 Site location plan



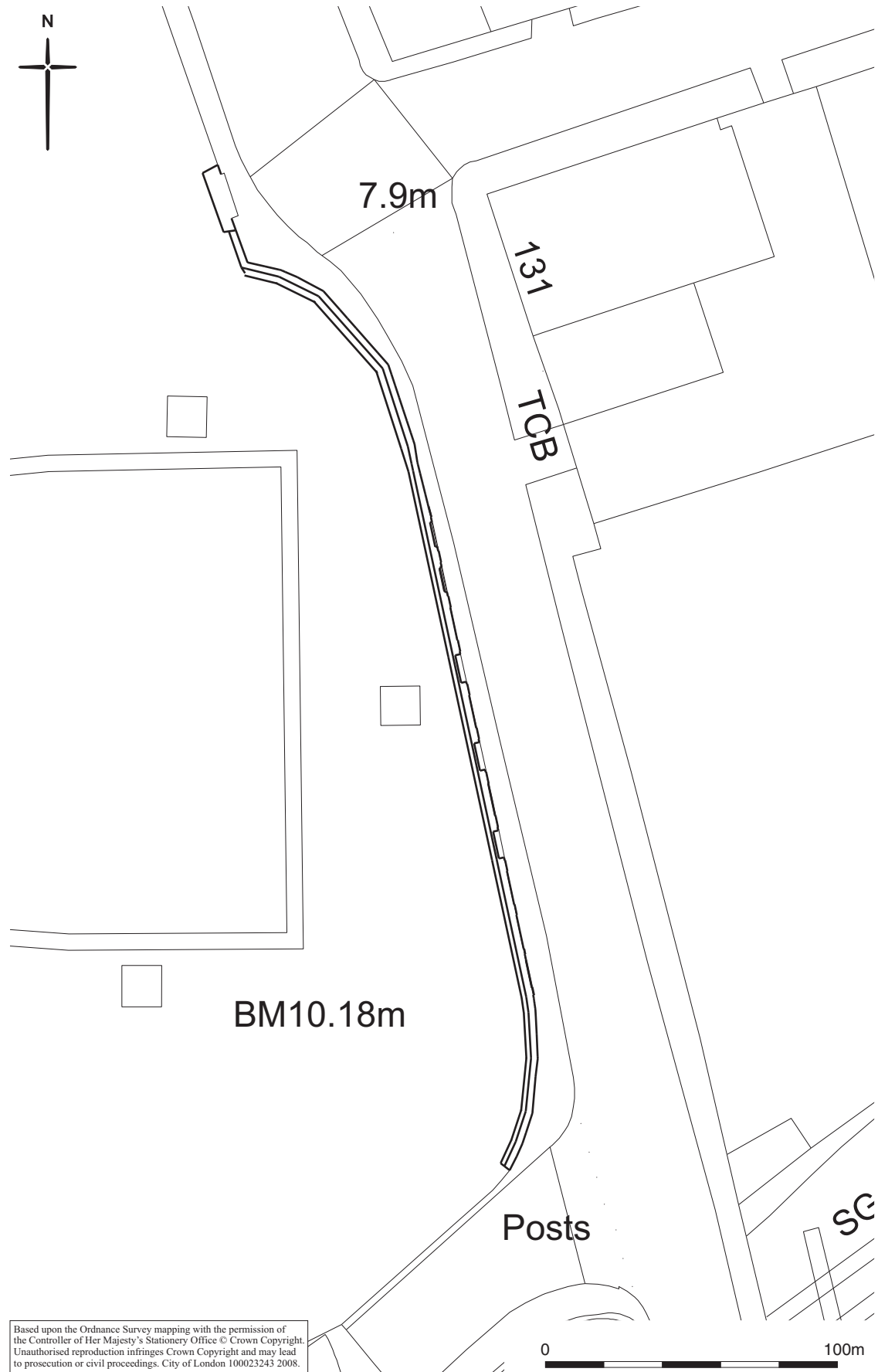


Fig 2 Plan of the brick structure in Angel Lane

## 2 Topographical and historical background

### 2.1 Geology and natural topography

The site is located on the eastern edge of the valley of the River Lea, c 3km north of its confluence with the River Thames. The Channelsea River passes the south-west corner of the structure, approximately 400m from the site.

The BGS Sheet 256 (North London) shows that the site lies in part on alluvium, which represents a range of different wetland and dryland environments existing on the floodplain of the Lea from the Mesolithic period onwards. The alluvium is underlain by the Lea Valley Gravels, deposited during the scouring-out of the valley floor during the Pleistocene.

Modern ground level at the east side of the site was at a height of 6m OD.

### 2.2 Early history of the site

The earliest maps of the site show that Angel Lane was an established route by 1746 which connected the village of Stratford with Leyton to the north (Fig 3). Milne's land-use map of 1800 indicates that the land now occupied by the site was laid out to pasture, with some paddocks on the eastern side of Angel Lane.

Stanford's map of London of 1862 shows the effect of the arrival at Stratford of the Eastern Counties Railway (ECR) between Romford and Mile End in 1839 (Fig 4). In 1847 the ECR transferred its main works, previously at Romford, to a site north-east of the railway junction at Stratford Station. Beside the works the ECR built 'Hudson Town', nicknamed after the company chairman, George Hudson. In 1848 100 houses had been completed, and another 150 were planned (Powell 1973, 46). Stanford's map shows that the locomotive works were confined to a triangular area bounded to the west by the Eastern Counties Railway line to Cambridge, to the south by the main Romford to Bishopsgate line, and to the east by the railway company housing in Angel Lane, Angel Place, Railway Terrace and Castle Terrace. The site extended from the northern side of Station Road to Stratford Railway Station, which was on the northern side of the railway line, to the crossroads between Angel Lane, Windmill Lane, Leyton Road and Angel Place. Stanford's map shows that a building was situated on the present site, adjacent to Angel Lane, across the road from the Railway Tavern public house.

The 1st edition Ordnance Survey map of 1867 shows the intricate network of railway sidings associated with the locomotive works, and that the works themselves had expanded, with additional buildings adjacent to the Cambridge line and a rectangular building fronting Angel Lane, to the south of the building depicted on Stanford's map of 1862; this may have been the brass foundry, which was later enlarged. A single rail track leading off a turntable terminated just to the west of this building (Fig 5).

The 2nd edition Ordnance Survey map of 1893 shows the locomotive works had expanded to occupy all of the available space in the triangular plot on the eastern side of the railway line to Cambridge, and further engine sheds and railway sidings had been constructed to the west of the earlier locomotive works (Fig 6). The rectangular building fronting onto Angel Lane had been extended to the north, and the small building with the rear projection at the northern end of the site, that first appeared on Stanford's map of 1862, had been replaced with a range of buildings which stood at the junction of Angel Lane and Leyton Road.

### 2.3 Development and function of the standing structure

By 1916, when the 3rd edition Ordnance Survey map had been published (see cover) the Stratford Locomotive Works had expanded further to the west, and is the earliest map that shows the buildings to which the wall on the present site belonged. Angel Place, a residential street to the north of the site, which was visible on Rocque's map of 1746, had been cleared, and further works buildings constructed in its place. The range of small buildings at the northern end of the site had been cleared, and the rectangular building extended to the north. An additional building had been constructed to the south of the rectangular building, at the junction of Angel Lane and Station Road.

A plan of the Stratford Locomotive Works from 1946 shows the function of many of the buildings on the site, and indicates that No. 2 Entrance gate was situated at the north end of the site, with a brass foundry occupying the central ranges and a hydraulic installation in the range at the southern end of the site, on the corner of Angel Lane and Station Road (Fig 7). The main entrance gate to the locomotive works was situated at the western end of Station Road, adjacent to the Stratford Railway Station; the oil and fuel storage tanks were located. Two other entrance gates for vehicles and pedestrians were situated to the north of the site, in Leyton Road.

The Stratford Locomotive Works closed in 1963 (Powell 1973, 84), along with the adjacent carriage works; the works were then transferred to a facility in Doncaster (Larkin & Larkin 1988, 74). Ordnance survey mapping from 1968 (not shown) indicates that the buildings on the site were still standing at this time. The Ordnance Survey map of 1977 shows that the Hydraulic House, Brass Foundry and other buildings at the former locomotive works had been demolished, and replaced by a depot (Fig 8). The map indicates the depot contained several long, thin rectangular ranges, within a 'W'-shaped fenced compound. By 1988, when the Ordnance Survey map of the area was updated, the area within the fenced compound had been built over. The external east-facing walls of the Hydraulics House, Brass Foundry and No. 2 Entrance Gate in Angel Lane were retained, to an approximate height of 2.5m, and all apertures were blocked.







Fig 5 Ordnance Survey map, 1867

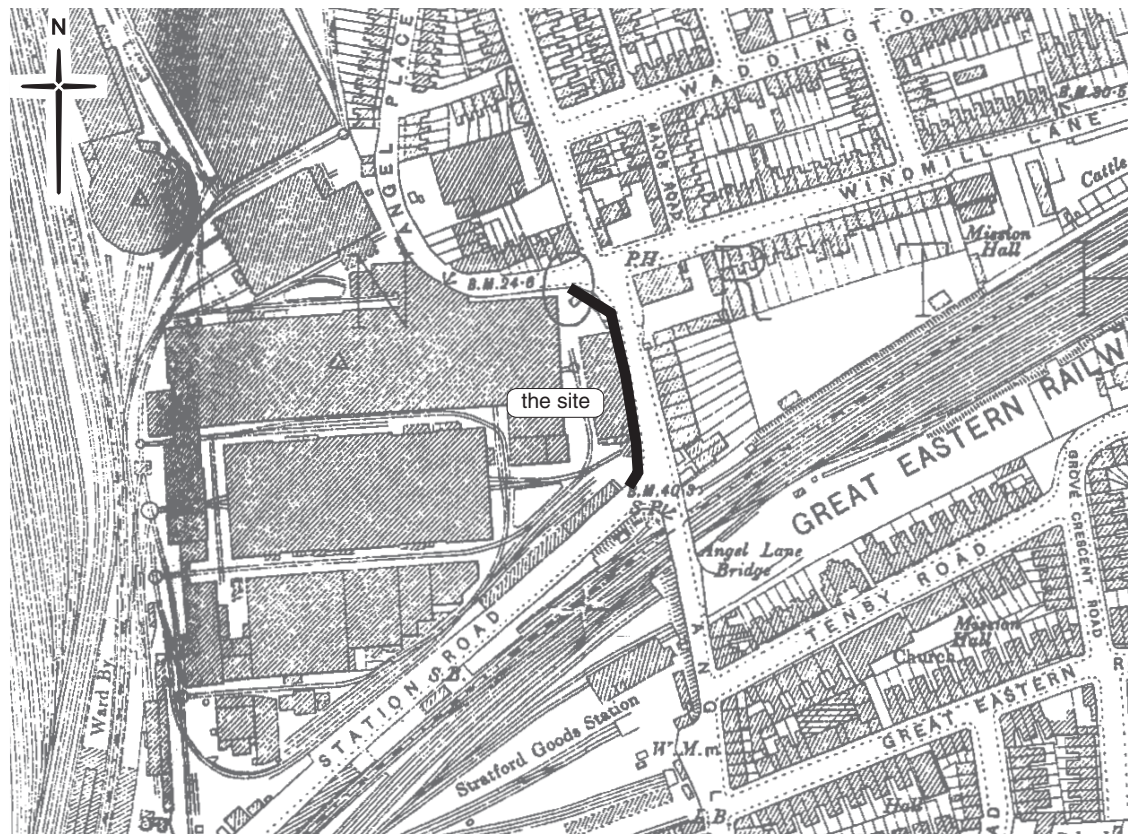


Fig 6 Ordnance Survey map, 1893



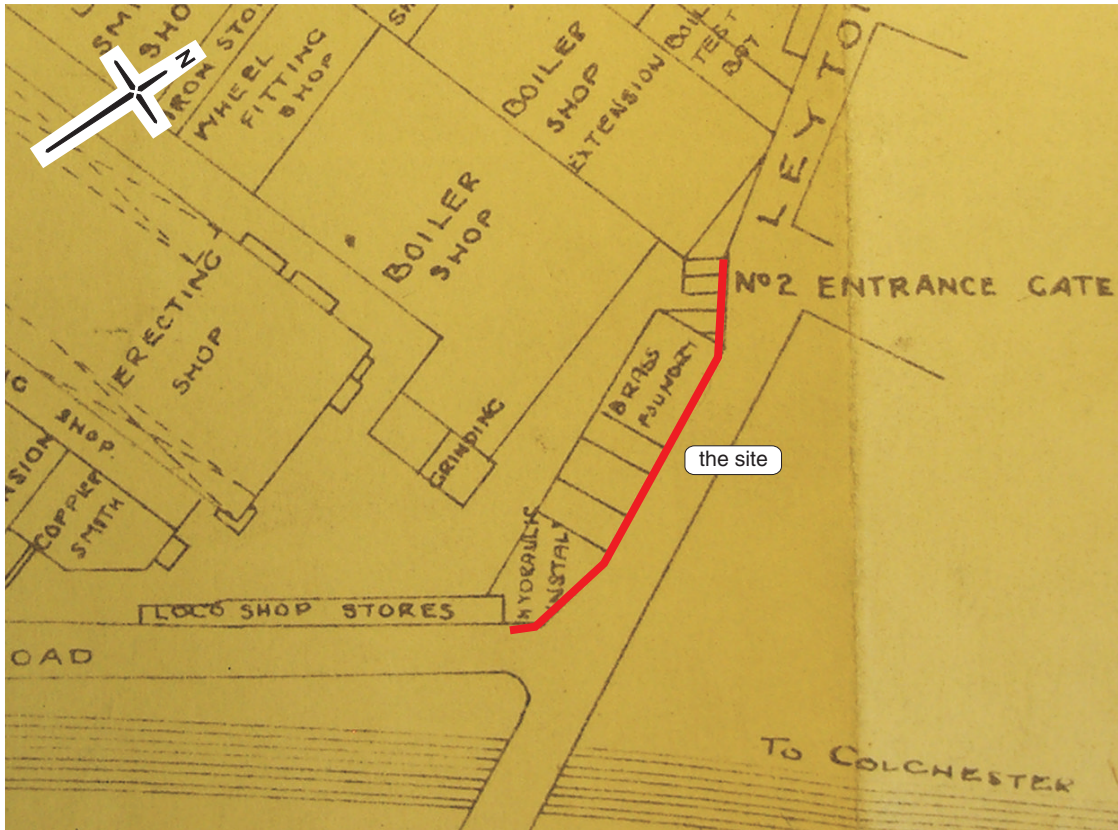


Fig 7 General plan of Stratford Locomotive Works, 1946 (ERO, D/Z 346/5002/28)

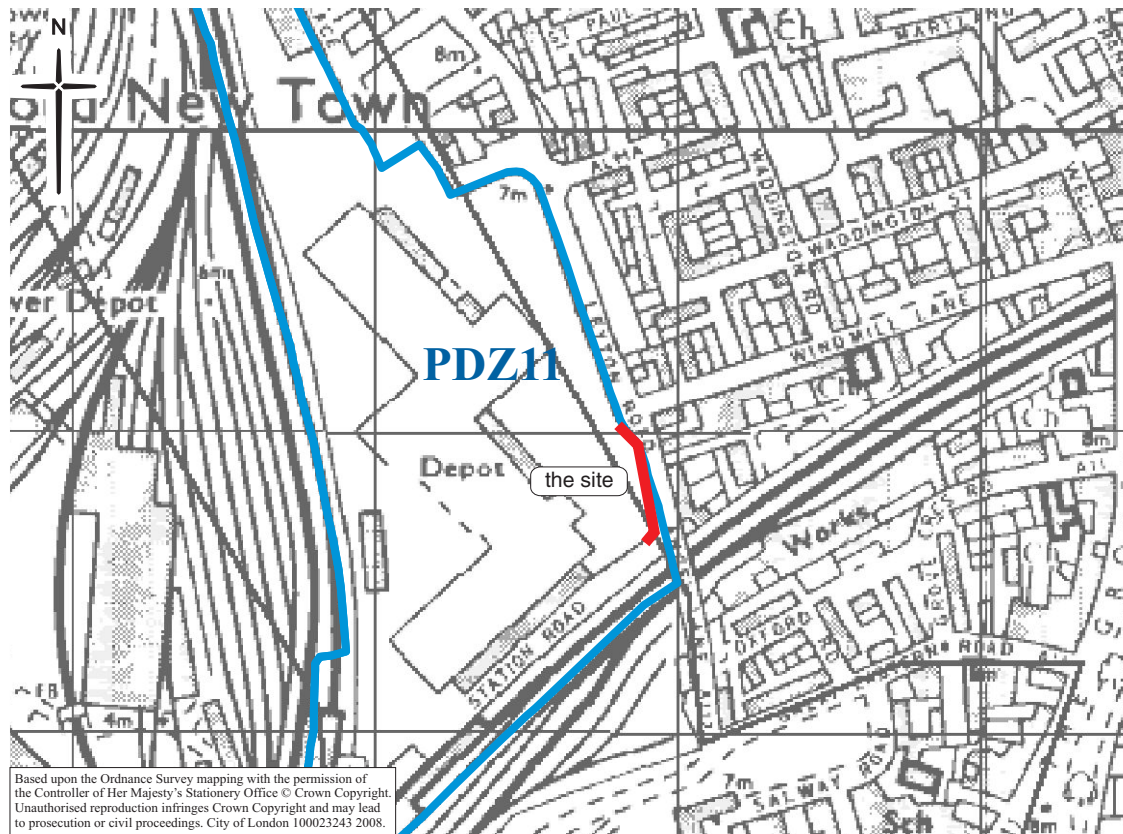


Fig 8 Ordnance Survey map, 1977



### 3 The standing structure survey

#### 3.1 Methodology

All archaeological analysis and recording during the investigation on site was done in accordance with the *Written Scheme of Investigation* (MoLAS-PCA 2007b), the Museum of London *Archaeological Site Manual* (1994) and MoLAS *Health and safety policy* (2008).

The location and exterior of the standing structure were determined in outline on the modern Ordnance Survey plan. A plan of the structure was drawn from a measured survey (Fig 2). Details of the construction, development and function of the external elements of the structure were noted.

The site records comprise a total of 14 photographic images in 35mm format, 5 site drawings, site notes and notes on the documentary evidence. No objects or samples were collected. The site records will be deposited and indexed in due course in the Museum of London archaeological archive under the site code OL-07707.

#### 3.2 Description of the standing structure

This description should be read in conjunction with the plan (Fig 2 )and selected photographs taken in November 2007 (Fig 9-Fig 15)

##### 3.2.1 Exterior

The site is situated on the western side of Angel Lane, on the northern side of a lay-by (Fig 9). The lay-by was formerly Station Road, the approach road to Stratford Railway Station and the access road for the main entrance gate to the locomotive works. The road went out of use and was removed after 1977, when it was shown on the Ordnance Survey map of that date (Fig 8).

The structure on the site takes the form of a brick wall, constructed of yellow London stock brick in Flemish bond with blue brick dressings around the door and window openings. The wall was capped with concrete coping slabs, and had been pinned with cast iron plates. The structures on the site were probably much taller originally, with the possible exception of No. 2 Entrance Gate; however no photographs, drawings or descriptions of the elevations of the buildings on the site have yet been located.

The northern end of the east-facing elevation of the wall in Angel Lane belonged to No. 2 Entrance Gate (Fig 10), one of four gates which allowed vehicles and employees to pass in and out of the locomotive works site. At the northern end of the wall, at the junction of Angel Lane and Leyton Road, were two door openings with blue brick dressings on the reveals. The openings had been blocked with re-used yellow London stock bricks, but when originally open, they would have allowed the regulated flow of staff in and out of the works, perhaps through turnstiles. To the south of the narrow blocked door openings was a wider opening, with blue brick reveals and also blocked with yellow London stock brick. The opening was 2.58 metres wide, sufficient width for a single vehicle to pass through.

To the south of the blocked vehicle entrance was a further blocked door opening, also with blue brick dressings. The door was blocked with yellow stock bricks, which have aged and discoloured at a similar rate to the rest of the wall, suggesting that the door opening was

blocked at an early date. The door would have served the brass foundry, which was located in the centre of the site.

To the south of this blocked door opening, a length of the brick wall approximately 8.4 metres long has been partially reconstructed using re-used yellow London stock bricks. The wall may have been reconstructed following a road traffic accident, or after the demolition of the foundry behind the wall. The bricks used in the reconstruction are very clean, suggesting that they have not been exposed to soot and traffic fumes for an extended period, and that the wall may have been reconstructed during the last ten to twenty years. The reconstruction of this section of the wall may have removed earlier door or window openings.

To the south of the rebuilt section, the wall changed character; a mixture of red and yellow stock bricks in Flemish bond were used in its construction. The wall is punctuated by a series of broad pilasters, with a continuous plinth running along the length of the wall. Window openings with blue brick dressings were interspersed along the length of the wall; these had wrought iron railings to prevent glass window panes from being broken; the windows were later removed and the windows blocked with yellow stock bricks. The level and height of the windows varied along the length of the wall; towards the northern end of the wall, where the ground level was lower, the window sill was 1.13 metres above pavement level (Fig 11). Further south, where the ground level was higher, the window sills were at pavement level with the remains of a concrete sill also visible at a higher level in the wall (Fig 12). This suggests that the foundry had at least two storeys; a ground floor, which would have had the appearance of a basement towards its southern end, and a 1st floor.

The southern end of the wall, which corresponded with the hydraulic house, was constructed of yellow stock brick in English bond, was rebuilt using re-used yellow stock bricks, probably within the last twenty years (Fig 13). Unfortunately, this has removed any trace of door or window openings which might have been associated with this structure.

The west-facing side of the wall has been covered with a cement render, obscuring the blocked window and door openings that were visible on the east-facing elevation. A concrete buttress was constructed along the length of the wall to provide support (Fig 14). The wall was correspondingly featureless, aside from the remains of urinals on the northern side of No. 2 Entrance Gate. Glazed brick partition walls contained five ceramic urinals, with a central cistern flush (Fig 15).

### 3.2.2 Discussion

The Stratford Locomotive Works were described by Edward Walford in *Old and New London* (1878):

The works, which were established here about the year 1847, cover a very large extent of ground, and give employment to upwards of 2,500 hands, independently of about 600 others engaged in the running sheds. The various buildings used as workshops for the different branches of work required to be done, either in the construction or the repair of engines, &c., are large and well lighted, and embrace foundries for casting, forges, fitting rooms, braziers' shops, carpenters' shops, saw-mills, &c. The principal erecting shops are about 120 yards in length, by sixty in breadth. The machinery throughout is of the most perfect description, and adapted for almost all kinds of work; one shop alone contains upwards of 100 machines for the performance of the most delicate work. One of the latest and most useful pieces of machinery in operation in the smiths' shop is the hydraulic riveting-machine. To give some idea of the amount of labour accomplished in these works, we may state that about 500 engines, 3,000 carriages, and 10,000 wagons are here kept in

constant repair, and that the sum paid weekly in wages in the locomotive department alone amounts, on an average, to about £6,000' (Walford 1878, 574).

Isolated hydraulic presses, like the riveting machine mentioned by Walford above, had been used in the manufacture of wheels for locomotives at individual railway works, such as that at Doncaster, since the 1850s (Larkin & Larkin 1988, 153). Hydraulic power networks were introduced to railway works around 1880, giving rise to new techniques which would form parts from iron, and later steel, in a precise way, eliminating much of the forging and welding which would otherwise introduce potentially fatal structural weaknesses to parts such as boilers (ibid, 158); the machinery for such a network may have been accommodated within the Hydraulic House at the southern end of the site.

### **3.2.3 Conclusions**

The brick wall represents fragments of No. 2 Entrance Gate, the Brass Foundry and Hydraulics House. They are the last visible elements of the Stratford Locomotive Works, which occupied the triangular area bounded by Angel Lane and Leyton Road to the east, and railway lines to the west and south. The works were first constructed in 1847 by the Eastern Counties Railway, along with Stratford New Town, a settlement for the railway workers, which occupied the area on the eastern side of Angel Lane and Leyton Road. The buildings, of which parts are now visible, were constructed between 1893 and 1916, apparently in one single phase, as the brick wall has no construction breaks. The site probably incorporated parts of earlier structures, however, namely the foundry, which was first shown on the 1st edition Ordnance Survey map of 1867.



Fig 9 Site of the former Hydraulic House and Station Road, looking north-west



Fig 10 Site of No. 2 Entrance Gate, looking west





Fig 11 Blocked window openings in the wall of the former Brass Foundry, looking west



Fig 12 Blocked window opening lighting a room below street level in the former Brass Foundry, looking west





Fig 13 Repaired section of the wall on the site of the former Hydraulic House, looking west



Fig 14 Site of the Hydraulic House, looking east





Fig 13 Repaired section of the wall on the site of the former Hydraulic House, looking west



Fig 14 Site of the Hydraulic House, looking east





Fig 15 Site of the Men's lavatories on the north side of No. 2 Entrance Gate, looking east

## **4 Potential of the archaeology**

### **4.1 Original research aims**

The archaeological investigation has fulfilled the original research aims through the creation of a photographic and drawn record and written description of the brick wall in Angel Lane.

### **4.2 New research aims**

More documentary evidence in the form of photographs and plans may exist for the construction and use of the structure in other public and private archives, such as the Library and Archives of the National Railway Museum at York. Further research may enhance the current understanding of this structure.

### **4.3 Significance of the data**

The standing structure is undoubtedly of significance for the history of the immediate locality, but nothing was found to suggest that it is of wider regional or national importance. The academic requirement to publish the results of the investigation will be met by reporting the results in summary form in *Post-Medieval Archaeology*, in the annual excavation round-up in the *London Archaeologist*, and in the project built heritage monograph

### **4.4 Salvaged fixtures, fittings and materials**

There was no archaeological requirement to salvage any of the materials or fittings during the compilation of this report.

## 5 Publication and archiving

The site archive containing original records will be stored in accordance with the terms of the Method Statement (MoLAS-PCA, 2007b).

Information on the results of the survey will be made publicly available by means of a database in digital form, to permit inclusion of the site data in any future academic researches into the development of London.

In view of the limited potential of the material and the relatively limited significance of the data (Section 4.3) it is suggested that a summary of the results of the survey should appear in the *London Archaeologist* or the *Transactions of the London & Middlesex Archaeological Society*.

It is also recommended that the results of this recording exercise are assimilated into a site-wide assessment of all archaeological interventions to assign contextual significance and further refine the importance of the archaeological survival, and thereafter assimilated into any publication discussing/disseminating the results.

## **6 Acknowledgements**

The archaeological survey and this report were commissioned by The Olympic Delivery Authority, whom the project manager and author wish to thank. They are grateful especially to colleagues at Capita Symonds Ltd, both in and out of the field. They also thank the staff of Newham Archives and Local Studies Library and the London Metropolitan Archive for providing historic maps and information.

Archaeological analysis and recording, and pencil drawings, were by Andrew Westman, Maria Utrero and Emma Dwyer. The archaeological photographs of the standing structure were taken by Maggie Cox, assisted by Maria Utrero, and off-site were scanned and printed by Maggie Cox. CAD drawings were by Monica Cortelletti and the figures were produced by Sandra Rowntree.

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## 8 Appendix 1: NMR OASIS archaeological report form

OASIS ID: molas1-39851

### Project details

Project name Brick wall, Angel Lane, London E15

Short description of the project The Museum of London Archaeology Service and Pre-Construct Archaeology (MoLAS-PCA) were commissioned by the Olympic Delivery Authority (ODA) to analyse and record a standing structure, namely a brick wall on the western side of Angel Lane, London E15. The structure was to be demolished in order to redevelop the site, and the archaeological investigation and a subsequent report were required as a condition of planning consent for the redevelopment. The investigation took place in November 2007, and comprised a measured survey and photography of the fabric and setting of the structure. The structure comprised a brick wall on the western side of Angel Lane, to the north of the centre of Stratford. It was constructed of yellow London stock bricks with some red bricks incorporated towards its southern end and had been repaired and rebuilt in several places; the structure was punctuated by a number of pilasters and was capped with concrete coping slabs. There were a number of blocked door and window openings with blue brick dressings, and the west-facing elevation had been covered with a cement render; a set of urinals had been incorporated into the fabric of the wall at its northern end. The wall was the last remaining standing structure from the Stratford Locomotive Works, which stood on the western side of Angel Lane and Leyton Road, and was established by the Eastern Counties Railway in 1847. The wall would have formed part of No. 2 Entrance Gate, the Brass Foundry and Hydraulic House, which had all been constructed by 1916.

Project dates Start: 22-11-2007 End: 26-11-2007

Previous/future work No / No

Any associated project reference codes OL-07707 - Sitecode

Type of project Building Recording

Site status None

Current Land use Vacant Land 1 - Vacant land previously developed

Monument type RAILWAY ENGINEERING WORKS Post Medieval

Monument type RAILWAY ENGINEERING WORKS Modern

Methods & 'Annotated Sketch','Photographic Survey'  
techniques

Prompt Direction from Local Planning Authority - PPG15

**Project location**

Country England  
 Site location GREATER LONDON NEWHAM STRATFORD Brick wall, Angel Lane, London E15  
 Postcode E15  
 Study area 1000.00 Square metres  
 Site coordinates TQ 3875 8481 51.5446076221 0.00115187780684 51 32 40 N 000 00 04 E Line  
 Site coordinates TQ 3878 8473 51.5438812734 0.00155271931540 51 32 37 N 000 00 05 E Line  
 Height OD Min: 6.00m Max: 6.00m

**Project creators**

Name of MoLAS/PCA  
Organisation

Project brief ODA  
originator

Project design MoLAS/PCA  
originator

Project director/manager Alex Rose-Deacon

Project supervisor Emma Dwyer

Type of ODA  
sponsor/funding body

Name of Olympic Delivery Authority  
sponsor/funding

body

**Project archives**

Physical Archive No  
Exists?

Digital Archive No  
Exists?

Paper Archive LAARC  
recipient

Paper Archive ID OL-07707

Paper Media 'Notebook - Excavation',' Research',' General Notes','Photograph'  
available

**Project bibliography 1**

Publication type Grey literature (unpublished document/manuscript)

Title Brick Wall, Angel Lane, E15: a Standing Structure survey report

Author(s)/Editor(s) Dwyer, E

Date 2008

Issuer or publisher MoLAS-PCA

Place of issue or London  
publication

Description Standing structure survey report, A4 paper and pdf

Entered by Emma Dwyer (edwyer@molas.org.uk)

Entered on 27 March 2008

## 9 Appendix 2: list of archaeological photographs

Image number	Description
45307001	Site of No. 2 Entrance Gate at junction of Angel Lane and Leyton Road. Looking west
45307002	Repaired section of wall belonging to Brass Foundry. Looking west
45307003	Blocked window openings, formerly in Brass Foundry. Looking west
45307004	Blocked window opening, formerly in Brass Foundry. Looking west
45307005	Blocked window opening, formerly in Brass Foundry. Looking west
45307006	Blocked window opening, formerly in Brass Foundry. Looking west
45307007	Repaired section of wall and sill of blocked window, formerly in Brass Foundry. Looking west
45307008	Repaired section of wall on the site of the Hydraulic House. Looking west
45307009	Site of the former Hydraulic House and Brass Foundry in Angel Lane. Looking north-west
45307010	Site of former Hydraulic House and lay-by, formerly Station Road. Looking north-west
45307011	Junction of Angel lane and Leyton Road, and site of No. 2 Entrance Gate. Looking south-west
45307012	Site of interior of Hydraulic House on the west side of wall. Looking east
45307013	Site of interior of No. 2 Entrance Gate on west side of wall. Looking south-east
45307014	Site of Men's Lavatories on north side of No. 2 Entrance Gate. Looking east

## 10 Appendix 3: list of working drawings made on site

<b>Drawing</b>	<b>Description</b>
1	Measured sketch plan of wall in Angel Lane – N end
2	Measured sketch plan of wall in Angel lane – centre
3	Measured sketch plan of wall in Angel Lane – S end
4	Sketched elevation details of wall in Angel Lane
5	Sketched elevation details of wall in Angel Lane