



THE OLYMPIC PARK, WATERWAYS AND ASSOCIATED
BUILT HERITAGE STRUCTURES: CARPENTER'S LOCK, CITY
MILL RIVER FOOTBRIDGE, PUDDING MILL LOCK, OLD
FORD LOCKS, OLD FORD LOCK HOUSES, MARSHGATE
LANE LOCK, STONE AND BRICK RIVERBANK WALLS,
PUDDING MILL RIVER

London
E3, E9, E10, E15

London Boroughs of Newham, Tower Hamlets and Hackney

A landscape and standing buildings survey report

September 2008



MUSEUM OF LONDON

Archaeology
Service

PRE-CONSTRUCT ARCHAEOLOGY

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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 to analyse and record the waterways in and around the Olympic development site in Stratford, and the standing structures associated with them. The waterways and structures were to be removed or altered 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 of the structures took place periodically from January 2007 to January 2008.

The waterways within the Olympic development site, comprising the River Lea, the Lea Navigation (Hackney Cut), the Waterworks River, the City Mill River, the Bow Back River, the Pudding Mill River, the Channelsea River and Henniker's and Potter's Ditches, were recorded, researched and analysed. A number of waterways-related built structures were also investigated as part of this exercise, and comprised a length of stone and brick riverbank wall on the west bank of the River Lea; Marshgate Lane Locks, Pudding Mill Lock and Old Ford Lock; Old Ford Lock Houses, and a pedestrian footbridge over the City Mill River.

The oldest structural remains date to the improvement schemes of the 1850s, which upgraded both medieval millstreams and natural rivers and created a single controlling body for the Lea Valley waterways, the Lea Conservancy Board. Before the creation of the Board, many stretches of the waterways were controlled by mill owners, who often did very little in the way of upkeep. The Board saw to it that the new waterways were wider and deeper than their predecessors, and introduced a lock-controlled toll system. The improvement schemes were closely linked to canal construction which facilitated the interlinking of major manufacturing centres across the country. This allowed heavy or bulky goods to be transported along faster, more reliable routes than the previous coastal and road courses. The River Lea and the Lea Navigation led straight from the Midlands to the mouth of the River Thames, making them and the associated waterways very useful transport routes.

The waterways became invaluable throughout the mid to late nineteenth century both as sources of water and transportation routes, and enabled several developments within the chemical, electrical, petroleum, and steel industries. The optimal conditions for manufacture in Stratford attracted these industries, creating an area which was both heavily industrialised and heavily polluted. The promise of work with these newly established industries attracted many people to the area, resulting in a significant increase in the population.

By the 1920s the backwaters of Stratford had become a constant source of complaint due to the pollution caused both by industrial effluent and drainage from sewage works into the rivers.

The 20th century brought competition for goods transportation from road haulage, and only the most commercially viable canals in the UK survived until the Second World War, among them the River Lea and Lea Navigation. After the war, decline of trade on all remaining canals was rapid, and by the mid-1960s only a token traffic was left, even on the widest and most industrialised waterways.

Britain's canal network, together with its surviving mill buildings, is one of the most enduring features of the early Industrial Revolution to be seen today. Its relative neglect after its fall into obsolescence has served to preserve it. The topography of the Stratford back rivers area assisted locally in this process, as the poor accessibility and marshy

nature of the land hampered development and alteration of the historic waterways structures. Many historic riverside buildings survive, particularly around the Old Ford Locks portion of the Lea Navigation, and historic features survive in the banking of the watercourses and along their towpaths.

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1 Introduction

1.1 Site background

The waterways and built heritage structures discussed in this report are located in the Lower Lea Valley (Figures 1-10). The River Lea flows through the southern stretch of the valley via a series of canalised and culverted channels, commonly referred to as the Stratford or Bow Back Rivers.

The east bank of the Lea Navigation (Hackney Cut), above Old Ford Locks, forms the borough boundary between Tower Hamlets, Newham and Hackney. Below Old Ford Locks, the Lea Navigation converges with the southern stretch of the River Lea. The River Lea and Lea Navigation were surveyed from their entry into the development area at the north (beneath the Eastway for the River Lea; beneath the Eastway at the Eastway Road Bridge for the Lea Navigation) to the exit of the River Lea at the south (beneath the Great Eastern Railway).

The Pudding Mill River is located north-east of the River Lea's junction with the Lea Navigation, extending a short distance south-west from the east bank of the Lea.

The City Mill River effectively flows under the Great Eastern Railway to converge with the Waterworks River which marks its end and the beginning of the Bow Back River, which flows southwards.

The Waterworks River flows under the Great Eastern Railway line.

The southern extent of the Channelsea River flows has been culverted and emerges near the Abbey Mills Pumping Station and then flows southwards.

A number of desk-top *Archaeological and Built Heritage impact assessments* were previously prepared by MoLAS-PCA, which cover the individual areas (Planning Delivery Zones (PDZs)) into which the Olympic Park was split for planning purposes. The area of each of the nine individual PDZs covers land that incorporates watercourses (and associated features) covered in this report, whether in detail or in general (i.e. as contextualising material). Therefore the nine PDZ assessments are relevant here. These assessments were written on a PDZ by PDZ basis: Planning Delivery Zones 1, 2, 3, 4, 5, 6, 7, 8 and 15 (MoLAS-PCA 2007a, 2007b, 2007c, 2007d, 2007e, 2007f, 2007g, 2007h & 2007i).

These documents 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 standing structures is known, with the exception of information contained within the document noted above. An assessment of the Waterways has previously been undertaken by MoLAS-PCA (MoLAS-PCA 2006), the results of which informed this recording exercise.

Overall, the waterways within the Olympic Park had been assigned one overarching site code: OL-01207 (NGR NW corner: 53692 18506; NE corner: 53768 18600; SW corner: 53756 18332; SE corner: 53880 18468) (Figure 1).

Within the complex of waterways, and also within these limits, a number of individual features were recorded/surveyed and assigned their own site codes. Each of these, discussed with their site codes here, was identified as being of significance in the relevant PDZ assessments (MoLAS-PCA 2007a, 2007b, 2007c, 2007d, 2007e, 2007f, 2007g, 2007h &

2007i), and therefore meriting recording. The site codes, allocated by the London Archaeology Archive Resource Centre (LAARC), provide the means by which the records are indexed and archived.

All these structures form part of the planning applications for the Olympic and Paralympic Games and Legacy Facilities in the London Boroughs of Newham, Tower Hamlets, Hackney, and Waltham Forest.

The location, OS grid references and site codes for each structure are as follows (NB – they are listed here in ascending numerical order of their site codes: elsewhere in this report they are discussed in order of geographical confluence, with relevant site code references):

1.1.1 OL-02007: Henniker's and Potter's Ditches

Located in PDZ6, these join the Channelsea River (Figure 3). OL-02007 was known for reference in the project as BH86. The Museum of London site code, by which the records are indexed and archived, is OL-02007. The Ordnance Survey national grid reference are: Henniker's Ditch: 537818 185344, Potter's Ditch: 537694 185309, the Channelsea River: 537684 185232.

1.1.2 OL-02707: The Pudding Mill River

Located in PDZ3, the course of the river was recorded from its confluence with the River Lea in the north to its culverted end 340m to the south-south-east. Banks and structures were recorded where possible. No BH number was assigned. The Museum of London site code, by which the records are indexed and archived, is OL-02707. The Ordnance Survey national grid reference was: 53758 18392

1.1.3 OL-03007: Carpenter's Lock

Located on the River Lea between PDZ 4 and PDZ2 (Figure 9). OL-03007 was known for reference in the project as BH73. The Museum of London site code, by which the records are indexed and archived, is OL-03007. The Ordnance Survey national grid reference was: 537654 184411.

1.1.4 OL-03507: The City Mill River Footbridge

Just south of Carpenter's Lock, linking PDZ3 and PDZ2 (Figure 10). OL-03507 was known for reference in the project as BH75. The Museum of London site code, by which the records are indexed and archived, is OL-03507. The Ordnance Survey national grid reference was: 537654 184348.

1.1.5 OL-05007 Old Ford Locks

Located on the Lea Navigation in PDZ4, these were just north of the waterway's confluence with the River Lea (Figure 5). OL-05007 was known for reference in the project as BH62. The Museum of London site code, by which the records are indexed and archived, is OL-05007. The Ordnance Survey national grid reference was: 537352 183468.

1.1.6 OL-05407: Pudding Mill Lock

Located across the channel of the River Lea, north of Old Ford Locks, linking PDZ4 and PDZ3 (Figure 6). OL-05407 was known for reference in the project as BH80. The Museum of London site code, by which the records are indexed and archived, is OL-05407. The Ordnance Survey national grid reference was: 537480 184088.

1.1.7 OL-07207: Stone and Brick Riverbank Walls

Located on the west bank of the River Lea in PDZ3 (Figure 8). OL-07207 was known for reference in the project as BH70. The Museum of London site code, by which the records are indexed and archived, is OL-07207. The Ordnance Survey national grid reference was: 537327 183896.

1.1.8 OL-07307: Old Ford Lock Houses

Associated with Old Ford Locks in PDZ4, OL-07307 were known for reference in the project as BH71 (Figure 4). The Museum of London site code, by which the records are indexed and archived, is OL-07307. The Ordnance Survey national grid reference was: 537386 184010.

1.1.9 OL-07407: Marshgate Lane Lock

East of Marshgate Lane in PDZ8 (Figure 7). OL-07407 was known for reference in the project as BH 89. The Museum of London site code, by which the records are indexed and archived, is OL-07407. The Ordnance Survey national grid reference was: 538181 183468.

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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 assessments*, previously prepared by MoLAS-PCA, which cover the whole area of the sites (MoLAS-PCA 2007a, 2007b, 2007c, 2007d, 2007e, 2007f, 2007g, 2007h & 2007i) and the *Written Schemes of Investigation* (MoLAS-PCA 2007j, 2007k, 2007l, 2007m, 2007n, 2007o, 2007p & 2007q), which formed the project designs for the survey.

These documents should be referred to for information on the natural geology, archaeological and historical background of the sites, and the initial assessment of their archaeological potential.

None of the structures are Scheduled Monuments, nor are they listed as buildings of special architectural or historic interest. The areas covered fall within LPA Areas of Archaeological Interest.

1.3 Planning background

1.3.1 Planning Delivery Zones 1, 2, 3, 4, 5, 6 7 and 8

In accordance with local and national policies, archaeological evaluation and built heritage survey of the areas of PDZ1, 2, 3, 4, 5, 6 7 and 8 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(s) in PDZ 1, 2, 3, 4, 5, 6 7 and 8 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 and Site Preparation Planning Application Reference 07/90011/FUMODA. Condition SP.0.39 of planning permission 07/90011/FUMODA 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.

1.3.2 Planning Delivery Zone 15

In accordance with local and national policies, archaeological evaluation and built heritage survey of the areas of PDZ15 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 structures 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 PDZ15 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.15.2 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 archaeological remains are properly investigated and 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 Schemes of Investigation* (MoLAS-PCA 2007j, 2007k, 2007l, 2007m, 2007n, 2007o, 2007p & 2007q).

Recording and reporting accord with the guidance provided in *Recording Historic Buildings: a guide to good reporting practice* (English Heritage 2006); that is: 'Level 2' for Old Ford Lock Houses, 'Level 3' for the City Mill River Footbridge and 'Photographic Survey' for Henniker's and Potter's Ditches, Carpenter's Lock, Pudding Mill Lock,

Marshgate Lane Lock, Old Ford Locks and the Stone and Brick Riverbank Walls. Due to access issues at Old Ford Lock Houses, only external recording was possible.

The Waterways were recorded using a combination of photographic survey, detailed written descriptions and manual drawings, as also outlined in the specifications set out in *Understanding Historic Buildings: A guide to good recording practice* (English Heritage, 2006).

The report has been prepared within the terms of the relevant standards specified by the Institute of Field Archaeologists (IFA 2001).

This report presents the results of an analytical survey carried out on the site in 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 Schemes of Investigation* (MoLAS-PCA 2007j, 2007k, 2007l, 2007m, 2007n, 2007o, 2007p & 2007q) 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 waterways and standing buildings that were of architectural, archaeological and historical interest. The scope of the work as defined in the *Written Schemes of Investigation* was as follows:

The waterways, Henniker’s and Potter’s Ditches, Old Ford Locks, Pudding Mill Lock, Marshgate Lane Lock, the Stone and Brick Riverbank Wall and Carpenter’s Lock were recorded using photographic survey. Old Ford Lock Houses were recorded to ‘Level 2’ and the City Mill River Footbridge was recorded to ‘Level 3’.

Photographic survey:

‘The structure will be viewed, described and photographed. A photographic survey differs from other surveys in that it provides a very full visual record, accompanied by a brief written account, but without an analytical or drawn survey at a comparable level of detail. Drawings in the form of sketches may be undertaken if required. The structures’ type/purpose, the materials used in their construction and their possible dates of construction will be summarised (MoLAS-PCA 2007, 3.3).

Level 2:

‘The exterior and interior of the structure will be viewed, described and photographed. Sketch plans of the interior and elevations of the exterior will be undertaken. A brief written description will be undertaken, and a report presenting conclusions regarding the development and use of the structure will be produced’ (MoLAS-PCA 2007, 3.3).

Level 3:

‘The exterior and interior of the structure will be viewed, described and photographed. Measured plans of the remains will be undertaken. A systematic written description will be undertaken, and a report presenting conclusions regarding the development, use, historical context and significance of the structures will be produced (MoLAS-PCA 2007, 3.3).’

A landscape survey was also undertaken on the Pudding Mill River.

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

1.6 Organisation of this report and conventions used

Section 2 outlines the topographical and early historical background of the area, on a PDZ by PDZ basis.

Sections 3 to 11 cover the development and function of the waterways:

- Section 3 their early history;
- Section 4 the River Lea and the Lea Navigation;
- Section 5 the Channelsea and Waterworks Rivers;
- Section 6 the City Mill, Pudding Mill and Bow Back Rivers;
- Section 7 the Back Rivers during the 1920s and early 1930s;
- Section 8 the 1930s;
- Section 9 the impact of the railways on the canals;
- Section 10 the impact of the Second World War;
- Section 11 the back rivers from the post-war period onwards

Section 12 outlines the development and function of the recorded structures, while Section 13 incorporates the results of the recording exercise undertaken on site.

Section 14 is a contextualising discussion, followed by conclusions (Section 15) and discussion of potential (Section 16).

A series of appendices follow.

- Appendix 1 contains the NMR OASIS archaeological report forms
- Appendix 2 a glossary
- Appendix 3 the list of photographs
- Appendix 4 the list of working drawings

To aid navigation around the documents, all illustrations are included sequentially in separate appendices: Appendix 5 is the figures; Appendix 6 is the plates

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'.

AA	Anti-Aircraft (Artillery)
ADM	Admiralty (Naval) Files
AM	Air Ministry (Files)
ARP	Air Raid Precautions
Bldg	Building
CAB	Cabinet (Files)
CCC	Central Canal Committee
CDAC	Canal (Defence) Advisory Committee
CO	Combined Operations
DFW	Directorate of Fortifications and Works
EH	English Heritage
EWO	Essential Works Order
FOI	Field Operations Intelligence
HA	Hackney Archive
HAA	Heavy Anti-Aircraft
HE	High Explosive
HO	Home Office (Files)
HQ	Headquarters
IAZ	Inner Artillery Zone
IB	Incendiary Bombs
LAA	Light Anti-Aircraft
LC	Lea Conservancy
LCB	Lea Conservancy Board
LCM	Landing Craft, Medium
LCV	Landing Craft, Vehicle
LMS	London, Midland and Scottish Railway
LST	Landing Ship, Tank
MLC	Minor Landing Craft
MoLAS	Museum of London Archaeology Service
MoT	Ministry of Transport
MoWB	Ministry of Works and Buildings
MoWP	Ministry of Works and Planning
MoWT	Ministry of War Transport
MPD	Metropolitan Police District
MT	Mechanical Transport
OD	Ordnance Datum (mean sea level at Newlyn, Cornwall)
OS	Ordnance Survey
PCA	Pre-Construct Archaeology Ltd.
PD	Point Defence
RCAC	Regional Canal Advisory Committee
RCC	Regional Canal Committee
RCHME	Royal Commission on Historical Monuments, England
TA	Territorial Army
VP	Vulnerable Point
WO	War Office
WWII	World War II

Table 1 Abbreviations used in this report

2 Topographical and early historical background

A detailed description of the geology, archaeology and history of the site was outlined in the earlier Archaeological and Built Heritage assessments (MoLAS-PCA 2007a, 2007b, 2007c, 2007d, 2007e, 2007f, 2007g, 2007h & 2007i). A brief, contextualising, summary is provided below.

2.1 Geology and natural topography

The waterways are located within and around PDZs 1, 2, 3, 4, 5, 6, 7, 8 & 15 on the Olympic site.

Within this section the topography of each zone is summarised (below).

2.1.1 Planning Delivery Zone One

PDZ1 is located within the wide floodplain of the Lea Valley, c 3.5km to the north of the confluence with the River Thames. The Lea flows through this stretch of the valley via a series of canalised and culverted channels, commonly referred to as the Stratford Back Rivers. The local drift geology consists of a complex sequence of interstratified Holocene alluvial peats and clays sitting on a basal surface of terrace gravels overlying London Clay (British Geological Survey 1996, sheet 257). The Holocene alluvial peats and clays constitute an archaeological horizon, and accordingly are identified as having archaeological potential

Modern ground level at the south of the site along Carpenter's Road is at 3.7m OD, and rises to 5.20m OD at its north-east corner (White Young Green, project EO3778, drawing SK03.c). A recent ground conditions assessment indicates that the Holocene alluvial deposits have surface levels of between 2.12m and 1.70m OD, with base levels of -1.41m OD to -2.13m OD (White Young Green 2004, Table 3.1). A layer of peat measuring 0.5m thick was also encountered (White Young Green 2004, 30). In contrast the surface of Pleistocene gravel lies between c +0.5m OD to +2m OD, probably rising from +0.5m OD at the east of the site to +2.0m OD at the east of the site, away from the Waterworks River towards the northern and eastern boundaries of the zone.

2.1.2 Planning Delivery Zone Two

PDZ2 is located roughly in the middle of the valley floor, c 3.5km to the north of the Lea's confluence with the River Thames. The site is bounded on three sides by river channels. The River Lea, which is tidal for some distance upstream, forms the zone's northern boundary, with its western and eastern sides following the canalised City Mill and Waterworks Rivers respectively. Modern ground level across the site lies at around 6m OD. The edge of the valley floor lies c. 500m to the west and c. 900m to the east of the site, where the ground rises up the valley sides onto the river terrace.

The British Geological Survey Sheet 256, North London shows that the site lies on alluvium, which represents a range of different wetland and dry land environments existing on the valley floor ('floodplain') of the Lea from the Mesolithic period onwards. Although little archaeological work has previously been undertaken in the local area, excavation in the valley of the Thames and its tributaries suggests that archaeological remains of the prehistoric and earlier historic period are likely to lie within the alluvium.

2.1.3 Planning Delivery Zone Three

PDZ3 is located on the western side of the floodplain (valley bottom) of the Lea Valley, between the River Lea and the City Mill River, which form the western and eastern boundaries of the site respectively.

Modern ground level across the site lies at around 4m to 6m OD. The edge of the valley floor lies *c* 200m to the west and *c* 1.1km to the east of the site, where the ground rises up the valley sides onto the river terrace.

The British Geological Survey (Sheet 256) shows that PDZ3 lies on alluvium, which represents a range of different wetland and dry land environments existing on the valley floor ('floodplain') of the Lea from the Mesolithic period onwards. The alluvium overlies gravels and associated deposits of Pleistocene (Palaeolithic) date. The higher ground of the gravel terrace, which forms the western side of the valley, lies immediately west of the site, on the opposite side of the River Lea.

2.1.4 Planning Delivery Zone Four

PDZ4 is located on the western side of the floodplain (valley bottom) of the Lea Valley, between the Hackney Cut and the River Lea, which form the western and eastern boundaries of the site respectively.

The landscape of the site in the past will have been very different to its characteristics today. In particular, the dumping of thick 'made ground' deposits in many areas has obscured its ancient topography. MoLAS-PCA produced a detailed study for the Olympics project entitled '*Ground disturbance and ground raising and the implications for archaeological strategies*' (July 2005). The study shows that PDZ4 contains an infilled an East London Waterworks Company reservoir and associated channels occupying approximately one-half of the site. The MoLAS-PCA site visit noted that the ground level of the Bow Industrial Park is *c*. 1m higher than the level of the canal path on the western side of the site, indicating at least *c*. 1m of modern land-raising material.

The British Geological Survey (Sheet 256) shows that the site lies on alluvium, which represents a range of different wetland and dry land environments existing on the valley floor ('floodplain') of the Lea from the Mesolithic period onwards. The alluvium overlies gravels and associated deposits of Palaeolithic date. The higher ground of the river terraces (the Kempton Park and Taplow Gravels) lies *c* 200m west of the site, on the opposite site of the Hackney Cut.

2.1.5 Planning Delivery Zone Five

PDZ5 is located just west of the centre of the Lea floodplain, close to the confluence of the Lea Valley with the valley of the Hackney Brook. Its western and eastern boundaries follow the Lea Navigation and River Lea respectively, but these modern rivers are much modified by man. In particular, the Lea Navigation is entirely man-made and its construction took place at some time after the passing of the River Lea Act of 1766, which approved major alterations to eliminate loops in the river. As a result, the Lea flows to the east of the Hackney Marshes whereas the new cut of the Lea Navigation runs along the west of the valley from Lea Bridge to Old Ford Locks. Earlier, smaller scale, schemes are likely to have straightened the course of the Lea itself and its ancient abandoned courses lie buried on the valley floor.

The British Geological Survey (Sheet 256) shows that the site lies on alluvium, which represents a range of different wetland and dry land environments existing on the valley floor ('floodplain') of the Lea from the Mesolithic period onwards. Gravels, deposited

following the scouring-out of the valley floor during the Palaeolithic period (the Pleistocene) underlie the alluvium. The base of the gravels, or surface of Tertiary bedrock (which in this area is variably London Clay and Woolwich and Reading Beds) acts as the bottom line for deposits of archaeological interest.

Modern ground level in the north of the site is at around 6–7m OD. Towards the middle of the site near the Hackney Dog Stadium, the ground level is at around 10m OD and to the south of the site along Carpenter's Road, the ground level is at *c* 6m OD. In the west of the site in the Arena Fields area the ground surface is around 10–12m OD.

2.1.6 *Planning Delivery Zone Six*

PDZ6 is located on the eastern side of the floodplain (valley floor) of the River Lea, to the east of the Waterworks River. The modern topography and drainage of the area around the ditch has been much modified by human agency and bears little resemblance to the landscape of the site in historic and prehistoric times. The extent to which Henniker's Ditch and the nearby Channelsea River represent historic watercourses or canalised forms of older watercourses are not yet known. Both rivers are now controlled by sluices, and lie at the base of deep artificial canyons due to extensive ground raising in the area of the Eastway Cycle Circuit, which has masked the natural land surface beneath several metres of 'made ground'.

The site overlies alluvium, which represents a range of different wetland and dryland environments existing within the floodplain of the Lea from the Mesolithic period onwards. These deposits overlie the Lea Valley Gravels, the most recent of a series of Pleistocene river terrace deposits. The underlying London Clay forms a bottom line for deposits of archaeological interest, as its formation predates human evolution.

Modern ground level immediately adjacent to the site lies at *c* 6m–9m OD.

2.1.7 *Planning Delivery Zone Seven*

PDZ7 is located on the eastern edge of the River Lea floodplain, just south of the confluence of the Lea Valley with the valley of the Leyton River, which formerly flowed north-east to south-west across the site from the valley side. No trace of the Leyton River remains above ground today, however its valley is reflected in the present topography, and a modern drainage channel beyond the northwest boundary of the site may reflect its course. This channel flows into the River Lea, which crosses the south-west corner of the site.

The modern topography and drainage of the site has undergone notable modification by man and bears little resemblance today to the landscape of the site in historic and prehistoric times. Modern ground raising has masked the natural land surface by several metres of made ground. Very little remains in the modern landscape of the natural course of the Lea, which now flows through a series of mostly man-made, canalised and culverted channels.

The British Geological Survey Sheet 256, North London, indicates that PDZ7 lies on alluvium, with the Taplow Gravels outcropping a short distance beyond its eastern boundary, where the ground rises up onto the river terrace. The alluvium represents a range of differing wetland and dryland environments existing on the valley floor/floodplain of the Lea from the Mesolithic period onwards.

The alluvium is underlain by the Lea Valley Gravels, deposited following the scouring-out of the valley floor during the Palaeolithic period (the Pleistocene). The gravels are the most recent in a series of Pleistocene river terrace deposits, which today form an irregular flight

of steps in the valley side. The Kempton Park Gravels and older Taplow Gravels form the lowest of these river terraces at the edge of the valley.

Tertiary bedrock, which in this area is variably London Clay and Woolwich and Reading Beds, underlies the gravels. The bedrock pre-dates the period of human evolution and thus its surface acts as the bottom line for deposits of archaeological interest.

Modern ground level in the former cricket ground area of Eton Manor Sports Ground lies at 6.0m OD, and to the south-east of the former sports ground at 5.9m OD, sloping very slightly to 5.1m OD near the junction of Temple Mills Road and Quatermile Lane to the south-west.

2.1.8 *Planning Delivery Zone Eight*

PDZ8 is located roughly in the middle of the valley floor of the River Lea, c. 3km to the north of its confluence with the River Thames. The zone covers the south-eastern part of a grid-like network of river channels known as the Back Rivers, which are bounded to the south-west by the River Lea, and to the north-east by the canalised Waterworks River. The Bow Back River also flows through the site, the south bank of which forms the southern boundary. The City Mill River crosses the central area of the zone. The modern topography and natural drainage of the zone has been extensively modified over time. It currently bears little resemblance to the natural landscape present in both historic and prehistoric times. Modern ground rising has masked the natural land surface by several metres of 'made ground'. Similarly, very little remains in the modern landscape of the natural course of the Lea, which today flows through a series of mostly man-made canalised and culverted channels, such as those bounding and crossing the site itself.

In addition, now infilled or buried watercourses flowed across the site. The Pudding Mill River, now culverted, formerly flowed across the site alongside Pudding Mill Lane, and other historic channels, now backfilled, also formerly crossed parts of the site

Modern ground level across the site lies between 4m and 6m OD. The edge of the valley floor, where the ground rises up the valley side onto the river terrace, roughly follows the south-west boundary of the site. The eastern valley side lies c 1km to the east of the eastern boundary of the site and is less pronounced than the western side.

2.1.9 *Planning Delivery Zone Fifteen*

PDZ15 lies at the eastern edge of the River Lea floodplain and forms the south-eastern part of Hackney Marshes, which are open recreation land today.

The modern topography and drainage of PDZ15 has undergone notable modification by man and bears little resemblance to the landscape of the site in historic and prehistoric times. The natural land surface has been masked by several meters of modern made ground. Consequently, very little remains in the modern landscape of the natural course of the Lea, which historic maps show has been straightened in recent time, if not previously. Its tributaries have also been manipulated and diverted, for power, transport, drainage and water supply, with natural and man-made courses infilled and obscured.

Modern ground level at the dressing rooms in the south-west corner of PDZ15 is at 7.5m OD and at 6.92m OD at the northwest end of the footbridge in its north-west corner. A short distance beyond the eastern boundary of the zone, the valley side rises up through Leyton to Walthamstow and Leytonstone, and 500m east of the zone the modern ground surface lies at 13m OD.

Previous geoarchaeological modelling, based on the geotechnical site investigation work currently in progress and on historic borehole data, suggests that the zone is located at the

eastern edge of the Lea valley floor, in a location that is likely to have been influenced by streams draining down the valley side and onto the floodplain of the Lea, as well as the channels of the Lea itself, from prehistoric until recent times. The top of *in situ* alluvium probably lies at *c* 3–4m OD.

3 Development and function of the waterways: early history

3.1 Introduction

The waterways of London have played a vital role in its development, carving out valleys on their way down to the Thames, creating a landscape on which the city is built and thrives (Barton, 2005: 69). Roads often parallel the courses of rivers: a good example is the East Cross Route and the Blackwall Tunnel Northern Approach, which run alongside parts of the River Lea and the Lea Navigation. There is also a profusion of street names and establishments which derive their names from the now largely defunct rivers, channels and canals nearby. Hackney, the very name of the borough, is a name which refers to an island, or 'ey', in the Hackney brook, in combination with the name of the original Danish owner, either Haca or Harcon. Sanford Lane and Sanford Terrace recall the ford at the Cambridge road. Many other streets in Hackney have watery names, some of which refer to the Hackney Brook. The river even appears in the arms of the borough, as 'the base Barry wavy of six Argent and Azure' (Barton, 2005: 70).

The River Lea and many of the waterways which now spring from it were established and in use from at least the medieval period. They have been an essential public utility and a vital resource for both trade and industry from the medieval period to the present day.

3.2 Lost rivers

Many of the rivers within the study area have shifted their courses through time (with the exception of the Lea Navigation – an 18th-century canal). The courses they formerly followed have become infilled, yet they survive close to these former courses. Some rivers, however, have been entirely obscured and leave no remnants in the current landscape. These are lost rivers.

3.2.1 *The 'Old River'*

A river, since lost, once flowed between a point on the Lea a short distance to the west of the mouth of Pudding Mill River to a point on the Lea above Bow Bridge. The course of the stream marked the eastern limit of the parish of St Mary Stratford Bow, and both Gascoigne's and Cardwell's parish maps of 1703 and 1768 respectively label it 'The Old River' (Figures 11 & 12). Chapman and Andre depicted it upon their map of London and Essex 1777 (Figure 13).

During the 19th century the river slowly disappeared as London's infrastructure expanded eastwards; by 1869 the construction of two settling reservoirs (1821-1828), the London to Romford railway (1839) and the Northern Outfall Sewer embankment (1860) had reduced it to a pair of sinuous truncated ditches at its northern and southernmost extents, its former course in-between marked by the now 'undefined' parish boundary (Figure 14). By 1894-6 only the northernmost stretch remained, the outfall to the Lea at Bow Bridge having been culverted or filled after the Bow Back River between Bromley Lock and Marshgate Lane Lock was straightened in c1891 (Figure 15).

The 'Old River' consisted of two south-east flowing channels, connected by a diagonal south-westerly cut, a layout reminiscent of the City Mill River to the east, and indicative of some degree of intentional alteration. The linear channels immediately above the mills on

the Back Rivers helped millers to maintain both an unimpeded flow and a sufficient fall (or head) of water necessary to power their wheels as the tide ebbed (Jones, 2000: 7; Watts, 2002: 89-91), and it is possible that the Old River had once been modified for the same purpose. The possibility that the 'Old River' may have been the site of the 'lost' corn mill belonging to the St Thomas of Acre Hospital, which like the fulling mill on the adjacent Pudding Mill River was also known as St Thomas' Mill in documents dating to the 13th to the 15th centuries, should not be discounted.

3.2.2 *The Hackney Brook*

The Hackney Brook was a tributary of the Lea, a stream of considerable size which lay within the Bow Back Rivers area and is now wholly lost.

It arose by two heads near the Holloway Road and flowed east, passing close to the former Highbury Stadium and forming the northern boundary of the Abney Park cemetery. After crossing what was the road to Cambridge by a sandy ford, it turned southwards and, skirting Hackney Downs, curved round to the east again to cross Mare Street (which significantly, was '*Merestret*' in 1443) as a watersplash. The lower part of the main stream continued through Hackney Wick and joined the Lea a little farther south and is very close to the Lea Navigation.

The Report on the Public Bridges of Middlesex in 1825 described the brook's superficial width at flood as 70ft at Newington and Homerton Bridges, and 100ft at the Hackney Wick Bridge (Barton, 2005: 58-59) (Figure 16).

3.2.3 *The Leyton River*

The Leyton River, which enters the Lea Valley floodplain to the north of PDZ6 may have crossed the area (MoLAS-PCA 2007r, 9, 15-17).

It is not known, however, whether this tributary passed across the area of the Olympic Park or whether it flowed directly west, skirting the higher ground in the eastern part of the Lea valley floor.

Ancestors of both the modern Henniker's Ditch and Channelsea River, even though both are man-made in their present form, may derive from the Leyton River.

3.2.4 *An unnamed river*

Immediately north of the junction of the Pudding Mill River and The Lea, another minor watercourse flowed northwards from the Lea, across the area of PDZ5 to rejoin The Lea just north of Temple Mills.

This watercourse was extant in 1869 (and must have been open at earlier dates) (MoLAS-PCA 2006, fig 2a), was also present in 1896 (MoLAS-PCA 2006, fig 3a), but had been infilled by 1916 (MoLAS-PCA 2006, fig 4a)

3.3 Early industry on the back rivers to c1739

3.3.1 *Wiggen / Abbey Mill on the Channelsea River*

Wiggen Mill was the first mill recorded by name in the area, purchased by Queen Maud (d.1118) at the beginning of the 12th century and given to Barking Abbey as part of an endowment for the upkeep of Channelsea and Bow Bridges (VCH Essex, 1973: 58, 89, 90).

The bridges and their endowments were taken over by Stratford Abbey at some point after 1135, and remained in monastic hands until the Dissolution.

It is likely that the Abbey had a wharf at the mill in the 15th century (VCH Essex, 1973: 59). The two waterwheels ground corn in the 16th century, probably producing flour until the 1570s to supply local bakers who were licensed to sell bread in London (Strong, 2000: 11). Following the Dissolution the mill was granted to the Meautis family, in whose hands it remained until 1633, after which went through several changes of ownership until it ended up in the possession of Christ's Hospital by 1682, which retained the freehold until 1914 (VCH Essex, 1973: 68-70, 89) (Figure 13).

3.3.2 Temple Mills, Saynes Mill on the Waterworks River

Before major alterations were made in the 19th and 20th centuries, the Waterworks River branched from the east bank of the Lea above Temple Mills, a stretch known as the Temple Mills Stream as late as 1834 (ACC/2423/P/1703 (ii)).

Below Temple Mills the river headed south roughly parallel to the Lea, before briefly rejoining it at an intersection known as the Bully Fence. The river then ran south-east towards the London – Stratford road, pursuing a straight course above Saynes Mill. Below the mill, but still north of the road it split into two branches, which passed under it at St Michael's and St Thomas' (renamed Pegshole after 1814) Bridges, below which the branches rejoined to form the Three Mills Wall River and headed south via Three Mills to Bow Creek. Below Temple Mills the river was known as the Shire stream until c1745, after which it became known as the Waterworks River.

In the vicinity of Temple Mills a number of medieval channels drained into the Waterworks River from the east. The most significant of these marked the eastern boundary of Leyton Marsh between Walthamstow and Temple Mills Lane, and became known as the Dagenham Brook in the late 19th century (ACC/2423/P/0601; VCH Essex, 1973: 201). This ditch was the common sewer of the Havering and Dagenham Commissioners of Sewers, the authority responsible for land drainage in the area until the 1930s (VCH Essex, 1966: 75). The final stretch of this sewer headed east alongside Temple Mills Lane until it discharged into the Waterworks just above Temple Mills. This channel was frequently blocked during the 16th and 17th centuries, causing floodwaters to overflow into the surrounding marshes. Many of those who complained to the Commissioners about the flooding identified the occupants of Temple Mills as the cause of the problem, as they were known to keep their floodgates closed for extended periods during spring tides in order to ensure the highest possible pen of water (*ibid*).

The Temple Mills themselves comprised a pair of watermills which over time had ground corn, milled gunpowder, ground oil from rapeseed, milled timber and were being used as a brass kettle factory and possibly a yarn twining works in 1739 (VCH Essex, 1973: 198, 199).

The earliest recorded mention of Saynes Mill dates from the early 13th century, after which both it and Spilemans Mill on the City Mill River became part of the endowment of London Bridge (VCH Essex, 1973: 91). The mills remained in the hands of the Bridge House Committee (later Estate) of the City Corporation well into the 19th century, and were let to tenants on long leases. In 1739 the tenant was a John Cox of West Ham, who held the mills and about 30 acres of land from the Bridge House Estate (COL/PL/01/049/B: 352; 365; VCH Essex, 1973: *ibid*). Saynes Mill appears to have been used to grind corn throughout most of its working life and from c1720 a windmill that stood within the grounds was used by the millers as an auxiliary source of power when the waterwheels were prevented from working when the Lea was in flood (Fairclough, 2003: 5; VCH Essex, 1973: 91).

Above Temple Mills a calico ground stood on the Leyton side of the Waterworks River in the mid-18th century (VCH Middlesex, 1995: 94), an isolated outpost of industry in the midst of an area that otherwise remained primarily marsh grazing land into the 19th century. Historical mapping also confirms that the banks of the Waterworks above Saynes Mill were also largely featureless marsh and pasture until the 19th century.

3.3.3 *Spilemans Mill on the City Mill River*

The City Mill River branched from the east bank of the Lea below the Bully Fence and flowed south-east towards the London – Stratford road, following a straight course until it curved south-westwards, below which it resumed a straight course towards Spilemans Mill. Above the mill it bifurcated, forming the Bow Back River, which headed west to join the Lea above Bow Bridge, and the Three Mills Back River, which joined the Pudding Mill River and flowed under the road at St Thomas’ (renamed Pegshole after 1814) Bridge. South of the road this river was known as the Three Mills Back River, which joined the Three Mills Wall River above Three Mills itself. These rivers provided the pound for the Three Mills, which depended upon the accumulated tidewaters to drive up to seven waterwheels (Strong, 2000: 16).

The Bridge House Estate leased Spilemans Mill to fullers during the 13th and 14th centuries, although by 1615 one of the two mills on the site was producing gunpowder (*ibid*). It appears that one was rebuilt as a corn mill in the middle of the 17th century, after which both mills experienced alternating periods of activity and abandonment until the 1730s (*ibid*). The site consisted of the two watermills and ancillary structures, with five acres of meadow and two windmills (ACC/1037/99), and lessees regularly sublet parcels of land and machinery to other local business tenants (e.g. ACC/1037/103/1).

Above Spilemans Mill much of the land on either side of the river was still pasture as late as the end of the 19th century, and it is unlikely the banks were revetted. A series of sections of the Back Rivers surveyed in advance of a Lea Conservancy Board dredging programme revealed that both banks at the top of the City Mill River remained entirely ‘natural’ as late as 1908 (ACC/2423/P/1747/2).

3.3.4 *St Thomas’ (Fotes) Mill on the Pudding Mill River*

Before extensive modification during the 1920s, the Pudding Mill River branched from the south-east bank of the Lea west of and parallel to the City Mill River, and pursued a south-easterly course towards St. Thomas’ Mill. Below the mill it joined the sinuous Bow Back River above the London – Stratford road.

Fotes Mill was first mentioned in 1200. By the middle of the 13th century both Fotes and another mill, since lost, were owned by the hospital of St Thomas Acre (VCH Essex, 1973: 90). Initially a fulling mill, it was grinding corn in the early 14th century, which it continued to do for much of the next three hundred years, aside from a brief interlude as a gunpowder mill at the end of the 16th century (VCH Essex, 1973: 91).

After the Dissolution the freehold of the mill passed through the hands of several owners who let it to tenants on long leases. In 1734 Peter Lefevre acquired the Lease of St Thomas’ Mill, and established the Stratford Distillery at the site shortly afterwards (Fairclough, 2003: 8-9; Strong, 2000: 11-15).

4 Development and function of the waterways: the River Lea and the Lea Navigation

4.1 The River Lea and the old Lea Navigation

It is possible that the Lea was navigable during the early medieval period, as the Anglo-Saxon Chronicle records that there was a Danish naval incursion as far north as Hertford in AD 895 (Garmonsway, 1972: 89). By the late 16th century a lucrative land and river-borne trade in cereal and other agricultural commodities had developed between Hertfordshire and London, whereby wheat and malt were transported down the Lea from Ware and Hoddesdon and points in between to the capital (Bull, 1958: 375).

At the time of the great plague in 1665, barges from Hertford and Ware continued their grain traffic to the city and managed to help save London from starvation. As a token of appreciation, barges registered in these towns were allowed to navigate the Thames without the aid of London lightermen. This is still recognised today by the port of London Authority (Denney, 1977: 40).

Efforts by authorities to strike a balance between the competing interests of landowners, millers and navigators became more frequent from the 14th century onwards. Measures taken by millers to secure water power and by landowners to prevent flooding proved increasingly harmful to navigation as the effects of tidal flooding intensified. Commissions of Sewers regularly ordered the removal of unauthorised river diversions and other obstructions to navigation from the 1350s onwards, and Parliamentary Acts for the improvement of navigation were passed in 1424 and 1571 (Bull, 1958: *ibid*; VCH Essex, 1973: 57).

The 1571 Navigation Act demanded that the Lea be made navigable to boats drawing 8' of water as far north as Ware, although this initiative was not extended to the millstreams in the Stratford area (Bull, 1958; 375-8; VCH Essex, 1973: 57). Accounts suggesting that the Act prompted large-scale re-cutting of the Lea channel between Bow and Ware are now generally discounted (e.g. Bull, 1958) and it appears that in the lower Lea Valley it promised much and delivered little, with responsibility for the enforcement of bye-laws and custom remaining in the hands of the local Commissions of Sewers, as before.

It is, however, possible to identify at least one phase of work almost certainly intended to improve the navigability of the Lea that may be attributed to the period before 1740: a linear north-south stretch of the Lea below Temple Bridge known as the Bowling Alley, which was identified as 'The New Cut' in a petition of 1742 (CLA/047/LR/07/020). The 'New Cut' predated the foundation of the Trustees of the Lea Navigation in 1739 (RAIL 845/1), and may have represented a re-cut of a stretch of river that had previously been improved, perhaps in response to the 1571 Act.

4.2 The creation of the Trustees of the Lea Navigation

The flurry of petitions raised by commercial users of the Lea concerning hindrances to navigation encountered during their passage of the river continued unabated into the mid-18th century and beyond. These obstructions arose as a consequence both of neglect and of the endeavours of mill owners to ensure the highest possible pen of water to drive their waterwheels. The latter objective could be achieved either through the construction of

unauthorised dams, diversions and piles in the back rivers (e.g. CLA/036/02/1814/5/3) or by keeping the tide gates on the Lea Navigation closed against traffic ascending and descending the river in order to extract as much power as possible from the penned waters (e.g. CLA/036/02/1828/4/2). Both caused congestion amongst river traffic, and both encouraged the accumulation of sediments in the main and back channels, such as the “*many hills of Gravell Sand*” that confronted barge and boat owners in the Bowling Alley in 1742 (ACC/2423/P/0602) (Figure 16).

The fact that mill owners also demanded turnpike tolls for the privilege of traversing those stretches of the navigation in their care further compounded the complainants’ sense of grievance (RAIL 845/1: 61). Although petitioners were able to seek redress from the Commissioners’ Courts, it was not until 1739 that a Parliamentary Act eventually established the Trustees of the River Lea, a standing authority dedicated to the “preservation and improvement of the Navigation” (RAIL 845/1).

This body further extended its powers by means of an Act of 1767 that created the Board of Trustees of the River Lea Navigation, which promptly revoked the right of mill owners to levy and collect tolls and set about improving the Navigation by sponsoring the construction of new cuts between Hertford and the Thames (RAIL 845/50: 1).

4.3 The New Navigation (Hackney Cut)

In 1766 the Trustees resolved to make good the neglect of earlier years and instructed surveyors John Smeaton and Thomas Yeoman to plan the most cost-effective route for the Navigation between Hertford and the Thames (RAIL 845/3: 4).

Both long- and short-cut options were considered, and a plan of that year offered a choice between a short canalised stretch between Old Ford and Temple Mills or a much longer cut between Old Ford and Lea Bridge and beyond (BL1240. (18)/ACC/2423/P/0602) (Figure 16).

A version of the long-cut option was chosen, and an invitation to tender for the construction of the stretch between Old Ford and Hackney was issued by the Trustees in December 1767 (RAIL 845/50: 61). The following month, Jeremiah Ilsey, a Hackney brickmaker, was commissioned to dig the new cuts at Hackney and Cheshunt, on condition that he would “make the banks sound and handsome and finish the work to the approbation of their [the Trustees’] Surveyor for threepence a yard” (RAIL 845/50: 62). The Trustees considered that a ‘Chain Pump, Boards and Piles’ would be sufficient materials for the completion of the task, although brickwork was commissioned from another local craftsman for the construction of the new lock at Old Ford (RAIL 845/50: 100).

Within weeks of the Hackney Cut opening in August 1769 it was realised that it was necessary to widen the channel in the vicinity of the Hackney Waterworks, in order to reduce the velocity of the water that was proving a hindrance to river traffic ascending the Navigation (RAIL 845/50: 192). A similar problem arose in the newly completed Limehouse Cut between Bromley and Limehouse Dock, and a large-scale programme of widening was ordered in March 1773.

However, aside from the corrective works carried out in response to the 1850 Improvement Act, maintenance in the Hackney Cut during the late 18th and early 19th centuries remained relatively basic, consisting of an annual round of back drain cleansing every August or September and the periodic removal of any shelves (of sediment) that had accumulated at the tails of the locks (RAIL 845/5).

4.4 Industrial development on the River Lea

By the mid-18th century a considerable variety of industrial activity was taking place on the west bank of the Lea between Bow Bridge and Temple Bridge, including calico printing, dyeing, fellmongering and the manufacture of vitriol (sulphuric acid).

By contrast the east bank remained underdeveloped, with osier beds lining much of the bank between Bow Bridge and Old Ford Locks into the second decade of the 19th century (ACC/2423/P/1713, not reproduced). In places the only evidence of development was a towpath, which had been laid out in 1771/2 by the Trustees on the east bank between Bow Bridge and Old Ford (RAIL 845/50: 246).

The east bank's earliest commercial development was the construction of Stratford, later Meggs, Dock, a stone-lined structure of about 80 yards long and 50 yards wide, which stood at the top of a channel cut into the bank just below Bow Bridge between *c*1800 and 1812 (St Leonard's Bromley parish map of 1812; also ACC/2423/P/0601, not reproduced). It has been suggested that it was built by the Middlesex and Essex Turnpike Trust and later leased by John Meggs, founder of the ladder makers which traded from premises on Stratford High Street until the 1920s (VCH Essex, 1973: 59, 85), although it is not clear whether this was the same as the John Meggs who signed both the 1825 and 1828 petitions.

Despite progressive infilling from its eastern banks the western half of Meggs Dock and the approach from the Lea dock survived until the end of the 19th century, although it seems to have been completely infilled by 1920 (VCH Essex, 1973: 59). Part of the entrance cut still forms a short stretch of the present east bank of the Lea, a short distance east of Hunts Lane.

4.5 The 1850 Improvement Act

By the late 1840s it was apparent that the system that enabled vessels to negotiate the fall along the gradient between Hertford and the Thames was failing to meet the demands of the increasing volume of river traffic. The inadequacies of the existing system had been exacerbated by the continuing failure of the Board and the Conservancy Courts to regulate the activities of those who controlled the tide gates at bottlenecks such as Bromley Lock, forcing owners to lay up loaded vessels for days in the basins below (CLA/036/02/1828/4/2). Partly in response to the criticism from local businesses, the Trustees sought assent for an Act to improve the condition of the Navigation in 1849. The resulting Improvement Act of 1850 proposed a programme of works from Hertford Town Mill to Limehouse, which included a number of important alterations to the Hackney Cut above Old Ford Lock, to the Lock itself and to the navigable section of the Lea (also known as the Bow River) between the Lock and Bromley.

On the stretch above Old Ford Locks a new profile was created as the channel was widened and deepened below White Post Lane Bridge, and the parallel cut of the Hackney Sewer on the west bank was absorbed into the main channel (ACC/2423/P/1480, not reproduced). A new brick-built double-chambered lock replaced the existing single lock at Old Ford and it was intended to add an overshot weir to the west (ACC/24234/P/0557, not reproduced). The straightening and rebuilding of the stretch immediately below the lock on the west bank is also likely to date from this period. It is not clear whether this was completed as part of the lock rebuilding work, or whether it is the sole survival of the scheme to canalise and therefore shorten the Lea between the Lock and Bow Bridge by 140', which was sanctioned by the Act but never completed (ACC/2423/P/0627, not reproduced).

4.6 The water supply of East London, c1809 – c1872

4.6.1 Public water supply from the Lea

For more than 60 years large areas of land on both banks of the Lea between Bow and Old Ford were set aside for the extraction, storage and distribution of a significant proportion of the public water supply of East London.

During the 18th century the earliest shoots of local industrial growth coupled with a rising population created demand for a regular public water supply in the Stratford area. In response the West Ham Water Company began supplying water drawn from the Waterworks River by their works at Saynes Mill in 1745 (VCH, Essex 1973: 57). The West Ham and the nearby Shadwell Waterworks companies had managed to deliver a rather patchy and inconsistent supply before the new East London Waterworks Company absorbed them in 1807 (Select Committee, 1821: 61).

Forbidden from drawing water from the Thames at Shadwell, the new company was ordered to take its water from the Lea, necessitating the construction of a new intake and reservoirs at Old Ford to supplement and ultimately replace the existing works at Saynes Mill (Select Committee, 1821: *ibid*).

4.6.2 The East London Waterworks Company Old Ford Works and Reservoirs, 1809 – c1870

Construction of the waterworks at Old Ford began in 1807, and the completed facility opened in 1809. Initially the works housed four steam engines of between 20hp and 100hp, which raised water from a pair of oval settling reservoirs and pumped it through four cast iron mains to customers across Limehouse, Shadwell, West Ham, Stratford and parts of Mile End (Select Committee, 1821: 54-58).

Water entered the reservoirs on the incoming tide through intakes situated on the west bank of the Lea, the location of which can be identified both on the 'long cut' plan of c1812 (ACC/2423/P/1713, not reproduced), and the 1869 Ordnance Survey map (Figure 14). Once inside, the water stood for two to three days in order that the heavier sediments held in suspension might settle, after which it was raised by the pumps and circulated via the mains (Report of the Commissioners, 1828: 20). Holding up to two day's supply of water, the reservoirs were open brick-lined structures with 1' thick gravel floors approximately 15'6" deep, the bottom 5'6" of which was lower than the bed of the Lea (Select Committee, 1821: 56).

At some point between 1821 and 1828 the company built two larger settling reservoirs on the opposite bank of the Lea (these are mislabelled 'Compensation Reservoirs' on the 1869 Ordnance Survey; (Figure 14). The four reservoirs at Old Ford covered a total of more than 11 acres and supplied over 36,000 customers (Report of the Commissioners, 1828: 19-20). The new reservoirs were also open, but were lined solely with gravel and were only 10' deep (*ibid*). A 36" aqueduct under the Lea connected the reservoirs on either bank, and could carry water from the intake on the west bank to settle in the reservoirs on the east (Report of the Commissioners, 1828: 20). It is not clear whether either of the east bank reservoirs took water directly from the Lea, though Stanford's 'Map of London and its Suburbs' of 1862 does show what appears to have been an overflow from the southernmost of the new reservoirs into the Pudding Mill River.

By 1828 the East London Waterworks Company was supplying 5,900,000 gallons of water each day drawn from the Lea at Old Ford (Report of the Commissioners, 1828: 21). The abstraction of such large quantities inevitably reduced the flow of water in the Back Rivers,

with potentially harmful consequences for the mills that depended upon them for power. As a result an agreement was reached with the Trustees that the company would build a reservoir north of Old Ford between the Hackney Cut and the Old Lea that would compensate for the loss of water, guaranteeing enough to power the mills and ensuring that the rivers remained navigable at low tide (Report of the Select Committee, 1834: 123). Because it was below the tidal limit of the Lea, the triangular 14-acre Compensation Reservoir was filled every incoming tide via an intake from the river at its southernmost end (Figure 14). The accumulated waters were subsequently discharged on the ebb tide via an outfall on the north east side directly into the Old Lea, thereby maintaining levels in the Lea Navigation, the City Mill and Pudding Mill Rivers (ACC/2423/P/0397, not reproduced). Water from this reservoir did not enter the public supply.

The Compensation Reservoir was also supplied by a sinuous channel that flowed into a sluice in its north-west corner from the Old Lea, at the point where the river met Temple Mills Road, which intercepted surface drainage from the fields and marshes to the north (ACC/2423/P/0963; 1894-6 OS London Sheet 32). This channel underwent a number of diversions in subsequent years and seems to have been largely culverted or infilled by 1916.

The reservoir did not discharge water into either the Channelsea or the Waterworks Rivers, both of which received the ebb tide as it flowed down from the tidal limit at Temple Mill. Despite the expansion of the Old Ford works, the Waterworks River continued to function as a reservoir in its own right, from which a 15'3" breastshot wheel at Saynes Mill raised water up to 90'-100' for an average of 12 hours out of every 24 in 1828 (Select Committee, 1821: 60; Report of the Commissioners, 1828: 19). Although Saynes Mill remained in the possession of the company until 1883, it had ceased being used to draw water before 1834, and was demolished before 1892 (ACC/2423/P/1746; VCH Essex, 1973: 91) (Figure 17).

In 1829 the company obtained powers to open an intake higher up the Lea, and the following year purchased the former Hackney Waterworks Company's works at Lea Bridge Mills (VCH Middlesex, 1995: 108). Construction began in 1830 on an open canal to take water from the new intake to the Old Ford reservoirs, and the pipes connecting it with the settling reservoirs on the east bank were laid under the Lea in c1832/3 (ACC/2423/P/0750; Report of the Select Committee, 1834: 121). The canal is somewhat confusingly identified as the East London Waterworks Company Waste Channel on the 1869 Ordnance Survey map (Figure 14).

The company announced in 1834 that the Old Ford intake was to close, and that year water began to be supplied via the new channel from Lea Bridge (Report of the Select Committee, 1834: 121). The change of supply reversed the sequence by which the reservoirs at Old Ford were filled, as water now descended via the canal in a constant slow stream into the northernmost reservoir on the east bank, thence to the reservoir to the south, and subsequently to the two on the west bank, from which it was raised by the pumps (Report of the Select Committee, 1834: 122). A channel that followed the eastern boundary of the upper reservoir on the east bank and entered the lower one via a sluice in its north-east corner allowed the latter reservoir to be filled independently of its partner. The uninterrupted flow from the Lea Bridge intake meant that water was no longer left in the reservoirs to settle and stagnate for several days, a development that convinced the company that there was no need to filter the water before it entered the public supply.

Increasing public scrutiny of the extent and quality of London's public water supply in the wake of repeated cholera outbreaks led to the 1852 Metropolis Water Supply Act, which instructed the water companies to cover all reservoirs within five miles of St Paul's. In response, the East London Waterworks Company covered the reservoirs on the west bank but left the pair on the east open, an infringement which was to cost it dearly the following decade (ACC/2423/EM/052; Correspondence &c, 1867: 11).

The outbreak of cholera that struck East London in 1866 signalled the end for the works at Old Ford. Despite repeated assertions from the company's representatives that unfiltered water drawn from the Lea was safe for domestic use, complaints from customers about the inconsistency and impurity of the water supplied by the company prompted an enquiry by Captain Tyler of the Board of Trade which found merit in two critical allegations regarding the water supplied from the works (Correspondence &c, 1867: 1).

The first charged that water from the Lea at Old Ford had found its way into one of the covered reservoirs on the west bank. Although it was never confirmed precisely how this had happened, the substance of the allegation was proven, and the company sought powers to close the reservoir in 1867. Under this new Act the company provided a filtering area for the surviving reservoir on the west bank, which was also made watertight and partially infilled to in order to raise its floor higher than that of the adjacent riverbed (Correspondence &c, 1867: 11). These modifications appear to have represented a stop-gap measure taken whilst work was undertaken on establishing new intakes on the Lea at Chingford Mill and on the Thames at Sunbury, and it is likely that the surviving reservoir was closed before the Thames supply came into use in 1871/2 (VCH, Essex 1966: 38). Following the closure of the reservoirs, the site was levelled in order to accommodate the Bow Goods Station yard and sidings. Extensive banks were constructed over the site of the former reservoirs, probably using spoil from the mound that had stood a short distance to the north. The adjacent stretch of the west bank of the Lea where the intakes were formerly located was entirely reconstructed when the goods yard and railway bridge over the Lea were built (Figure 14).

Tyler's second allegation concerned the open reservoirs on the east bank of the Lea. In addition to constituting a clear breach of the 1852 Act, it was charged that "no sufficient care was taken to protect the water against impurity" at the reservoirs before it was passed to the covered reservoirs for onward distribution (Correspondence &c, 1867: *ibid*). The company admitted the charges and closed the connection between the reservoirs on either side of the Lea in September 1866. The reservoirs were filled in shortly afterwards under the provision of the 1867 Act (*ibid*). It appears that the closure of these reservoirs was the cue for the long-delayed straightening of the curve in the Lea that had previously defined the south-west 'corner' of the upper reservoir, and corresponding works were carried out on the opposite bank between 1869 and 1894-6 (Figure 15). The overflow that discharged from the lower reservoir into the Pudding Mill River a short distance above the GER line was also infilled when the reservoirs were decommissioned.

In 1892 the East London Waterworks Company sold off the entire site, and by the following year railway sidings between the Northern Outfall Sewer and the G.E.R. mainline covered the site previously occupied by the reservoirs (Weinreib & Hibbert, 1983: 258).

The closure of the open reservoirs and the opening of new intakes at Sunbury and Chingford removed the original *raison d'être* for the East London Waterworks Channel below Lea Bridge. Thereafter maps no longer showed the channel below a point on the Hackney Cut north of the G.E.R. Victoria Park Branch line and the Clarnico Works on the east bank. Above this, however, it survived as far north as Copper Mills. This suggests that it was retained as a flood relief channel (as the 1869 Ordnance Survey caption suggests, Figure 14), possibly serving as both an overflow from the Lea Bridge filtration works in addition to its role as an open intercepting sewer for surface drainage from the marshes to the south. This would imply that the southernmost section was likely to have been culverted rather than simply infilled, and the presence on the 1894-6 Ordnance Survey (Figure 15) of a bank that followed the channel's former north-south course on both sides of the Old Lea before terminating at the point it reached the L.C.C. Northern Outfall Sewer embankment offers some support for this suggestion.

When the West Ham Corporation finally gained admission to the L.C.C. main drainage system in 1893, it is likely that the culverted channel was again diverted, possibly to the Corporation's new pumping station situated just above the Northern Outfall Sewer embankment on the east bank of the Lea south-east of Old Ford Locks (VCH Essex, 1966: 40).

It appears that the Old Ford Compensation Reservoir functioned so long as the company drew water from the Lea below Chingford Mill. However, the construction of new reservoirs at Walthamstow in 1867 (ACC/2423/P/0543/, not reproduced), the opening of the Thames intake above Sunbury in 1872 and the Chingford intake after 1882 must have rendered the Compensation Reservoir redundant by the beginning of the 1880s at the latest (ACC/2423/P/0540; VCH Essex, 1966: 38, not reproduced).

Neither the precise dates of infilling nor the process by which the reservoir was infilled appear to have been documented. The 1894-6 Ordnance Survey map shows the reservoir site after infilling; its north-eastern area is depicted as marsh and the outline of its former banks remain clearly visible. The outlet on the Lea also survived, although it now served as an outfall for the diverted surface drainage channel from Temple Mills Road that had previously fed into the north-west corner of the reservoir. This short-lived channel across the former reservoir had disappeared by 1908, although it is not clear whether it had simply been infilled or had been culverted and redirected, perhaps to the recently built Old Ford Pumping Station. What appears to have been a breach in the west bank of the Lea, possibly made in order to take advantage of the inclined reservoir floor to assist the draining of the reservoir, is visible on both the 1894-6 and 1914-6 Ordnance Survey maps (Figures 14 and 15). The embankments on either side of the outlet gates survived in plan form on the north-eastern bank of the Lea on the 1914-6 Ordnance Survey, whereas the former intake at the southern 'apex' of the reservoir had been entirely filled in and the adjacent stretch of bank reconstructed by 1894-6.

Preliminary drawn sections of the Lea surveyed in association with the 1908 Lea Conservancy Board programme of works show that no trace remained of the intake on the north bank, whilst a stone-built river wall on the opposite bank indicated the location of the Metropolitan Water Board Old Ford Pumping Station. Further sections reveal that the reservoir itself had been completely infilled by 1908, and show a gentle gradient falling southward across the former reservoir site (subsequently occupied by a timber yard) towards the north bank of the Old Lea (*ibid*).

4.7 Drainage and sewerage in the Lower Lea Valley, c1850 – c1890

The continuing growth of industry and population in East London after 1850 placed increasing demands upon the drainage of the Lower Lea Valley, and it became apparent to both parish vestries and the Commissioners of Sewers that the existing provision, which relied upon the pre-industrial network of open sewers to convey surface drainage into the waterways was incapable of coping with the new pressures being placed upon it.

The sheer volume of new residential development without adequate sewerage provision quickly overcame the existing infrastructure and a number of parochial authorities applied for Local Board status in order to exert a greater degree of local control over the problem. Local Boards were established in West Ham in 1857, and in Leyton in 1873 (VCH Essex, 1973: 40, 205). Parliament passed several Acts compelling local authorities to improve sanitary provision in urban areas including the Sanitary Act of 1866, the Public Health Act of 1872 and the Sanitary Laws Amendment Act of 1874, which together defined the responsibilities and powers of local authorities in respect of sanitation and sewage disposal. Hackney District Board of Works took over local sanitary control in 1856, and was

admitted to the Metropolitan Board of Works main drainage system when it was opened in the early 1860s (VCH Middlesex, 1995: 110-115). The West Ham Local Board began to develop an independent main drainage scheme in 1861, whilst Leyton's vestry began work on its main drainage system in 1866 (VCH Essex, 1973: 39, 200, 209).

On completion, both of the latter schemes proved somewhat unsatisfactory and they continued to discharge sewage at various stages of treatment into the Lea and the Back Rivers during the 1860s and 1870s. The Trustees of the Lea Navigation gave the West Ham Local Board temporary permission to discharge untreated sewage into the Lea at Bow Creek from 1861, whilst much of Leyton's sewage, and some from Walthamstow, found its way to the already blocked Channelsea River (*ibid*). Complaints of pollution by neighbouring districts mounted, and a number of Local Boards resorted to litigation in order to restrain their neighbours from polluting their waterways.

The Lea Conservancy Act of 1868 gave statutory responsibility for the prevention of pollution in the Lea and its tributaries to the newly constituted Lea Conservancy Board (L.C.B.) (HLG/50/52). This body, which replaced the Trustees, launched a long-running campaign aimed at cajoling Local Boards and districts the length of the Lea to improve their sewage disposal arrangements. In response both West Ham and Leyton greatly improved local drainage, sewage treatment and disposal during the early 1880s. Both Boards upgraded their treatment works, and by the early 1890s both were separating surface drainage water from the main sewers by building separate storm water drains on the roads (ACC/2423/PP/027; VCH Essex, 1973: 38-40, 209, 210). These and other improvements helped to alleviate the worst of the pollution in the Back Rivers, though they were at best to prove a temporary solution to a much larger problem.

4.8 The Bow Back River and the River Lea between c1850 and c1890

Little new work was carried out on the Bow Back River during the period. The problems of silting and tidal flooding in the Back Rivers, which were intensified by the rising levels of river-borne pollution, are likely to have affected the 'natural' and man-made inlets that lined the channel, and considerable effort would have been required to keep them in working order.

On the east bank of the Lea development infilled the hitherto underused land between Bow Bridge and the G.E.R. railway bridge. Above this the banks were rebuilt following the closure of the East London Waterworks Company's reservoirs, and the area behind became occupied by sidings. On the west bank an inlet in the triangular garden between the river, Old Ford Road and the G.E.R. bridge was infilled after 1869, and a vertical stone bank, later capped in concrete, erected in its place. The plot was later occupied by a timber yard, and the bank, its timber fenders and mooring rings survive (MoLAS-PCA, 2005: 4.4.1). North of the Bow Goods Yard the original stone-built wharf walls used by the Printing Ink Works and the Iceland Wharf Ammonia Works survived the rebuilding of the west bank after the closure of the covered reservoirs, and the walls depicted on the 1869 Ordnance Survey still survive (*ibid*).

4.9 Flood prevention programmes and protective works on the Lea and the Back Rivers, 1890 – 1935

4.9.1 Lea Conservancy Board flood relief and canalisation to 1829

The sewerage works of the 1860s to the 1890s succeeded in treating and taking foul sewage away from homes and workplaces, but did not address the broader problem of drainage in the Lea Valley. During the early years of the 20th century increasing quantities of treated effluent and storm water drainage discharged by the expanding districts upstream of the tidal limit at Temple Mills accumulated in the Back Rivers, “washed backwards and forwards at every state of the tide” according to the Hackney Borough Engineer in 1921 (HLG/50/49). An ever-growing quantity of silt settled on the beds of the Stratford Back Rivers, creating potential obstructions to navigation, blocking wharves and causing floods along the banks.

In 1891 the L.C.B. published plans for a scheme intended to alleviate the flooding by partially canalising the Back Rivers and parts of the Lea between Old Ford Lock and the Carpenter’s Road Bridge (Figure 14). It was also hoped to make the lower course of the Waterworks, the City Mill, and the Pudding Mill River above St Thomas’ Mill fully navigable. However, the Parliamentary Bill promoting the scheme was withdrawn before it received assent after opposition from river users and certain upstream districts to the levying of tolls to fund and maintain the system.

Although the 1891 programme was never fully realised, certain elements resurfaced over the following years, some under the guise of the 1908 Back River cleaning programme (ACC/2423/P/1747).

Furthermore, a number of important alterations not associated with the scheme were made to the Bow Back River following the development of Cook’s Road, and to the east–west stretch of the Waterworks River during the late 1880s and early 1890s, which were to transform the banks along both waterways.

In the wake of the 1891 programme and the Bow Back River improvements, ambitious plans were submitted to Parliament by the West Ham Corporation for the widening of Stratford High Street on the south bank of the Waterworks (ACC/2423/PP/027/371, not reproduced). The Corporation and the Bridge House Estate also submitted plans, for the laying out of a new road network upon the hitherto neglected area between the City Mill and Waterworks Rivers, which was to be linked to Warton Road by a new road bridge (ACC/2423/PP/027/368, not reproduced).

Although neither of these schemes took off, an increasingly well-documented process of piecemeal repair, infilling and rebuilding of banks elsewhere on the waterways continued throughout the period, prior to the large-scale rebuilding of the 1930s.

4.9.2 The River Lea and the Hackney Cut between 1891 and 1935

Extensive stretches of the banks of the Lea between Bow Bridge and Old Ford Lock were rebuilt or repaired during the early decades of the 20th century. A steel coffered bank on the east bank between the Bow Interchange and Old Ford Lock was constructed of uncapped Larsen 12” x 5” steel piles, tied into the banks by steel tie-bolts (ACC/2423/P/0156 not reproduced; MoLAS-PCA, 2005: 4.5.3). Similar techniques and materials were used in the reconstruction of Liberty Oils Wharf, a short distance above Bow Bridge on the west bank (ACC/2423/P/2568). 15” x 5” x 16’ interlocking Larsen sheet steel piling was used to rebuild approximately 20’ of the company’s river frontage,

anchored by ties embedded in the banks behind. The new wharf wall was capped with a reinforced concrete kerb (Figure 18).

Neither the 1891 nor the 1908 plans to partially canalise the Old Lea between Old Ford Lock and Carpenter's Road Bridge were realised, and works were confined to the infilling of the old Compensation Reservoir intake and outlet, and to the short stretches of remodelled banks in the vicinity of the Back River intersections. However, from the turn of the 20th century, Board engineers had repeatedly advocated the construction of a new lock or pair of flood gates on the Lea above the Pudding Mill intersection, intended to replace the tide gates a short distance to the south-west at Old Ford. The Pudding Mill Lock was eventually constructed between c1922 and c1928, a short stretch of the bank narrowed and the towing path rebuilt (Figure 19).

Before the beginning of the 20th century, the banks of the Hackney Cut had remained largely unaffected by commercial development south of the noxious industries on White Post Lane (VCH Middlesex, 1995: 95). Following the opening of Clarke, Nicholls and Coombs' Clarinco Works in c1910, the underused east bank became open to development. Much of the present east bank is constructed of uncapped steel piles (MoLAS-PCA, 2006, 4.5.4), and may date to the reconstruction of the towing path in 1929. The contract for this scheme specified that contractors use interlocking British Steel Piling Company 15" x 5" piles, or Universal Joist Steel Sheet Piling and 12" x 5" Simplex Piling. Anchor Blocks for the piling were to be placed as far back as the banks would allow, with the space between pile and bank infilled with poured concrete (*ibid*) (Figure 20).

4.9.3 Canal mania in the Lower Lea Valley

During the early 19th century the Trustees showed renewed interest in proposals for large-scale improvements to the Navigation below the Hackney Cut, and at least two canalisation schemes were published, possibly in association with the abortive London to Cambridge Junction Canal. Whereas the first of these schemes proposed a modest cut between Old Ford Lock and Bow Bridge, the more ambitious envisaged the construction of a long north-south cut between Old Ford Lock and Three Mills, which would have intersected both the 'Old River' and the western end of the Bow Back River before rejoining the Lea to the west of Three Mills (Figures 21 and 22).

Neither of these plans progressed beyond the drawing board and it does not appear that any effort was made to modify the alignment of this stretch of the Lea until later in the century. The final flourish of the 'canal mania' of the late 18th and early 19th centuries took place with the construction of Sir George Duckett's (later the Hertford Union) Canal between White Post Lane Bridge on the Hackney Cut and the Regent's Canal in 1830. Duckett's Canal was a speculative venture by its eponymous namesake, which lay without the jurisdiction of the Trustees of the Lea Navigation. Originally intended to encourage Lea traffic to use Limehouse Basin in preference to the East India Docks, Duckett's Canal did not prove to be a commercial success (Mylne, 1993 edition). Owing to the sharp fall between the Regent's Canal and the Hackney Cut a sequence of three sets of locks were installed in the lower reaches of the Canal. This section overlay the network of drainage channels that Cardwell had depicted to the west of the Hackney Cut, and the Hackney Sewer was culverted underneath it south of White Post Lane and just east of Bottom Lock. Before the 1850s this sewer then flowed south to Old Ford Lock via a channel on the west bank of the Hackney Cut (Figure 22).

4.10 The Stratford Committee

Despite the fact that the Trustees had successfully discharged their obligations to improve the Navigation, they appear to have been less effective at managing disputes between users of the waterways. By the 1820s disquiet was growing concerning the apparent inability of the Trustees and the jurors of the Conservancy Court to address the rising number of flagrant abuses of the navigation by mill owners, which had caused an increase in the frequency of tidal flooding on the banks of the Lea and the Back Rivers in Stratford. The extent of the damage caused by flooding was exacerbated by the growth of trade and industry in the area over preceding decades, and in 1825 a committee representing local businesses affected by the floods was established in order to lobby the authorities to correct the abuses and restore the navigation (CLA/047/LR/07/022; CLA/036/02/1828/4/2).

The Stratford Committee identified a number of long-standing encroachments that they considered were responsible for the floods that had caused its members “the greatest inconvenience and loss” and which they believed threatened the economic viability of the entire Lea Navigation if left unresolved (CLA/036/02/1828/4/2). The failure of the authorities to act on the Committee’s recommendations was cause for a further petition concerning the deteriorating state of the navigation, addressed directly to the Mayor and Court of Aldermen of the City of London in 1828 (CLA/047/LR/07/022).

The report and petitions, together with a map of the Back Rivers that accompanied the latter (Figure 24), offer a useful insight into the condition of the waterways and the growth of industry during the second quarter of the 19th century.

5 Development and function of the waterways: the Channelsea and Waterworks Rivers

5.1 The course of the Channelsea and Waterworks Rivers

Before the early 20th century, the Channelsea branched off the Waterworks River south of Temple Mills then headed south-east towards the Causeway (later Stratford High Street), below which it passed through Wigen/Abbey Mill, before joining the Lea below Three Mills.

A short distance south of the junction with the Waterworks River, a number of ditches joined the Channelsea from the east. The channel that entered at Potter's Ditch was the northern boundary of the detached portion of the Wanstead Slip, the south-western extremity of the parish of Wanstead, and as such almost certainly predated the 13th century (VCH Essex, 1973: 317). To the north of this another ditch entered the Channelsea at the point where the river headed west towards the Waterworks River. This channel was labelled the Leyton Common Sewer on a map of 1825/8 (CLA/036/02/1828/4/3), which showed it draining into the Channelsea at the same point where the present day Henniker's Ditch joins the river (Figure 24). It appears therefore that the Leyton Common Sewer carried surface drainage from the Leyton Levels to the north-east, and joined Henniker's Ditch a short distance to the east of the Channelsea, into which both discharged floodwater from the Levels and the adjacent marsh.

It is possible that the Channelsea between the Waterworks River and Abbey Mill was diverted from an earlier course prior to the construction of the Channelsea Bridge at the beginning of the 12th century, in order to exploit it both for tidal power and navigation. Clayton's 1821 tithe survey of the parish of All Saints West Ham reveals that the south-eastwards curve of the Channelsea from its junction with the Waterworks River towards the Abbey Mill seems to be overlain across an earlier pattern of land divisions (Figure 23). It is also possible that an earlier course of the river may have been preserved in the distinctive pattern of field boundaries to the east of the Waterworks, in which the alignment of the upper section of the river seems to continue southwards until it rejoins the Waterworks on a bend north of the London–Stratford Causeway.

During the 14th century the Channelsea River above Abbey Mill was prone to tidal flooding, and it is possible that this may have caused minor alterations in the river's course. It is likely that the increasing frequency of tidal flooding during the 14th century impeded drainage in the Back Rivers, encouraging deposition in the channels and causing the river to overwhelm existing defences. In turn this inflamed a long-running dispute between local landowners regarding responsibility for drainage and flood prevention works that continued throughout the 14th century (Barber *et al*, 2004: 36, 56).

5.2 Development and industry on the Channelsea and Waterworks Rivers

The earliest depiction of the Channelsea River, Bridge and Abbey Mill appears in 1560 on a sketch map of the Lea and the Back Rivers drawn by Elizabeth I's Lord Chancellor William Cecil, Lord Burghley, which also showed the braided channels of the Lea, the upper Waterworks and the Channelsea south of Temple Mills joining and then dividing again above Old Ford (Bull, 1958: 375; SP12. State Papers (Domestic) Elizabeth, Volume 15, No. 16).

The land on either side of the upper reaches of the river was generally set aside for grazing, though osiers were cultivated along the banks between the mid-16th and 19th centuries (VCH Essex, 1973: 74-6). By the end of the 17th century the area of the Abbey Marsh between Channelsea Bridge and Abbey Mill on the east bank of the Channelsea had become the centre of the English calico printing industry (VCH Essex, 1973: 77; ACC/2423/P/0601, plan not reproduced). In 1699 a calico printer was accused of erecting dams and sluices in the Channelsea presumably in the vicinity of the later 'Calico Ground', and was instructed to remove them. Calico printing on the east bank expanded throughout the first half of the 18th century, to become one of the major industries in the area by 1740.

The 1825 petition, which related to the abuses on the River Lea and Lea Navigation, had also affected the local businesses associated with the Channelsea and the Waterworks River. One of the signatories of the 1825 petition was a Mr Moline, owner of the Hop Ground on the north east bank of the Channelsea at High Meads, (CLA/036/02/1828/4/3). Both Chapman and Andre's map of 1777 and the petitioners' map of 1825 show the Hop Ground located close to an unidentified riverside property on the east bank of Channelsea. This structure, and a footbridge over the river, were probably associated with the Hop Ground. A short distance to the south on the west bank, a dye works was depicted on a speculative canalisation plan of c1812, though this does not appear on any other map of the period (Figure 22).

By 1828 however, 'the creek by Temple Mills communicating with the main stream' at the top of the Channelsea had become blocked, preventing vessels from entering the Waterworks and thence the Lea Navigation, rendering the river inaccessible to shipping from the Channelsea (CLA/036/02/1828/4/2, Figure 24). Clayton's tithe map of 1821 shows what appears to be floodwater in the field on the east bank adjacent to the two channels that linked the Channelsea with the Waterworks, indicating that the river had indeed breached its banks at this point, most likely as a result of an obstruction in one or other of them.

The fact that Temple Mills was derelict throughout much of the 1820s suggests that for once the blockage may have been a consequence of neglect rather than the self-interested actions of the occupants (VCH Essex, 1973: 199). It is not altogether clear whether the blockage was completely cleared, although the main channel to the Waterworks appeared free of obstruction in the Commissioners of Sewers survey of 1829 (ACC/2423/P/0601, not reproduced). However, the upper reaches of the river appear to have become increasingly sluggish and blocked thereafter, and it is possible that the navigation was never fully restored.

Away from the Saynes and City Mills sites and the south bank above the High Street, there was little development along the Waterworks River before 1850. Land on the east bank that had been owned by the Carpenter's Company since the 18th century remained undeveloped, although a bridge carrying the Eastern Counties (later Great Eastern) Railway from Shoreditch to Romford (extended to Colchester in 1843) had been built in 1839 (VCH Essex, 1973: 46, 61). Three arches spanned the river, the riverside track later known as Wharton (Warton) Road and the Great Tommy Lea Sewer, which discharged into the Horse Pond at the foot of the Waterworks River (COL/PL/01/049/B/365). The bridge was later modified in order to accommodate the widening of Warton Road and the culverting of the Great Tommy Lea Sewer during the 1880s. Between the bridge and the Horse Pond a number of dilapidated properties lined the east bank alongside the future Warton Road; these were demolished during the 1880s (COL/PL/01/049/B/356, 359).

5.3 The Channelsea and Waterworks Rivers between c1850 and c1890

Throughout the 1870s the West Ham Local Board reported that effluent from the Leyton Sewage Works was entering the upper reaches of the Channelsea, and in 1878 the Board secured an order from Chancery preventing Leyton from discharging into a channel known as the Wanstead Ditch (VCH Essex, 1973: 39, 209). This ditch is most likely to have been the northern boundary of the Wanstead Slip, which was absorbed into West Ham in 1875. The opening of the Eastern Counties (later Great Eastern) Railway from Stratford to Cambridge in 1840, and the construction of the Grange Park estate to the north-east of the line after 1860, had disrupted surface drainage in the area, and it appears that effluent from the hastily constructed sewage works was entering the river via a lower watercourse than it had done previously, although it is possible that it was also discharging via the Leyton Common Sewer/Henniker's Ditch, both of which remained open at that time. It is also likely that before the completion of the West Ham main drainage system the latter carried sewage from the Henniker's Road area of Stratford New Town, which had been built to the east of the G.E.R. Railway Works during the 1840s and 1850s (VCH Essex, 1973: 47).

In 1883 the connections between the Leyton Common Sewer, the Wanstead Ditch and Henniker's Ditch were severed, and the Sewer was diverted in order to discharge treated effluent from the recently upgraded Leyton Sewage Works into the Dagenham Brook, which in turn discharged into the Waterworks River (Figure 25; VCH Essex, 1973: 200). This was followed by the culverting or infilling of the entire length of the now redundant Wanstead Ditch before 1894-6, leaving Henniker's Ditch to discharge only storm drainage into the Channelsea thereafter.

To the south, the Carpenter's Company began to develop Carpenter's Road in the early 1860s. The road spread north-west from the High Street parallel to the east bank of the Waterworks, reaching the G.E.R London to Colchester line by 1864 (VCH Essex, 1973: 46; 84). The near simultaneous development of Carpenter's and Warton Roads opened up the east bank of the Waterworks, where previously only the short-lived Photogenic Gas Company Works had stood. Industrial development spread along the length of the road and river shortly thereafter, beginning with Boake Roberts & Co., who occupied a riverside site near the new Carpenter's Road Bridge from c1870 (VCH Essex, 1973: 78). A short distance to the south east S.H. Johnson & Co.'s chemical engineering works (established in 1876) shared the old Photogenic Gas Works' wharf with Johnson & Co.'s Saccharum Works into the 1890s, by which time most of the riverside plots were occupied (Figure 17). By the end of the 1870s the Lea Valley Distillery Co., Wilton's Candle Works and James Palmer & Co. candle and soap factory on Warton Road occupied the remainder of the river frontage above the G.E.R. Bridge. By the early 20th century the entire east bank between Warton Road and the Carpenter's Road Bridge was lined with a mixture of stone and concrete walls and wharves (ACC/2423/P/1747/2,4, not reproduced).

This industrial development was soon followed by the construction of a new residential district between the Waterworks, the railway lines and the Channelsea. In the wake of this the established network of open sewers was progressively culverted, diverted and redirected into the main drainage system in a correspondingly piecemeal manner. Nowhere is this better illustrated than in the history of the disappearance of the Great and Little Tommy Lea Sewers.

Before the 1840s the Great and Little Tommy Lea Sewers were unremarkable (and apparently nameless) channels that conveyed surface drainage into the Channelsea River from the High Meads to the east. To the south-west of the Channelsea excess floodwater from the Stratford Marsh was drained by continuations of these channels that flowed into the Waterworks River (Figure 26). The development of Stratford New Town after the opening of the Stratford Railway Works in 1847 added considerably to the load carried by

the northernmost branches of the sewers, and long stretches appear to have been culverted to the north and east of the Channelsea during the 1860s.

South of the river the sewers remained open when Carpenter's and Warton Roads were built, with the Great Tommy Lea to the north of the G.E.R. mainline and the Little Tommy Lea running alongside it to the south. The former then headed along the west side of Warton Road before joining the Waterworks at the Horse Pond, whilst the Little Tommy Lea joined the Great Tommy Lea via a culvert under the road south of the Warton Road railway bridge. In the early 1880s the Carpenter's Company planned to widen Warton Road to 40' and convert the Great Tommy Lea into a covered sewer that ran the length of the road parallel to the river. Because the sewer was already at a lower level than the road and the river (COL/PL/01/049/B/365), it was planned to use it as a storm water drain, which would take run-off surface water from Warton Road and the houses and factories to the east via a series of parallel glazed drainpipes that ran east-west underneath the road at regular intervals (COL/PL/01/049/B/361).

A couple of years later much of the northern stretch of the Great Tommy Lea between Carpenter's Road and the Channelsea was culverted after the G.E.R. acquired land from the Carpenter's Company in order to build the Carpenter's Curve and the Carpenter's Road Goods Depot at High Meads (COL/PL/01/049/B/364; 365). Much of the Little Tommy Lea between Carpenter's Road and the G.E.R. North Woolwich Line curve appears to have been culverted in association with the Lett Road development built between 1869 and 1894-6, although both its western extremity alongside the G.E.R. mainline and a peculiarly stunted stretch in the east between the North Woolwich Line and the Channelsea survived until at least 1916 (Figure 27). The paucity of documentation relating to the gradual culverting of these two sewers proved to have been something of an inconvenience to the London Passenger Transport Board when planning the Central Line extension to Stratford in 1936: the absence of reliable contemporary plans meant that it became necessary to sink boreholes in order to find the missing sewers.

The inevitable consequence of the progressive conversion of sewers into storm water drains was an increase in the volume of water discharged into the Waterworks and other Back Rivers during periods of heavy or prolonged rainfall. Although this was the only practical means of discharging excess floodwater, its success was dependent upon a solution being found to the as yet unresolved problem of the pollution of the lower Lea and the Back Rivers by sewage from *other* districts.

5.4 The Channelsea and Waterworks Rivers between 1891 and 1929

Major works were carried out by the L.C.B. in the upper reaches of the Channelsea and Waterworks Rivers during the early 1890s. These were designed to improve drainage into the main channel of the Lea.

The upper and lower reaches of the Waterworks were disconnected from one another; creating in effect two separate Waterworks Rivers. The stretch that had run south of the Bully Fence to the point at which the southern branch of the Waterworks branched from the Lea was culverted. In line with the scheme proposed by the L.C.B. in 1891, the lower Waterworks River was intended to become an element of the Stratford Back Rivers Canal system, whilst the upper stretch was shorn of many of its blocked and sluggish branches in order to improve drainage from the higher reaches of the Lea (Figure 17). This necessitated the infilling of a number of superfluous stretches of the Channelsea.

A bank was built between the east end of the Potter's Ditch, south along the east bank of the Waterworks and south-east along the east bank of the Channelsea, thereby isolating the

curved stretch of the Channelsea to the east in order that it might be infilled and a new junction created beneath it between the Channelsea and the Waterworks (Figure 15). The Channelsea above this point had been scarcely navigable for most of the preceding 60 years, so it was intentionally converted into a conduit to convey floodwater from Henniker's and other ditches into the improved upper Waterworks.

After the curve had been removed, the junction with the Waterworks above Potter's Ditch, west of the junction with the nameless ditch parallel to and north of Henniker's Ditch, was closed and the once navigable top stretch of the Channelsea was infilled. The sole connection between the surviving section of the truncated upper stretch of the Channelsea and the Waterworks above Temple Mills was therefore the non-navigable weir by-pass channel. This was infilled between 1916 and 1926, leaving a short redundant stretch to the south that came to a dead end immediately below Temple Mills Lane, which was infilled itself in 1927 (Figure 27).

Plans to create a wide 'bell-mouth' shaped junction at the point where the new southern Waterworks branched from the Lea were shelved, and the layout of the existing intersection was retained after the stretch to the north was infilled. The 1908 survey revealed that the short stretch of new bank was reinforced with timber piles, possibly of a similar specification to those specified for the proposed Pudding Mill River cut of 1908 (Plate 1) (ACC/2423/P/1747/1, 2, 4, not reproduced).

6 Development and function of the waterways: the City Mill, Pudding Mill and Bow Back Rivers

6.1 The Pudding Mill River between c1740 and c1850

In 1752 the Lefevre partnership briefly closed the tide mill at St Thomas' Mill to ensure a larger pen of water for their works at Three Mills, whilst the Stratford Distillery continued to operate into the 1770s and possibly beyond (Fairclough, 2003: 5; VCH Essex, 1973: 79, 90). After 1767 the mill was leased to a succession of tenants and sub-tenants, who used it as a paper mill, a corn mill and an oil mill until the East London Waterworks Company acquired the freehold in 1839 (VCH Essex, 1973: 90).

Almost the entire east bank above St Thomas' Mill was devoid of development before reclamation began in the 1850s and 1860s. Until that date expansion from the south was constrained by the low-lying land on either side of Marshgate Lane, particularly beside the riverbanks to the west, large areas of which were marsh and regularly inundated by tidal flooding. The petitioners' map of 1828 shows the area submerged under a semi-permanent pool of standing water possibly caused by prolonged water penning and consequent flooding above St Thomas' Mill (Figure 24). The construction of earthen embankments on either side of the river north of St Thomas' Mill during the 1850s/early 1860s permitted limited development on the east bank from c1862 (Stanford's Library Map of London and its Suburbs, 1862; VCH Essex, 1973: 84); however to the north much of the area between the river and the northern extent of Marshgate Lane remained waterlogged at the end of the 1860s (Figure 14). It was not until the banks were rebuilt around 1869/1870 that development began.

Nobshill/Knobshill windmill stood on the east bank a short distance south of the junction with the Lea. The mill was not depicted on Chapman and Andre's map of 1777, though the plot upon which it stood is clearly shown on Chapman's tithe map of 1821, and the mill itself is identified on the 1869 Ordnance Survey. The mill had been demolished by 1894-6.

The west bank above St Thomas' Mill remained largely deserted before and after the construction of the Eastern Counties Railway (G.E.R.) bridge in 1839, although an overflow for the southernmost East London Waterworks Company settling reservoir was cut into the riverbank between 1821-1828.

6.2 The City Mill River between c1740 and c1850

By the end of the 18th century Cooke and Co. Distillers was the principal tenant of the City Mills site. A plan accompanying a lease agreement of 1797 shows the distillery in the south-west corner, alongside ancillary structures such as a cooperage, a counting house and a residence for the head distiller (Figure 29 and ACC/1037/99). These buildings formed a range on the east bank of the City Mill River, facing a stable block that stood on the north bank of the Waterworks, adjacent to the Mill Tail. To the east, Spilemans Mill continued to grind corn.

The Merchant Taylors Company owned the south-east corner of the site east of the mill tail. A piggery and a range of service buildings occupied the ground to the north, standing a short distance apart from the 'bacon warehouses' on the east bank of the City Mill River where pigs were slaughtered and their carcasses cured (Fairclough, 2003: 11). This latter

block had a small dock inlet on the east bank of the City Mill stream providing access to the river. Two windmills and a malt house, which would have supplied the distillery, stood north of the ‘void ground and morasses’ at the north and east of the bacon warehouse.

Pig rearing was often carried out in conjunction with distilling, with pigs fattened on the waste generated by milling and distilling, then slaughtered and the bacon cured on site; though distillery pig farms were in decline by the time the Spilemans Mill lease was sold at the end of the 18th century (Fairclough, 2003: 8-11). The disposal of slurry from these farms presented a problem for the river authorities, and the Commissioners of Sewers forbade the owners of Three Mills from discharging waste directly into the Lea during the 1750s (*ibid*). In the absence of any identifiable sewers or outfalls at the site, it is likely that the porcine and equine waste from the City Mills was disposed of in a similar manner.

In 1805 Messrs Howard, Jewell, Gibson and Howard, trading as Howards & Sons, purchased the lease of City Mills (CLA/047/LR/07/022; VCH Essex, 1973: 77). Howards & Sons manufactured ‘pharmaceuticals, technical and toilet preparations’ at the City Mills site until 1914, although they sublet both the mill (VCH Essex, 1973: 79, 82) and the windmills (ACC/1037/103/1). Shortly after acquiring the lease, Howards began a substantial programme of demolition and rebuilding in the north and east areas of the site. The Chemical Works and ‘Laboratory Yard’ were erected in the area formerly occupied by the piggery and bacon warehouses, whilst the stretch of the north bank of the Waterworks previously owned by the Merchant Taylors Company was extensively rebuilt (ACC/1037/99). A cofferdam was built in the river east of the mill tail, which was infilled and the existing bank to the east straightened and rebuilt in stone, providing new wharfage for the works (ACC/2423/P/1747/2, not reproduced). This was completed between 1805 and 1860, and riverfront capacity was further increased by the construction of a dock at the southern end of the new Chemical Works a short distance along the bank to the east (COL/PL/01/049/B/352). The partners of Howards & Sons were signatories to both the 1825 and 1828 petitions, and given the extent of their dock and wharf frontage it is easy to see how their business may have been affected by both the delays caused by the closure of the Bromley tide gates and the flooding of the Back Rivers that ensued.

Redevelopment on the east bank of the City Mill River was less extensive than elsewhere on the City Mills site, although the inlet near the former bacon house was infilled and the bank adjacent to the Laboratory Yard appears to have been rebuilt and lined with trees. The bank was surveyed in 1908, revealing that timber revetment stood at the waterside, behind which a stone or timber wall stood further back, protecting the Laboratory Yard itself (ACC/2423/P/1747/2, not reproduced). The land on the east bank above Howards remained vacant into the 20th century.

On the west bank, the gardens that had overlooked the distillery were retained, and both they and the footbridge that linked them to the east bank were still in use in 1869. To the north of the bridge the west bank was devoid of development, with the sole exception of J.P. Murphy’s Tar and Turpentine Distillery, which was established in 1818 on the east side of Marshgate Lane, north of the future Eastern Counties (Great Eastern) Railway bridge (VCH Essex, 1973:80). Murphy’s constructed a stone-built wharf along their river frontage, which was still being used in 1908 by Smith Bros, who occupied the site from 1866 (ACC/2423/P/1747/2, not reproduced). This wharf was demolished during the 1930s when the stretch of the City Mill River above the railway bridge was widened to 65’ as part of the Flood Relief works of the 1930s (HLG/50/57).

6.3 The Bow Back River and Stratford High Street between c 1740 and c 1850

Stratford High Street and the Bow Back River to the north were the main foci for industrial development in the period before 1850, so it is not surprising that a number of the petitioners were based there. In addition to those already mentioned, these included the confectioner John Volckman and the lime kiln magnate and local dignitary Thomas Meeson, both of whom had good reason to complain about the damage to trade the delays at Bromley tide gates caused (CLA/047/LR/07/022; VCH Essex, 1973: 78, 79).

A number of the earliest businesses in the area were located on the High Street between Marshgate Lane Lock and Bow Bridge, including Thomas Frye's Bow Porcelain Works between 1749 and 1776 (VCH Essex, 1973: 79). A more durable concern was Thomas Meeson's lime burning and cement works, which was situated on either side of the High Street and the river. Meeson's works were founded before 1839 (VCH Essex, 1973: 85), and his involvement with the 1825 Committee suggests that it was probably trading a good deal earlier (CLA/047/LR/07/022). A dock inlet and wharf were built at the eastern boundary of the works on the south bank of the river between 1825 and 1869, although the dock was infilled in association with the limited canalisation of the banks of the river between Bromley Lock and Marshgate Lane Lock in the early 1890s. An outlier of Meeson's works stood on the north bank of the Bow Back River, situated on the north side of an inlet that may have been the original mouth of the Old River, the surviving southern stretch of which still drained into its south-west corner until both were infilled at the beginning of the 1890s.

Elsewhere on the largely undeveloped north bank, the by-pass weir and flood channel that flowed between St Thomas' Mill and the north-east 'corner' of the Bow Back River was infilled, and probably culverted. This was almost certainly accomplished between 1829 and 1834 (Figure 30).

To the east of Meeson's works on the south bank stood Barsham, Lonsdale & Co. Emery Works, which was established before 1839 (VCH Essex, 1973: 85). The west bank of the short stretch facing the old Marshgate Lane Lock was rebuilt in brick or stone between this date and 1869, although it is likely that it was demolished before the entire stretch was infilled in advance of the excavation of the new Bow Back River cut in 1935 (ACC/2423/AL/091, not reproduced).

6.4 The City Mill and Pudding Mill Rivers between c 1850 and c 1890

The east bank of the City Mill River above Howards and Sons remained devoid of development during the remaining decades of the 19th century. As Carpenter's Road and Marshgate Lane had made industrial expansion along the Waterworks and Pudding Mill Rivers possible, so the absence of a comparable highway prevented development from gaining a foothold between the City Mill and the Waterworks Rivers.

The construction of the Northern Outfall Sewer embankment by the Metropolitan Board of Works (MBW) between the Lea and the High Street in 1860/1 created a physical barrier to development along both banks. In advance of construction the MBW purchased a swathe of land from the Bridge House Estate that cut across the north east of Howards & Sons and through the former Saynes Mill site, which remained for the time being in the hands of the East London Waterworks Company (COL/PL/01/049/B/352). Structures on both sites were demolished and the banks of the Waterworks either side of the sewer crossing were rebuilt in concrete or stone (from 1908 sections: ACC/2423/P/1747/2, not reproduced). Shortly afterwards Howards took over Saynes Mill, clearing the entire area between the sewer

embankment and the railway line by 1892, which was turned over to cricket pitches and allotments that remained in use after the First World War (Figure 17).

Development along the west bank of the City Mill River and the east bank of the Pudding Mill River became possible after the rebuilding of the latter between the 1850s and early 1870s. Initially, earthen embankments were built on either side of the river extending north from St Thomas' Mill towards the G.E.R. bridge, which enabled construction of Augustus Smith & Co.'s Brush & Mat Factory on the west side of Marshgate Lane by 1862 (VCH Essex, 1973: 84) and John Alderson & Sons, rope & twine spinner, before 1870 (VCH Essex, 1973: 79-82). Slater & Palmer began manufacturing printing ink in 1882, and built a stone or concrete wharf on the west bank of the City Mill River (ACC/2423/P/1747/2, not reproduced). Further reclamation north of the G.E.R. line opened up Marshgate Lane and therefore the west bank of the City Mill River to development. Firms that set up in the area included T.H. Harris & Sons' Soap, Tallow & Bone Works, which moved there from the High Street in 1873. Harris & Sons constructed a timber-built wharf along their extensive river frontage, which was still present in 1908 (ACC/2423/P/1747/2, not reproduced).

6.5 The City Mill and Pudding Mill Rivers between 1891 and 1929

The 1891 and 1908 proposals envisaged that the City Mill River would be dredged and the banks partially rebuilt, and the intersection with the Lea simplified. The latter was carried out before 1894-6, though the other works were suspended. At least one episode of timber piling took place on the west bank, north of the G.E.R. bridge, where a stretch of plank and post banking was constructed in 1903 (MoLAS-PCA, 2005: 4.5.1). This is adjacent to the former West & Sons Rope Walk, and was highlighted on plans for the aborted improvement schemes (Figure 17).

Both the intake flume at Spilemans Mill and the dock on the north bank of the Waterworks at Howards & Sons Chemical Works were infilled between 1892 and 1894-6 (Figure 17). The former may have been culverted, and it probably signalled the end of milling at City Mills. When their lease expired in 1914, Howard & Sons relocated to Ilford, and thereafter the City Mills site was leased by the Corporation of London to a number of small business tenants, until the mill was demolished under the Flood Relief Scheme in 1932-3 (VCH Essex, 1973: 79, 90).

By 1908 the Pudding Mill River was hopelessly blocked by silt along most of its length, and must have been impassable to shipping. The 1891 scheme had proposed that a new cut be made at the junction of the Pudding Mill River and the Lea, whereby the north-eastward curve at the top of the former would be infilled and a new cut made continuing the alignment of the river towards the Lea. The proposal was resurrected in 1908 (Figure 19), and again in 1912 although it had still not been carried out by 1916. The 1908 plans were accompanied by a specification for timber piling to be used in the construction of the new cut (Figure 31). The banks of the new cut were to be excavated behind a wall of 6" x 12" x 20' timber sheet piles, interspersed every fourth pile with a 12" x 12" x 22' cast iron shod gauge pile, the whole length faced by a pair of parallel horizontal 6" x 12" timber fenders above the waterline and below bank level.

It is doubtful whether the long-planned cut was made much before work took place on the nearby Pudding Mill Lock in c1922, although it is likely that the 1908 specification was observed. However the banks of the of the Pudding Mill above the Knobshill Cottage footbridge were subject to rebuilding under the 1930 Flood Relief Act, and any *in-situ* piles encountered by the contractors are likely to have been removed prior to replacement.

Between Knobshill Cottage and St Thomas' Mill the London Power Company effectively canalised both banks of the Pudding Mill in order to improve the ingress of water into the cooling system of the Bow Generating Station on Pudding Mill Lane in *c*1928 (Figure 32). This was a major programme of works that entailed the narrowing of the channel to 22', in order to maintain a mean water level of 10.32' above Ordnance Datum the length of the waterway above the new intake, which was built a short distance to the south of the G.E.R. bridge. New banks were constructed behind interlocking reinforced concrete piles, consisting of intermediate sheet piles of 1' x 6" x 14'3" which were interleaved every sixth pile with 1' x 6" x 16'3" anchor piles, in turn tied into the bank with steel ties anchored in concrete blocks where necessary. Above the piles, reconstructed earthen banks sloped back towards the road and pathway on either side of the river.

6.6 The Bow Back River, the Three Mills Wall and the Three Mills Back Rivers between 1891 and 1929

Though not part of the 1891 canalisation programme, the banks of the Bow Back River between the old Marshgate Lane Lock and the junction with the Lea were straightened in the 1880s and early 1890s, possibly in association with the construction of the Cook's Road Bridge, which opened up the area between the Lea and the Pudding Mill River to development. This was accompanied by the infilling of all the natural and man-made inlets on both banks. The banks west of the Cook's Road Bridge were rebuilt in stone during this phase, although the southern bank appears to have been rebuilt in concrete subsequently.

7 Development and function of the waterways: the Back Rivers during the 1920s and early 1930s

7.1 Navigation issues

By the 1920s it was common knowledge that the Lea Valley was frequently subject to severe flooding, which was the result of a combination of factors:

- A lack of maintenance by the Lee Conservancy Board, who at the time were constricted by earlier Acts
- Local Councils who did nothing to control ongoing dumping of sewage into streams which fed into the Lea and its backwaters
- The abnormal building development of the outlying areas
- The construction of reservoirs higher up the Lea Valley by the Metropolitan Water Board.

A consequence of the seasonal flooding was substantial material damage and injury to the health of the inhabitants of the flooded areas. This led to the Lea Conservancy Board securing passage for the 1900 Bill, which empowered the Board to prepare a scheme to provide for the regulation and mitigation of flooding within the watershed of the river. The scheme was duly drawn up, but owing to the heavy costs involved it was not possible to proceed with the scheme (LAB 4/255).

It was not only residents and landlords based on the riverbanks but also river based industries were affected too. In June 1920, the Eastern Lighterage Company secretary sent a memo to the Ministry of Transport stating that;

'These backwaters have been navigable for many past years and have been and are of great service to the manufacturers whose factories are situated on their banks. Today they are in a deplorable condition for want of attention; partly silted up with mud; the few locks they possess broken and unusable and unless something is done they bid fair to become only muddy ditches' (MT 52/25).

He went on to state that the position was that:

'the navigation which was once easy has now become most difficult and we often get craft detained for weeks unable to get in or out or move in them subjecting the barges whilst waiting to the great and ever present risk of pilfering and even open robbery.' (MT 52/25)

There was incentive to appease the Eastern Lighterage Company as at the time it owned a fleet of 19 barges, each having a carrying capacity of between 60 and 70 tonnes, all of which were involved in the passage of goods on the Thames, the Lea and the Backwaters. They carried goods for 7 manufacturers: the Sugar Malt Production Co. Ltd, A. Boker Roberts & Co. Ltd, Palmer & Co., Gospo Ltd., French Asphalt Co. Ltd, A.J. Jeffery & Co., and Metropolitan Wire Spring Mattress Co., all of which were established on the banks of the backwaters. In addition to this the Lighterage Company promised that if improvements were made to the backwaters the company would be double their fleet, acting as carriers for 17 more companies: Jensen and Nicholson Ltd, Lysol Ltd, Day & Martin Ltd., London Dye Manufacturing Co. Ltd, The Saw Mills Co. Ltd, Charing Cross Electricity Works, Premier Fish Meal Company, Harrison & Barber Ltd., British Ultramarine Co. Ltd, S.H. Johnson,

George Johnson, Excel Co. Ltd., George Rice, London Varnish Co., Yardley's Ltd., Towlers, and G.M. Judd.

In answer to the complaint about the navigability of the backwaters the secretary to the Ministry of Transport stated that that:

'the Stratford unemployment Committee have for some considerable period been given attention to the question of the relief of unemployment, and in this connection have had the under discussion the possibility of clearing the backwaters of the River Lea. They take the view that the clearance of these water-ways would afford a considerable amount of employment, and would greatly improve the prosperity of the borough' (MT 52/25).

'It is understood that these water-ways are peculiar to Stratford, and they are silted up from the want of attention. If they were clear a very large amount of trade could be carried on there, and there would be a possibility of the erection of factories on their banks, since waterside accommodation anywhere near London is now greatly sought for' (MT 52/25).

In 1928, floods in London were particularly felt in West Ham. Lt.- Col. Hon. Ben. Bathurst wrote to the Times on 19th January, stating that:

'While much attention has been drawn to the results of the recent disastrous floods in certain parts of London, little mention has been made of the damage to the other localities, notably West ham, where some 1,200 houses were flooded out. A very important factor in the problem is presented by the backwaters of the River Lee. These, formerly used as a means of transport, are now in disuse, silted with mud and have become a source of danger to public health and a contributory cause to flood. Perhaps recent events may serve to move all concerned to take due notice of the situation' (MT 52/25).

In reply to his letter the Chairman of the Conservancy Board, Sir Edmund Barnard, answered:

'We as the Lee Conservancy Board, although fully cognizant of the Danger and harm which the present situation creates and of the imperative need for action in the direction of cleansing these backwaters and rendering them properly navigable, are absolutely powerless because, although we possess nearly every other authority over these rivers, we lack the essential statutory power to levy charges, dues, rates out of which the cost of the necessary works could be defrayed' (MT 52/25).

7.2 Pollution of the back rivers

The 1800s cholera epidemics, which had affected the whole of London, highlighted the need for drinking water to be kept separate from sewer systems. The Lea was one river that was in the service of both purposes, but its use for drinking water did not stop industries from dumping waste into it. By 1921 it appeared to many who lived and worked in the area that the problem of pollution in the Lea and the Back Rivers was getting worse rather than better. The continual failure of the districts to fund a unified Lea Valley main drainage system meant that existing local sewage and drainage systems were struggling to cope with an ever-increasing public demand for sanitation and water (HLG/50/49).

By June of the next year matters had not improved. Richard Tee, the Hackney Town Clerk, observed in a memo to the Ministry of Health that 'the river at times resembles an open sewer', a claim validated by tests which identified 'an excess of solids' in samples of water taken from the Lea below Temple Mills (HLG/50/49). Over the following years, local businesses, charities, and MPs petitioned the Ministry to take action to alleviate a situation that had turned the Lea into what Sir Edward Cadogan of the Eton Mission described as 'one black clotted mass of sewage' (*ibid*).

In July 1923 W.H. Hammer wrote a report to the Medical Officer of Health saying that:

'I inspected the River Lee, walking along the bank from Lee Bridge to Spring Hill Clapton. The river was in bad condition due partly to sewage pollution brought down by the Pymmes Brook, partly to much decaying vegetable matter and to garbage thrown into the river. In addition to these source of pollution, the surface of the water was much contaminated with oil, which is possibly attributable to the works on the Middlesex banks, where oil is handled in steel barrels. Another possible source is boats propelled by oil fuel. The oil, as well as covering much of the water surface fouls the foreshores and flotsam accumulating at the water's edge. The water is in state, which makes it absolutely unfit for bathing, and at least very unpleasant for boating. A marked somewhat offensive smell was observed as coming from the Lee, where accumulation of felted scum occurred. The nuisance is thus of a threefold character:-

- 1. The sewage effluents received into the Lee, which, inter alia, give rise to offensive deposits in the bed of the river. These get detached and buoyed up by gas, and add an offensive item to the flotsam which is the main source of nuisance.*
- 2. Vegetable and other debris thrown into the River from boats and the bank.*
- 3. The oil referred to above.*

The remedy consists in better supervision for the prevention of these sources of pollution, for which the necessary powers should be provided. If the surface of the River could be screened at suitable places, the most objectionable part of the nuisance would be by this means be removed.' (RAIL 845/107, Vol. 46, No 18: 210)

Pymmes Brook proved to be an ongoing issue. In February of the next year a letter from the County Engineer and Surveyors Department read:

'If the discharge of trade waste into the surface water drains can be prevented, a great improvement may be effected, by the drainage from streets, houses and backyards from a populous district such as Tottenham, cannot be of a very satisfactory character, particularly after prolonged spells of dry weather. This drainage ultimately finds its way into the canalised and therefore sluggish sections of the River Lee, which acts as a Catch pit for solid matters ... It may be that some improvement in the River Lee could be effected if more frequent dredging operations were carried out.' (RAIL 845/108, Vol. 47, No.3: 42)

By September 1925 the Pymmes Brook had been partially culverted in the Tottenham area along the whole length of Angel Road. The source of most of the of the contamination which affected the Lea below Tottenham to Bow Bridge appeared to come from the Tottenham Gas Works, where an open ditch entered the Lea Navigation unaltered. A report on the condition of the Lea by W. H. Hammer in July of the same year described the River Lea in terms that left the reader in no doubt that the conditions which faced residents around the river were vile. The Lea Navigation was described as having:

'an oily surface with rising and floating lumps where it passed alongside the Gas Works at Angel Road. Surface life was observed on the water, but the oil was noticed to rise as if from a putrefying bottom. It was observed that tar dropped into the stream from a bridge used to carry a light railway for tar trucks. A sample of water taken from an effluent ditch on the east side of the Cambridge line was (although not offensive or deaerated) very yellow and turbid ... Analysis showed the water to be contaminated with sewage or trade effluent of similar character, the former being more likely. The brown turbidity noticed was due to iron. Below the point where the railway crosses the Angel Road, Pymmes Brook is dark and distinctly not clear, and analysis of the water showed it to be contaminated with sewage effluent, in fact, it was probably mainly more or less putrefied sewage.

A further ditch which, on previous visits, was not seen, but which work in progress on the road way has laid bare, comes from northwards and runs roughly parallel to the navigation. This was black and foul with much sewage fungus. It was obviously mainly sewage, which had undergone very slight treatment.

The Lee is very foul indeed from Tottenham downwards, as indeed it has been on every occasion I have been there since 1917.

The Conservancy dredger "Hercules" had been working in the lock cut, and this had probably reduced the amount of bubbling, but the water towards the south bank was covered with greasy bubbling scum and a slight bitter smell was perceptible...

My general impression, supported by analyses, was that the condition of the Lee Navigation below Tottenham Lock – the only stream available for dwellers in North-east London for boating – was in a very foul condition, which must inevitably become worse if normal summer weather continues. It is certainly unfit for boating and for the illicit bathing, which I have frequently seen, and instead of being natural pleasing feature, is an eyesore.' (RAIL 845/109)

While acknowledging the seriousness of the complaints, the Ministry of Health was reluctant to step into an area that it believed remained the jurisdiction of the L.C.B. The latter body had in fact overcome its traditional aversion to litigation and sought to prosecute local authorities that it identified as polluting the Lea and its tributaries on a number of occasions, taking action against Enfield UDC in 1921 and Finchley UDC in 1923 (HLG/50/49; HLG/50/52).

Once an unfortunate legal technicality (which meant that the L.C.B had *not* been entirely responsible for the prevention of pollution since 1900) had been resolved (HLG/50/52), the offending boroughs capitulated and started taking measures to improve sewage disposal and to clean up those watercourses worst affected by pollution. Within the boundaries of the present Olympic development area, surveys conducted by the Ministry of Health identified that the problem was at its worst in the upper reaches of the Waterworks River, which was described as being '*almost stagnant and bubbling with the evolution of gas*' and in the Dagenham Brook, which contained '*sewage in the state of septic decomposition*' (Dr J.A. Glover, August 1922, HLG/50/49). Shortly thereafter, Leyton UDC applied to the Treasury for a grant of £4000 to clean out these waterways. Later that month Glover observed that work had started at the top of the Waterworks, where he noted the presence of lime and a strong smell of ammonia (*ibid*).

8 Development and function of the waterways: the 1930s

8.1 The 1930 Lea (Flood Relief) Act and the redevelopment of the Back Rivers

Despite the improvement in the condition of the rivers that followed the remedial measures taken by the local authorities, the pollution problem that had bedevilled the Back Rivers during the early 1920s re-emerged towards the end of the decade, convincing senior figures at the Ministry of Health of the necessity of undertaking a programme of flood prevention works ‘which would straighten the course and increase the gradient’ of the major channels that drained the Lea Valley (Dr H.T. Calvert, November 1929, HLG/50/50).

In fact, by the time Calvert was writing, J. Mackworth Wood, a Consulting Engineer retained by the L.C.B., and W. Lionel Griffiths, Borough Engineer of the West Ham Corporation (ACC/2423/AL/104), had already devised such a programme. Building upon a scheme that the L.C.B. had floated, then withdrawn in 1921, Wood and Griffiths proposed a plan that would provide flood drainage for the entire Lea Valley, reducing the incidence of flooding caused by upland water entering the Back Rivers, and which would allow selected Back Rivers to be navigable irrespective of tide (W. Lionel Griffiths, 12th November 1929: ACC/2423/AL/104). A provisional costing of the scheme, covering such expenses as compensation for lost water rights, land and building purchases, produced an estimated total of £550,000 in December 1929. Buoyed by a tide of professional and public enthusiasm, the L.C.B. sought Parliamentary powers to implement the scheme in November 1930. The scheme (ACC/2423/AL/104) consisted of two main elements:

- The Main Drainage River, a single flood channel starting below Carpenter’s Road Bridge and continuing to Three Mills. This would entail widening the Waterworks River to 100’ between Carpenter’s Road and Stratford High Street, and the Three Mills Wall River below that. Both would be straightened and where necessary diverted. A new road bridge was to be built to convey Stratford High Street over the Waterworks Flood Channel (HLG/50/57), and the opportunity would be taken to widen the High Street to 100’. The sides of the new channel would be protected by piling and concrete flood walls, and additional culverts would be made under the L.N.E.R. (former G.E.R.) railway bridge and the Northern Outfall Sewer bridge in order to allow the increased volume of floodwater to pass underneath (Figures 33- 35, Plate 3).
- The Canal System, which would consist of the City Mill and Bow Back Rivers, both of which would be widened to 50’ – 65’ and connected to the Lea via a new cut above Stratford High Street in order to make them navigable at all times. These were to be connected to the main drainage channel by new locks at Carpenter’s Road and at the City Mill that would maintain the water level throughout the canal system at 10.32’ above Ordnance Datum, the same level as the Navigation (see Plates 4 & 5).

Certain elements of the existing waterways would be made redundant by the scheme; it was planned to infill the entire length of the Three Mills Back River and a section of the Pudding Mill below the new Bow Back River Cut. The Channelsea was excluded from the scheme, ‘on account of cost and the small advantage to be gained in disposing of flood water’ (J Mackworth Wood, n.d., ACC/2423/AL/104, not reproduced). The cost of re-opening the river to navigation above the High Street was considered prohibitive, so it was suggested instead that the local unemployed could be put to work carrying out a limited programme of bank and riverbed cleaning whilst Parliamentary approval was being sought for the main Flood Relief Bill (*ibid*).

As an adjunct to the main Flood Relief works, a small number of modifications were proposed for the Lea Navigation between Bow Lock and Old Ford Lock, intended to preempt the increase in river traffic that was optimistically predicted would follow the completion of the new canal system (W. Lionel Griffiths, April 1930 in HLG/50/57). These were to include:

- The construction of a new lock, sluice and river wall adjacent to the existing lock at Bow (ACC/2423/AL/087, plan not reproduced). The contract for these works specified a pitched slope of granite sets below the new reinforced concrete piled river wall, a design used elsewhere on the protective works associated with the Flood Relief scheme, including the north bank of Bow Creek (ACC/2423/P/2544, plan not reproduced) and a stretch of the east bank of the Lea (MoLAS-PCA, 2005: 4.6.10). Granite coping for the lock was to be acquired from Carnsew quarry, near Penryn in Cornwall, whilst it was permitted to use second-hand granite sets for the river walls. Completed in 1931, these works were amongst the earliest carried out under the Act.
- The deepening and dredging of the Lea between Bow and Old Ford Locks, and the reconstruction of banks and towing path walls where necessary. Work carried out under this contract, probably in accordance with a similar specification to that issued for towing path reconstruction in the Hackney Cut, and is likely to account for a number of the stretches of steel and concrete piling along the Lea.

8.2 The Main Drainage River

Under the 1930 Act, programmes of work were awarded to contractors on a tender-by-tender basis, resulting in a series of discrete construction episodes, each of which was completed between 1931 and 1935 (HLG/50/57). The conversion of the Waterworks and Three Mills Wall Rivers into the Main Drainage River consisted of four phases:

- The first phase started with the widening of both banks of the Lea below Carpenter's Road Bridge in order to create the 'bell-mouth' entrance to the Waterworks originally proposed in 1891. The banks here were rebuilt in concrete over pre-cast concrete shuttering, a technique also used at the new Carpenter's Lock and elsewhere (MoLAS-PCA, 2005: 4.6.8).
- The second phase consisted of the widening of the Waterworks River on its western side and parts of the eastern side from the junction with the Lea, and the construction of high concrete banks that terminate south of the L.N.E.R. bridge.
- The third phase entailed the diversion of the Waterworks, the tail of the City Mill and the Three Mills River below the L.N.E.R. bridge, and the widening of both rivers to 100'. The central stretch of this phase, a contract awarded in its own right, is illustrated in Figure 34.
- The fourth and final phase of the conversion comprised widening the east and west banks of the Three Mills Wall River, terminating at the Three Mills Distillery.

8.3 The Canal System

The confluence of the Lea and the City Mill River was widened on the east bank in a similar manner to that used at the top of the Waterworks River. Next, the east bank of the river was widened as far south as the L.N.E.R. bridge, as were certain stretches of the west. A high concrete bank with slight batter was built along the east bank. Separate contracts were issued for the widening of the east and the west banks between the railway bridge and the Northern Outfall Sewer embankment.

The Bow Back River diversion commenced at the City Mill Tail, creating a new channel between the base of the City Mill River and a point 7.7 chains east of the Cook's Road Bridge. Separate contracts appear to have been issued for the cut and the river walls, which were built in 1935 (ACC/2423/AL/091). The contract for the protective works specified that any existing walls encountered were demolished, and that the contractors were to erect a combination of mass and piled concrete walls along the new cut (*ibid*).

8.4 The New Locks

A new lock was constructed at City Mills between the Waterworks Main Drainage River and the City Mills River Canal in 1932 (Figure 33, Plates 4 and 5). A single chambered lock with two sets of gates was built, and both gates and lock furniture are illustrated in Figure 57. Above the lock a new lock-keeper's cottage was built, which stood on an island formed by the City Mill Canal, the lock channel and the sluiceway to the east, which served as the by-pass channel and weir between the two waterways (HLG/50/75).

The Carpenter's Road Lock and sluiceway were built a short distance to the south of the rebuilt junction of the Lea and the Waterworks Main Drainage River. The lock was designed both to maintain a constant level within the canal system and as an element of the flood protection system. In accordance with the latter role it was vital that gates of the new lock were high enough to direct floodwaters along the course of the Waterworks, and a unique design of rising radial gates was selected for the task.

8.5 The 1938 Lea Conservancy Catchment Board Act and other post-war works

Under the Land Drainage Act of 1930, responsibility for surface drainage in the area was finally wrested from the hands of the near-moribund Havering and Dagenham Commissioners of Sewers, and given instead to the newly constituted Lea Conservancy Catchment Board (VCH Essex, 1966: 75; VCH Essex, 1973: 200). The new board was made up of members of the L.C.B., the Ministry of Agriculture, and Essex and Middlesex and Essex County Councils, and in 1934 began to explore how it could further alleviate flooding in the Lea Valley. During their investigations the L.C.C.B. commissioned a survey of the banks of the Lea between Carpenter's Road Lock and Temple Mills (Figure 35), which was to form the kernel of the flood prevention scheme proposed by the 1938 Lea Conservancy Catchment Board Act.

The scheme proposed widening and deepening the Lea between Carpenter's Road and Temple Mills, demolishing the Temple Mills Road Bridge, infilling the surviving northern stretch of the Waterworks River and culverting the remaining exposed stretches of the Leyton Common Sewer and the Dagenham Brook (ACC/2423/AL/098, not reproduced). The Second World War delayed the implementation of the scheme, and work finally commenced in 1950, running on in some areas into the 1960s (AN/13/417).

8.5.1 Widening the River Lea

It was planned to widen the channel of the Lea to a bed width of 90' - 100' (c.27-30m) including flood protection works and banks, between the Victoria Park Branch Railway bridge in the south to a point 320' south of Temple Mills. Above the confluence of the Lea and the Waterworks, 1,425' (c.434m) of flood banks and a 740' (c.225m) sloped concrete wall were to be constructed, with a level beam at the top of the channel (Figure 36) (ACC/2423/AL/091). These works were completed during the early 1950s.

8.5.2 *Infilling the Upper Waterworks*

The entire length of the Waterworks between Potter's Ditch and the Dagenham Brook was infilled. Groundwater drains were laid in the bed of the former channel, and 1,000' (c.300m) of surface water sewers were also placed there in order to collect the land drainage discharged into the former river from the old Dagenham Brook and other channels to the east.

The remaining open stretch of the Dagenham Brook along Temple Mills Lane was to be culverted, as were any sections of the Leyton Common Sewer that were still open.

8.5.3 *The Channelsea*

The 1938 Act also proposed the construction of a "new channel in earth" between the improved channel of the Lea and the Channelsea at the junction of the Lea and what remained of the northern stretch of the Waterworks; i.e. at the former Bully Fence. This channel was not dug in the 1950 round of works. However, when the remaining stretch of the Waterworks between the Bully Fence and the 1890s Channelsea/Waterworks junction to the north was culverted later in the 1950s, the opportunity was taken to excavate this long-planned channel, which seems to have been completed at some point between 1961 and 1974.

The final stretch of the Channelsea to be culverted before recent works commenced was the stretch between Stratford High Street and Lett Road, which was covered in 1957/8.

The waterways were changed hugely by the works, a change illustrated by comparison of a 1930s photograph of the rivers (Plate 6) with earlier maps of the area.

9 Development and function of the waterways: the impact of the railways on the canals

The latter half of the 18th century was the golden age of the canals, when transporting goods by waterway took off and investors made great profits from canals running through areas of heavy industry. Sadly though (for the waterways and the people who had invested their savings in them) the advent of the railways in the nineteenth century was to have a massive impact on the waterway transport network. Profits dropped and many canals fell into neglect and disrepair.

The arrival of the railways in the 19th century and the building of the extensive Railway Works to the north-east of the current North London Line, led to the rapid growth of Leyton and the construction of housing to the north of the former Great Eastern Railway.

By the mid-19th century, the Great Eastern Railway (the main London to Stratford line), the North London Line and the Northern Outfall Sewer had been constructed across the area of the Olympic development site. Their bridges became an essential component in the character of the waterways. These infrastructure features along with the waterways divided the Olympic site into separate areas, which developed differently from one another, creating zones with distinct characters. Thus the area between the High Street and the Bow Back River and the triangle of land between Blaker Road and the Northern Outfall Sewer were already built up, with dense industrial development, by 1870, while the areas to the north remained sparsely developed – the Bow Back River acting as a barrier to development. The course of the waterways on the historic Ordnance Survey maps of 1869 (Figure 14), 1896 (Figure 15) and 1916 (Figure 27) show a number of dock-inlets off the main waterways around the area of the Bow Back River. These appear to decrease in size, presumably due to silting, throughout the 19th century, suggesting that these inlets were earth banked or had relatively light timber revetments. There are also a number of similar dock-inlets leading off a now extinct river between the River Lea and the Lea Navigation, this being in-filled before 1916 (Figure 27).

The 1840s saw a rapid expansion in railway construction. Railway companies, such as the Midland, the London and North Western, and the Manchester, Sheffield and Lincolnshire were set up in 1844, 1846 and 1847 respectively. The railways quickly gained public support as they could break the monopoly of the waterways by reducing their tolls. The increased speed that railway transport allowed meant that manufacturers could store less raw materials and make better use of capital. People could travel further and faster than before enabling them to sell goods, recruit labour and exchange ideas rapidly. Against the railways, the waterways were weak; various factors and features of the canal system helped to both marginalise the inland waterways and to assist their competitors, the road and rail networks. These included the following:

- There were many different independent waterway owners, who often pursued mutually hostile policies.
- There was no national gauge for waterways, with the result that the canals and canalised rivers varied in width, lock dimensions, tunnel size and bridge headway.
- Transshipment was frequently necessary and there were no through tolls.
- The early years were full of haste and public excitement; in consequence, there were some cases of poor construction, bad management and ill-devised schemes, which lead to inferior routes and underestimating of capital costs.

- Little attempt was made by the carriers to adhere to the regular time-tables.
- In winter, stoppages arose through ice or floods, and in summer, drought could interfere with traffic (LAB 101/79).

Many waterways sold out to railway companies, who wanted control of them for several reasons: firstly to silence opposition to their own business, secondly to thwart competition, and thirdly to build their own lines along the courses of the canals. The 1845 Canal Carrier Act allowed canals to lease each other, including railway-owned canals. By the end of the 1850s railway companies controlled a considerable mileage of the waterways in Britain and were not about to encourage canal traffic. This led, naturally, to the mismanagement and abandonment of some waterways, triggering the passing of Acts such as the 1873 Act to safeguard canals.

In the battle between independent waterways and the railways, the main weapons of the waterways were toll reductions and their own carrying fleets. Fly-boats were put on to give rapid delivery times, steam tugs appeared on lock-free stretches, and opening hours of locks were extended, making the working hours of the lock keepers longer and harder. This issue would remain an ongoing one for waterways workers, and would come to a head during the late 1940s and early 1950s.

Despite their obvious advantages, railways did not end canal freight and the waterway technologies that had been developed in the early 18th century continued in use for commercial purposes right up until the 1960s. By this time, most boats had been fitted with engines, but horses were still a common sight on many towpaths – particularly along the narrow canals (Figure 37).

10 Development and function of the waterways: the impact of the Second World War

10.1 Preparing for war: 1936-1939

10.1.1 Control of the waterways: 1936-1939

As the threat of hostilities with Germany grew during the mid-1930s, officials at the Ministry of Transport began to explore means by which the transport infrastructure of the British Isles might be harnessed in order to most effectively serve the national interest. Of the principal modes of transport, the inland waterways had long been considered to be the least significant, and since the beginning of the 20th century a succession of Royal Commissions and Departmental Committees had discussed how to manage their seemingly inevitable decline ('Planning for Post-War Reconstruction – Canals' Z11/206 n.d. MT 52/112).

In contrast, the importance of the railway network to the national interest had been recognised at the outbreak of the First World War, when the railway companies and the railway-owned canals were taken under *de facto* state control for the duration of the conflict. It was only after the independent canal undertakings implored the Board of Transport to extend this control to all waterways that the government relented, and in 1917 23 canals (excluding the Lee Conservancy, which remained independent) were taken under control in order to relieve pressure upon the rail network by taking heavy and bulky non-urgent traffic ('Work of the Central Canal Committee', n.d. MT 52/112; MoT Internal War Book: Inland Transport, n.d. MT 52/41).

Given the widely-held perception that the waterways had continued to decline during the inter-war years, it was considered unlikely that the government would need to assume control of the canal network during a future emergency, at least during the early stages of conflict (MoT memorandum 23/09/36, MT 52/41).

By 1938, against the background of rising tension between the Western Powers and Germany, the Ministry concluded that '*the most complete Governmental direction of the national effort would be necessary*' in the event of all-out war, and departmental officials set about developing plans for the central co-ordination of all transport resources, including the independent inland navigations (MoT memorandum 22/04/38; MT 52/41). Conscious of the dramatic decline in traffic and crippling labour shortages that had afflicted the waterways during the previous conflict, the canal undertakings were eager for guarantees of government support in the event of war, and in June 1938 S.R. Hobday, General Manager of the Lee Conservancy informed the Ministry that both the Canal Association (the representative body of the canal undertakings) and the National Association of Canal Carriers were in favour of some sort of government control (MoT memorandum 28/10/38; MT 52/41).

The following year, emergency powers that permitted the government to direct the inland waterways in the national interest were formalised by Act of Parliament. The Emergency Powers (Defence) Act 1939 granted the Minister of Transport authority to ensure 'that public utilities undertakings, including canals and inland navigations are carried on in such a manner as he thinks proper in the interests of the public safety, the Defence of the Realm or the efficient prosecution of the war or for maintaining [essential] supplies and services' (CDAC Minutes of the 1st meeting, 12/09/39 MT 52/44).

While it was planned to once again bring the railways and railway-owned canals under government control, leading figures at the MoT remained opposed to the assumption of state control of the independent canal undertakings and carriers, fearing in part that financial guarantees might simply underwrite uneconomical concerns that were of little use to the war effort (MoT memorandum 29/11/38 MT 52/41; Minute sheet 06/04/42 MT 52/112).

Therefore it was decided to establish a consultative body that would 'advise the Minister upon measures to secure the best use of Canals in the National Interest in times of war' (MoT memorandum, 03/39 MT 52/41). Known as the Canal (Defence) Advisory Committee (CDAC), the new body was appointed with special responsibility to ensure that the 'heavy burdens which will be placed upon railways, restriction of road transport and the clearance of ports, in particular those affected by the diversion of shipping' be more equally shared by the inland waterways (CDAC Articles of Association, MT 52/42).

10.1.2 Civil defence of the waterways

The Civil Defence Act 1939 required that the canal companies undertake a series of Air Raid Precaution (ARP) measures in order to protect both personnel and property from aerial attack, and placed particular emphasis upon the need to make special provision to protect 'vulnerable points' (VPs) on the inland waterways (MoT Minutes, 26/07/39, MT 52/41). In addition, the canal undertakings were expected to ensure that employees were trained and available to carry out part-time Civil Defence duties in order to support local authority ARP personnel (File ARP GEN 485, HO 186/2201).

Collective protection for canal employees and barge crews was to be provided in the form of shelters established at key points on the canal system (ARP Memo C7 1938; MEPO 2/3592). During the summer and autumn of 1939 the Lee Conservancy Board purchased 12 steel air raid shelters to provide protection for personnel at Bow, Old Ford, Lea Bridge and Enfield, while resident employees such as lock keepers and their families were issued corrugated steel Anderson shelters free of charge by their local authorities (LCB Minutes, Vol. 62 No. 12: 173. RAIL 845/123).

Home Office instructions for the protection of VPs on the canal network, including reservoirs, lock gates, sluices, weirs, bridges over canals, pumping stations and embankments, were issued in 1938 (ARP Memo C7 1938 MEPO 2/3592). Measures specified for the protection of lock machinery from air attack included covering machinery hatches with layers of sandbags interleaved with tarpaulins, and keeping one set of lock gates open when the lock was not in use (*ibid*). In accordance with these instructions the LCB identified and took measures to protect key waterway VPs, including the locks at Bow, Old Ford, and Enfield, where walls of sandbags were erected around the gates and gearing (LCB Minutes, Vol. 62 No. 12: 174. RAIL 845/123).

As well as protecting essential plant, canal undertakings were advised to secure adequate supplies of spare parts for machinery and to store planks and timbers for dams at locks. During the autumn of 1939 CDAC set aside a bulk allocation of imported softwood for the use of canals and carriers (CDAC 5: Memorandum for the 2nd meeting 'Control of materials', MT 52/45), and by October of that year the Board had acquired sufficient quantities of timber to establish stockpiles for use in emergency at Bow, Old Ford and Enfield locks (LCB Minutes, Vol. 62 No. 12: 174. RAIL 845/123).

The Board also organised regular foot patrols of the banks of the Navigation and Main River, and established emergency repair squads ('stand-by gangs') stationed near VPs where they could be swiftly deployed when required to keep communications open and prevent flooding in the event of air raid damage (*ibid*). ARP procedures for the protection

of the waterways evolved as the war progressed; in some cases they were relaxed (for example, daytime foot patrols ceased at the beginning of May 1941 as the threat of invasion receded), whilst in others they were enhanced, as in the case of the establishment of a permanent night patrol at City Mill Lock the same month, which took place in response to the increasing scale and ferocity of night-time air raids that spring (LCB Minutes, Vol. 64 No. 5: 64. RAIL 845/125).

In order to comply with Defence (General) Regulation 25 (3) 1939, the Board was also required to make provision for the cleansing of vessels contaminated by aerial gas attack. Instructions were issued to Lee Conservancy staff at Bow, Limehouse and Old Ford Locks to admit local authority ARP personnel to decontaminate canal vessels in the event of such an attack, while facilities (typically stocks of sandbags) for dealing with incendiary bombs (IBs) were also provided at these locations.

Although the Board's decontamination procedures met the standard required by the Regulations, other canal companies (such as the Grand Union Canal) established and manned their own decontamination and treatment centres, which prompted an amendment to the Defence Regulations (Controlled Canals (Decontamination) Order) 1943, obliging all canal companies both to carry out and pay for decontamination themselves (Proposed extension of powers confirmed by Defence Regulations 25 (3) 1939, HO 186/1374).

10.1.3 Civil defence of industry

In addition to the VPs on the waterways, a number of other key undertakings that required special protective measures, such as power stations and factories engaged in production of materials essential to the war effort, were located in close proximity to the Lea and the Stratford Back Rivers. Three of these had premises with river frontages, including the London Power Company Generating Station on Marshgate Lane (Bow Back River), Redline Glico Limited at Pacific Wharf (Channelsea River) and Carless Capel & Leonard, which owned factories on the Lea Navigation at Hackney Wick and on the Lea at Bow (VP Adviser, File 2, 1941. HO 45/25008).

Both of the latter companies were engaged in the distillation, distribution and storage of petroleum products for the Petroleum Board, while Carless Capel & Leonard also supplied 'certain essential products to the Directorate of Explosives (Ministry of Supply)', aviation fuel to the Air Ministry and 'special solvents' to the Ministry of Aircraft Production (Carless Capel & Leonard Correspondence File, D/B/CCL/4/1).

While certain key installations such as the London Docks were provided with permanent military protection from the outset, the majority of VPs in the Metropolitan Police District (MPD) were assessed and graded according to significance and vulnerability to sabotage and then granted appropriate levels of police protection. Each of the three Stratford VPs were initially graded 'A', entitling them to a permanent armed police guard. However, shortages in manpower ('Police protection of VPs in the MPD' 27/01/40, HO 45/25008) and the formation of the Local Defence Volunteers (later Home Guard) in May 1940 contributed to the downgrading of their category of protection to 'C' in 1941 (VP Adviser, File 1, 1941. HO 45/25008). Following this change in status the armed police guard was withdrawn, and thereafter members of Home Guard units recruited from amongst their respective workforces undertook to defend the three VPS (*ibid*).

10.1.4 Defence against air attack in the Stratford area

10.1.4.1 Balloon barrage

As early as 1936, the growing threat of war with Germany prompted the Air Ministry to consider the establishment of a permanent balloon barrage to protect London (Memorandum FOI (B) 17/09/36 AIR 2/1887). Towards the end of that year a retired naval officer named Keane surveyed potential balloon deployment sites in and around the capital, and a barrage comprising 450 balloons was established over the next two years (*ibid*; AM memorandum 02/09/38 AIR 2/1887). Expansion accelerated between January and September 1939 as the complement of the national barrage was increased from 1450 to 2600 balloons (AM memorandum 04/09/39 AIR 2/1887; AM Supply memorandum 25, AVIA 15/360).

The London balloon barrage was maintained from four depots, at Chigwell, Hook (Hampshire), Kidbrooke and Stanmore Park, each of which also served as Balloon Command Wing HQs ('Survey of sites for Balloon Barrage' n.d. AIR 2/1887; Osborne, 2006: 105-106). A number of permanent balloon sites were established to the east of the Lea in the vicinity of the Stratford Back Rivers, including:

- Position 104, on the triangular open space between Bisson and Leggatt Roads;
- Position 105, south of Lloyd's Shoot beside the City Mill River, entered from a road at the end of Marshgate Lane;
- Position 140 on waste ground west of the railway, just off Abbey Road and adjacent to the Adam & Eve public house;
- Position 141 beside the school on the corner of Rosher and Lett Roads, later renumbered and moved to the corner of Blyth and Gibbens Road;
- Position 142 on the West Ham School playing field south of Wycliffe Road (south of Henniker's Ditch).

The permanent balloon barrage extended northwards of Position 142, and positions were established on the east bank of the Lea in the Hackney Marshes, and further to the north-east on the Wanstead Flats (Location of Balloons, Field Scheme 'Nosecap', n.d. 1939; Amendment to Location of Balloons Lists Nos. 1 and 2, 18/05/39. AIR 16/323).

10.1.4.2 Anti-Aircraft (AA) Artillery

The earliest efforts to rebuild and expand upon the moribund anti-aircraft defences of London began in 1935, although progress was initially slow and by 1938 the majority of the Territorial Army (TA) AA units defending the London Inner Artillery Zone (IAZ) were still equipped with weapons left over from the First World War (Osborne, 2006: 98-99). There were two categories of AA defence: Heavy AA (HAA) batteries, which were equipped with 3'', 3.7'' or 4.5'' guns, and Light AA (LAA), units of which provided close defence and were therefore equipped with smaller calibre weapons (*ibid*: 99-104).

The majority of the 22 four-gun HAA batteries protecting the eastern approaches (ZE) to the IAZ were situated on open ground in locations such as the Wanstead Flats, while the southernmost battery was situated a short distance to the east of the Lea on Hackney East Marsh. At the beginning of 1939 a pair of 3'' guns of First World War vintage was also based at the Abbey Mills Sewage Works (List of Gun Sites in the London Area 9B, 04/02/39 AIR 16/323). Although none of the Stratford VPs were provided with LAA cover, at the outbreak of war a number of VPs in the wider vicinity were defended by obsolescent First World War Lewis guns mounted on the tops of buildings. VPs given LAA

protection included Bromley Gas Works (32 Lewis guns), the West Ham Power Station and the Lea Bridge Waterworks, each of which were provided with 24 Lewis guns (*ibid*).

10.2 The waterways during wartime: 1940 - 1945

10.2.1 *The decline of traffic on the waterways, 1939-1941*

By the end of January 1940 it was apparent that the inland waterways were not being effectively utilised in the national interest. In fact, returns submitted to CDAC by the Regional Canal Advisory Committees (RCACs) indicated that the volume of traffic carried by canals had fallen since the war began (CDAC Agenda for 2nd meeting, 31/01/40 MT 52/45). Before the war, the Ministry of Supply had indicated that it intended to 'leave industry to make its own [transport] arrangements', and over the intervening months industry had demonstrated a marked preference for road and rail over canal (CDAC Minutes of the 2nd meeting, 31/01/40 MT 52/45). Three reasons for the decline in usage were identified: unfair competition from the railways, the diversion of shipping from the east coast ports, and a growing shortage of labour.

The reason most often cited by canal operators for the fall in traffic was the disparity between the rates charged for the conveyance of freight by the railways and those charged by the canal carriers. While the former had been maintained at pre-war levels, the operating costs of the latter had risen, preventing them from competing for business on equal terms. In February 1940 the Canal Joint Committee, which represented the interests of the canal undertakings and the carriers, lobbied the government for financial assistance in order to help restore traffic to pre-war levels (LCB Minutes, Vol. 63 No. 4: 38. RAIL 845/124). The government responded by introducing a subsidy of 50% of the tolls paid by carriers in June 1940 (Hadfield, 1950: 238; MoWT memorandum 'Financial Assistance to Canals' 30/05/42, MT 52/112).

Though the uptake of the subsidy was uneven, it clearly helped carriers and canals to retain traffic by enabling them to quote rates that were competitive with rival forms of transport (CDAC Minutes of the 9th meeting, 14/05/41 MT 52/52).

The partial closure of ports on the east coast and the disruption to North Sea coastal shipping routes had a significant adverse impact upon the volume of traffic (particularly coal) carried by the navigations of the east and south-east of England. In 1938 the Lea Navigation had carried 1,782,063 tons of goods, nearly 50% (888,224 tons) of which was coal and coke ('Canal Traffic: 1940', MT 52/236). By the end of 1940 the volume of goods carried on the Navigation had fallen by a third, while the tonnage of coal carried had dropped by over 40% to just over half a million tons (*ibid*).

The cause of this decline was clear enough: unlike the Grand Union Canal, which provided a direct inland connection between the Midlands coalfields and the capital, most of the coal transported on the Lea was brought by sea from Northumberland to London, beyond which it was barged up to the gas works and electricity generating stations that lined the banks of the rivers between Poplar and Ponders End (Hobday, 'Utilisation of Canals for Transport of Coal to London', 22/02/40, MT 52/46). When the coastal routes were disrupted, producers and Port Transportation Officers simply transferred coal to the railways.

At the height of the Battle of Britain in late summer 1940, coastal routes between the north-east and the Thames were suspended altogether, and it was reported that none of the 100,000 tons of coal consumed each year by the North Metropolitan Power Station at Brimsdown (Ponders End) was being carried on the Navigation (CDAC Minutes of the 5th meeting, 06/09/40 MT 52/48). In response, the Lee Conservancy and the Mines Department

agreed to make use of and improve existing interchanges between rail and waterway to transfer as much coal traffic as possible to the Navigation. Coal carried south by rail would henceforth be unloaded for onward shipment by barge at new coal dumps at Old Ford Locks, Picketts Lock, Enfield Lock and Waltham Town Lock, between which up to 27,500 tons of coal could be stockpiled (CDAC Draft Minutes of the 5th meeting 06/09/40 MT 52/48; LCB Minutes, Vol. 63 No. 12: 172. RAIL 845/124).

Though the coal dumps were established, little progress appears to have been made to improve other interchanges between canal, rail and road by the spring of 1941, when Frank Pick (the former Chief Executive of London Transport) inspected the Lea Navigation during his investigation of the inland waterway system on behalf of the Ministry (Pick, 'Draft Report on Canals & Inland Waterways to the MoWT', 14/05/41, MT 52/109). Pick identified a number of instances where coal was transported by road or rail to locations on the Lea, when it would have been more cost-effective for it to have been carried by barge. These included the movement of coal by rail from Northumberland to the London, Midland & Scottish (LMS) Railway coal tips beside the Lea at Poplar, where it was loaded onto barges and shipped a total distance of less than 400 yards to the Poplar Electricity Works, a journey that could have been accomplished entirely by sea and inland waterway (*ibid*: 11). A further example of poor utilisation of facilities was the supply of coal to the Royal Ordnance Small Arms Factory at Enfield, which was transported by rail to dumps in the Lea Valley, then by road to the Navigation and finally shipped by barge to the factory. Pick noted that had the existing riverside coal dumps at Hertford not fallen into disuse, coal could have been transferred straight from rail to barge (*ibid*).

The third reason for the under-utilisation of the inland waterways was a shortage of labour, particularly amongst barge crews. Although canal companies and carriers had experienced manpower shortages during the pre-war period, since the beginning of the war large numbers of employees had volunteered for service with the armed forces. Many others had left for better-paid employment elsewhere, notwithstanding the fact that several of the canal trades, such as boatmen and steersmen were classified as Reserved Occupations (CDAC Minutes of the 3rd meeting, 15/03/40 MT 52/46). A major factor contributing towards the labour shortage on the Lea and other navigations was the pay and conditions of barge crews, which the Ministry of Labour considered inadequate to attract or retain labour in the industry (CDAC Minutes of the 7th meeting, 19/12/40 MT 52/50). The problem was particularly acute in the London area, and Hobday recognised that labour could only be retained through the payment of higher wages which the carriers could not afford to subsidise during wartime (*ibid*).

Towards the end of 1940, as the volume of traffic carried on the Lea Navigation began to recover following the reopening of North Sea coastal routes, carriers on the waterway experienced an acute shortfall in trained crews, which resulted in boats and barges lying idle at precisely the time when demand for coal was at its highest (CDAC Minutes of the 7th meeting, 19/12/40 MT 52/50). It was not even possible to transfer under-used vessels from the Lea to nearby navigations such as the Grand Union Canal, as much of the Grand Union was too narrow to allow Lea barges to pass (CDAC Memorandum 11 for the 4th meeting, 21/05/40 MT 52/47).

10.2.2 *The Pick report and the reorganisation of the waterways: 1941-1942*

Although it was never formally published, Pick's report was to have a significant influence upon inland transport strategy during the second half of the war. Pick recognised that a greater degree of central direction was necessary if the waterways were to better serve the national interest, so he recommended that the ineffectual CDAC be abolished, to be replaced by a new Central Canal Committee (CCC), which would represent the

reconstituted and strengthened RCCs (Regional Canal Committees) ('Report on canals & Inland Waterways by Mr Frank Pick', Digest of Recommendations 1941, MT 52/105). The latter would bear 'collective responsibility for water-borne traffic in their region', and would assume powers to supervise maintenance and operations of canals and canal traffic (Pick, 'Draft Report on Canals and Inland Waterways to the MoWT', 14/05/41: 8, MT 52/109). The MoWT duly adopted these recommendations in July 1941 (London RCAC to MoWT, 23/07/41, MT 52/105), and Hobday was appointed Chairman of the London RCC (comprising the Lee Conservancy and the Grand Union Canal) in September.

In order to arrest the nationwide decline in canal traffic, Pick suggested that uncompetitive rates could be made a thing of the past if transit tolls were capped to assist carriers, in return for which the canal undertakings would be given a financial guarantee of net revenue by the government similar to that given to the railway companies ('Report on Canals & Inland Waterways by Mr Frank Pick', Digest of Recommendations 1941, MT 52/105). The latter measure was to be contingent upon an assessment of the financial viability of the undertakings. This would identify those canals that were '*economically useless*' (such as the Stort Navigation) and therefore subject to immediate closure; those that were of use to the war effort and which ought to be encouraged to consolidate into single regional undertakings, and those that were to be allowed to retain their independent status, such as the Lee Conservancy (Pick, 'Draft Report on Canals and Inland Waterways to the MoWT', 14/05/41: 6, MT 52/109).

Pick also hoped to use an economic assessment of the canals to '*define and earmark the traffic*' best suited to each of the surviving navigations, in order that the traffic thus allocated could be better protected from diversion by unfair competition from rival forms of transport ('Report on Canals & Inland Waterways by Mr Frank Pick', Digest of Recommendations 1941, MT 52/105; 'Planning for Post-War Reconstruction – Canals' Z11/206 n.d. MT 52/112).

During the course of his investigations, Pick observed that waterway maintenance appeared to have been neglected by many of the undertakings since the start of the war, apparently in order to save money (Pick, 'Draft Report on Canals and Inland Waterways to the MoWT', 14/05/41: paragraph 39, MT 52/109). In turn this led to maintenance staff being released from the canals' service, thereby exacerbating the labour shortage at a time when such men were most needed (*ibid*). Though there were exceptions (the Lea Navigation was described as '*well-kept*'), Pick proposed that in return for government support the undertakings ought to be obliged to maintain and dredge canals to an agreed standard (*ibid*: paragraph 25, MT 52/109).

The Canal Association concurred with Pick's observations that maintenance had fallen into arrears on many navigations, although they did not entirely agree with his diagnosis of the cause, or with his proposed solution. The Association argued that the decline in standards of maintenance was caused by a combination of falling revenues and rising costs, the latter a consequence of the increased cost of maintenance and of the additional costs incurred by complying with the Essential Works Order (EWO), which had been extended to the canal undertakings in December 1941 (Z/11/102/4, 19/02/42, MT 52/112; LCB Minutes Vol. 65 No. 1 09/03/42: 21-22, RAIL 845/125). The Ministry of Labour had introduced the EWO in March that year in order to arrest a serious decline in manpower in industries engaged in work regarded as essential for the war effort.

The scheme guaranteed workers employment on the condition that any work offered was accepted, which helped to stem the loss of manpower but which the employers were expected to fund (Phillips, 1996: 36). Hoping for '*some assurance of survival at the end of the war*', in March 1942 the Canal Association objected to Pick's proposed survey, which they rightly feared would determine which canals received assistance and which would not,

and instead concluded with an appeal for a blanket subsidy worth a third of the cost of the maintenance required ('Application by Canal Undertakings for Maintenance Subsidy', 06/03/42 MT 52/112).

Unwilling to fund another subsidy to the industry with no reciprocal guarantee of improved efficiency, the Ministry of War Transport considered how it might '*supply some sort of central direction which might [speed] up canal development for war purposes*' ('Financial Assistance to Canals: Future Canal Policy', 30/03/42 MT 52/112). It was concluded that control (in the form of a conditional guarantee of net revenue for the duration of the conflict) should be extended to 'those canals and carriers which could make an appreciable contribution to the war effort' (Minutes of a meeting of the Lord President's Committee, 12/06/42 MT 52/112). The Defence Regulations were amended accordingly, and the Inland Waterways Division of the MoWT took effective control of 18 undertakings and 42 carriers from 1st July 1942. It is worth noting that it was not considered necessary to extend control to the Lee Conservancy, which remained independent as Pick had recommended.

During the deliberations that preceded the announcement of government control, it was decided to defer the contentious issue of pay and conditions on the waterways until the takeover process was complete (*ibid*). Subsequently the government established the National and Regional Joint Councils for the Inland Waterways Industry, which provided a forum within which pay negotiations between undertakings and unions could take place (LCB Minutes Vol 66 No. 12: 80, 01/10/43 RAIL 845/126). In July 1943 the London Regional Joint Council negotiated a pay rise of 2s per week for lock keepers and ancillary workers on the Lea at or below Enfield (*ibid*), while the length of the working week for Board employees was stabilised (at 50 hours in the summer and 41 in the winter) and rates for hours worked overtime were improved the following January (LCB Minutes Vol. 67 No. 1: 2, RAIL 845/126).

10.2.3 Traffic on the Lea Navigation, 1942-1945

The principle that the fullest use should be made of the inland waterways where practicable in order to reduce the burden on rail and road transport became policy in October 1941 (Z11/180, MT 52/109), and priority when allocating cargo was given to the carriage of bulky goods such as coal. The MoWT instructed that coal ought to comprise approximately 40% of canal traffic, the allocation of which was to be managed by regional representatives of the Ministries of Fuel and Power (GEN G112, 25/10/43, MT 52/113).

Following the resumption of the North Sea coastal shipping trade, the Lea Navigation was well-placed to meet its allocation. In order to ensure that coal traffic continued to be the economic mainstay of the navigation, Pick had suggested that a number of coal-handling facilities on the waterway required modernisation (Pick, 'The Lee Conservancy': 3, 31/01/41, MT 52/109), and it appears that these recommendations were taken up. At Hertford the disused coal heaps were brought back into use, and coaling operations had resumed by November 1942 ('Summary of the conclusions reached as a result of a visit of inspection to possible sites for hoisting LCs at Ware, Hertford & Cambridge, 18/11/42 ADM 1/15480).

In spite of the fact that less coal was carried on the Navigation in 1941 (483,141 tons) than in the preceding year, coal traffic still constituted over 40% of the total tonnage of goods carried. The following year this increased in both actual (to 577,349 tons) and percentage terms (to 52.33%), despite a sharp fall in the overall tonnage of goods carried ('Canal Traffic: Year 1942, MT 52/236). Irrespective of fluctuations in the tonnage of coal carried, the proportion of coal traffic carried on the Lea exceeded 45% for the remainder of the war, although even the largest quantity carried in any one year was still less than two-thirds of that carried during the last full year of peacetime (*ibid*).

Despite the presence of a number of industrial concerns engaged in the manufacture of material vital for the war effort on the banks of the Lea, including the Royal Ordnance Factories at Waltham Abbey (the former Royal Gunpowder Factory) and at Enfield Lock, the waterways were not a significant carrier of war materials during the Second World War. Consignments to or from military or Ministry of Supply establishments (such as munitions factories) were prioritised as railway cargo, as were consignments of certain materials designated as essential, including ARP stores, food and hydrocarbon oils (GEN G112, MoWT 25/10/43 MT 52/113). The inland waterways were simply instructed to prioritise regular traffic (such as coal) over individual or one-off consignments of material, in order that reliability of service to existing customers could be ensured (*ibid*).

Canal carriers did convey quantities of petroleum spirit (Minutes of the 12th Meeting of the Traffic Committee 22/09/43, MT 52/113), although it does not appear to have accounted for a significant proportion of goods carried on the Lea Navigation during the war years (MT 52/236). It is, however, quite possible that use was made of the Petroleum Board wharves at the Carless Capel and Leonard factories and the Redline Glico facility at Pacific Wharf to transfer cargoes of petroleum products to canal-going vessels for onward movement. According to Sir Osborne Mance, Director of Canals at the MoWT, carriage of dangerous goods such as explosives or ammunition was assigned only to road or rail carriers, and no provision seems to have been made for waterborne conveyance of such materials, at least until May 1944 (*ibid*; MoWT memorandum 'Handling & Conveyance of Ammunition etc on Canals or Inland Waterways', 18/05/44, CAB 75/19/45). This latter measure, which entailed the amendment of Defence Regulations so as to permit the carriage of ammunition upon inland waterways irrespective of local regulations or bye-laws, was expressly introduced in order that no foreseeable eventuality should impede logistical preparations for 'forthcoming operations', an unambiguous reference to the imminent Operation Overlord (CAB 75/19/75). It is not clear whether the need ever arose to use the Lea Navigation for the conveyance of such materials, either during the build-up to Overlord or during the remaining months of the war.

The Lea and its associated waterways do appear to have been used for the movement of at least one form of military transport during the war. Following the entry into the war of the United States at the end of 1941, large quantities of purpose-built landing craft were transported to ports on the west coast of the United Kingdom, in preparation for the anticipated invasion of Occupied Europe. Whilst larger sea-going landing vessels, such as LSTs (Landing Ship, Tank) crossed the Atlantic under their own steam, smaller vessels weighing between 6½ and 22 tons, collectively known as Minor Landing Craft (MLC) were carried on the decks of transport ships and were off-loaded at 'arrival ports' such as Cardiff and Liverpool, where they were held in pooled reserve (ADM 1/2627; ADM 179/238). In order to prevent congestion at the arrival ports it was decided to move the MLC to 'ports of destination', which could be either Combined Operations (CO) Training Establishments, or laying-up ports, known as 'suspense stations', where they would be held pending further requirements (ADM 179/238). Because MLC lacked living accommodation, a number of 'intermediate ports' were established at Portland, Portsmouth and Newhaven, at which craft could be refuelled and crews rest up overnight.

The movement of the MLCs (codenamed 'Operation Bedlam') began in summer 1942 and continued until September the following year, when new arrangements for handling MLCs came into force (ADM 1/12627). During the summer months the craft were manned by naval crews and sailed around the coast or via canals to coastal or estuarine suspense stations, such as the MLC Receipt and Despatch Unit at HMS St. Clement (Tilbury), where CO craft were maintained and repaired (ADM 1/14853; ADM 1/2627; ADM 1/15480). Though it is unlikely that the Lea and the Back Rivers were used for the transit of MLCs during the early phase of Operation Bedlam, by autumn 1942 it was clear to the Admiralty

that the coastal routes would not be passable during winter, and that provision need therefore to be made to increase the number travelling by inland waterway and other means over the following months (Plans Div (Q) Naval Staff 09/10/42, ADM 1/15480). Owing to the lack of interchanges between rival canal networks, the transit of MLC from west coast ports to suspense stations in the south-east presented naval planners with significant difficulties, and consideration was therefore given to moving craft at least part of the way by road (*ibid*).

It was concluded that it was feasible to move certain categories of smaller MLC (LCP, LCV and LCM) from arrival ports in the Mersey and the Severn by canal to interchanges where they would be loaded on to civilian road haulage vehicles, which would off-load them elsewhere on the canal network for onward transfer to suspense stations in the Thames Estuary (PD (Q) 4763/42 08/12/42, ADM 1/15480). While vessels travelling from the arrival ports in the Severn Estuary would make their eastward journey via the Kennet and Avon Canal and the Thames itself, those travelling from the Mersey would head east to the Humber and either travel via the Rivers Trent and Witham to Boston or coastwise to King's Lynn and thence via the Great Ouse and the Cam to Cambridge, from which they would be conveyed by road to be transferred to the northernmost end of the Lea Navigation (Figure 38). Potential sites for the gantries necessary to lift MLC from road to the Lea and vice-versa were inspected by representatives of the Admiralty at Ware and Hertford in November 1942, and the following month both the Director of Plans and the Commander of Combined Operations instructed that they be built (PD (Q) 4763/42, 08/12/42, ADM 1/15480).

10.2.4 Maintenance of the Navigation, 1942 - 1945

Unlike those inland navigations that were taken over by the government in July 1942, the Lee Conservancy had to fund general repairs and maintenance out of its own revenues. Despite Pick's generally positive report on the upkeep of the Conservancy's waterways, the regular maintenance cycle of the Lea and the Back Rivers was disrupted by the war, during which war damage repairs necessarily took precedence.

The partial collapse of a length of towing path wall on the Lea north of Carpenter's Road Bridge in July 1942 was attributed by Board Engineers to the shallow foundations of old river walls, which had been undermined by the scouring action caused by passing tugs, and it was feared that further subsidence might take place in the vicinity in future (LCB Minutes Vol. 65 No. 10 10/07/42 RAIL 845/125). A further stretch of towing path wall in the area duly collapsed that September (LCB Minutes Vol. 65 No. 11 02/10/42 RAIL 845/125). Because civilian building works during wartime were subject to restrictions imposed under Defence (General) Regulation 56A 1939, the Board had to obtain permission from the MoWT for the execution of any works costing more than £100 (LCB Minutes Vol. 66 No. 14 03/12/43 RAIL 845/125).

Authorisation was dependent upon the labour allocation determined by the Ministry, which often led to the delay or postponement of scheduled works. Plans approved by the Board for dredging the Navigation and renewing towing path walls north of Old Ford Lock in September 1944 were scheduled to take place 'as soon as circumstances permit', at some unspecified point after the war was over (LCB Minutes Vol. 67 No. 10, 29/09/44 RAIL 845/126). While emergency repairs were carried out as soon as was possible after damage had taken place, in an effort to keep the Navigation functioning, permanent repairs were often delayed months, or sometimes years after damage had occurred, even in cases where plant and installations had been damaged by enemy action.

10.3 War damage

10.3.1 War damage on the Lea and the Stratford back rivers: 1939 - 1945

At the beginning of May 1941 the Lee Conservancy Board undertook a periodic review of the effectiveness of ARP measures in the light of experience gained over the preceding eight months, during which London had been subject to sustained heavy aerial bombardment (LCB Minutes Vol. 64 No. 5, 02/05/41: 64. RAIL 845/125). In addition to making amendments to a number of existing procedures, members identified two broad categories of air raid damage that had been inflicted upon the navigation to date: either minor, which could be 'taken in hand in the ordinary way' by Conservancy employees, or 'of such magnitude that a major operation is required, necessitating the calling of outside help' (*ibid*).

Despite the fact that the Lea and the Stratford Back Rivers were situated in the midst of one of the most heavily bombed districts in the country (HO 199/395), by the end of the war the majority of the incidences of war damage on the waterways could be described as belonging to the former category, whilst only a handful merited inclusion amongst the latter.

The first large-scale daylight raid on London took place on 7th September 1940, when over 900 Luftwaffe aircraft attacked the capital. The raid continued into the night, when a number of IBs started fires in the Marshgate Lane area, whilst larger ordnance fell on the Thomas Tyre & Co Stirling Chemical Works in Canning Road, which was bombed again on the nights of the 21st –22nd September, 1st – 2nd October and finally the 19th – 20th April 1941 (HO 198/207).

Stratford was again hit by a daylight raid on 17th September, when IBs fell beside the Northern Outfall Sewer at Marshgate Lane. During this raid sawmills, offices and stables belonging to the Grand Union Canal were destroyed at Monteith Wharf on the Hertford Union Canal near Old Ford (War Damage Act 1943: Claim, IR 34/712), though Lee Conservancy premises in the vicinity escaped unscathed.

Within weeks, however, Old Ford Locks itself received a direct hit, which virtually demolished the centre pier (Plate 7) and caused extensive damage to the brick-built chambers of both the west (new) and east (old) locks (see Plate 8), entirely destroying the floor of the latter (LCB Minutes Vol. 63 No. 14: 193, 13/12/40 845/124; Hackney Archives, File No. 1 HA/46). The destruction was not restricted to the lock itself, and a number of buildings in the immediate vicinity including the Collector's House and the lock houses and stables belonging to the Board were also severely damaged. Because of the disruption to navigation caused by the damage, emergency repairs were soon underway and by November W. & C. French Ltd, the main contractor for much of the 1930 Flood Relief Act works, had been taken on to undertake permanent repairs. By December the central pier had been largely rebuilt and the repaired west lock was reopened to traffic on the 6th January 1941, while the more extensively damaged east lock reopened eight weeks later (*ibid*; LCB Minutes Vol. 64 No. 1: 2, Vol. 64. No. 3: 33, 1/01/41, 07/03/41, 845/125).

A number of other raids that took place during the blitz of autumn 1940 also inflicted damage upon Board property. While an HE bomb that landed on the bank of the Three Mills Wall River near Bisson Road on 27th September failed to explode (Newham War Damage Incident File), two HE bombs detonated on the towing path and east bank of the City Mill River near Marshgate Lane on 20th and 25th October respectively, and a further device fell into the Waterworks River off Warton Road on the night of the 10th (*ibid*).

At a time when falling revenues were placing great pressures upon the finances of the canal undertakings, the question was raised as to how the repair of facilities damaged or

destroyed by enemy action should be financed. In December 1940 the MoT somewhat optimistically suggested that the undertakings might consider setting up a mutual assistance scheme, whereby the latter pooled labour, materials and plant to ensure speedy repair of damage (CDAC Minutes of the 7th meeting 19/12/40, MT 52/50). While such a scheme may have proved of use in effecting rapid emergency repairs, the undertakings were more concerned about permanent repair of facilities, such as locks, which played a critical role in keeping navigations open. When the Treasury proposed that certain Public Utilities Undertakings should pay contributions in respect of damage arising out of the war, the Canal Association requested that the issue be deferred until after the war, while in the meantime the government paid for, or at least reimbursed the costs of urgent war damage repairs (Supplemental Memorandum of the Canal Association, 26/06/41, IR 34/712).

Claims for the reimbursement of the cost of repairing war damage were admitted under the War Damage Act 1943, although any works costing more than £100 remained subject to authorisation under Defence Regulation 56A, which often contributed to prolonged delays to the completion of permanent repairs or reconstruction (War Damage Claims, War Damage Act 1943, IR 34/712; LCB Minutes Vol. 66 No. 14 03/12/43 RAIL 845/125). Though the rebuilding of Old Ford Locks was completed in remarkable time, the damaged Collector's and Lock Houses remained in a ruinous state when the Board sought authorisation for their rebuilding in October 1943 (LCB Minutes Vol 66 No. 12: 80, 01/10/43, RAIL 845/126).

It had still not been granted the following March, when the Board stripped the buildings of intact timbers for re-use elsewhere on the Navigation, and it was not until September 1944 that architects were instructed to prepare plans for submission to the MoWT for approval and for the necessary licence for rebuilding to be obtained (LCB Minutes Vol. 67 No. 1087 30/09/44, RAIL 845/126). The saga dragged on into the following year, and architects' plans for the rebuilding of the three cottages were finally approved in October 1945, over five years after the buildings were bombed (LCB Minutes Vol. 68 No. 13: 111, 26/10/45 RAIL 845/127).

The Stratford waterways escaped any further substantial damage during the late autumn and winter of 1940, though night-time raids damaged a number of the factories on Carpenter's Road and in the vicinity of Temple Mill Lane in October and December (Newham War Damage Incident File).

West Ham experienced a brief respite from air raids during winter 1940/1941, though large-scale raids resumed on the night of the 8th/ 9th March 1941, when a number of the factories on Carpenter's Road were set alight by IBs (Newham War Damage Incident File; HO 198/33). The Redline Glico distillery house at Pacific Wharf was hit by two 50kg HE bombs (HO 198/46), which appear to have caused some damage to the wharf itself, which had been rebuilt only eight years earlier (Joint Committee River Lee Flood Relief Act Minutes No. 36, 20/09/33). An application for the permanent repair of Pacific Wharf was submitted to the Ministry in February 1945 (LCB Minutes Vol. 68 No. 2: 13, 02/02/45 RAIL 845/127). Conservancy property damaged that night included the Lock Keeper's Cottage at Bow Lock (Newham War Damage Incident File).

During a heavy raid on the night of Wednesday 16th /17th April, a parachute mine detonated on impact with the Waterworks River off the Boake Roberts Factory in Carpenter's Road, causing extensive Category 'B' damage to the concrete river wall (HO 198/46). The blast damage to Boake Robert's frontage was more extensive than first thought, and a report to the Board of the Conservancy indicated that the piling had been 'almost entirely destroyed' (LBC Minutes Vol. 76 No. 1: 2, 07/01/44, RAIL 845/126). Though responsibility for repairs resided with the owners (the Carpenters Company), in

1944 the Conservancy agreed to draw down the level of water in the river to allow the necessary permanent repairs to take place.

Boake Roberts was to suffer further damage during the night of the Saturday 10th /Sunday 11th May, when 500 bombers launched the most destructive single raid of the war on London. The Luftwaffe's radio direction beams which guided the bombers to their target intersected over West Ham (Mortimer, 2005: 105), ensuring that the area, although not the primary target of the bombers, was hit by the full range of explosive ordnance dropped that night. HE bombs fell on the recently rebuilt bank of the Lea beside the British Feeding Mills, a short distance from Carpenter's Road Lock, whilst a 50kg HE bomb landed in the 'River Bed Saltings' of the Channelsea, approximately 80' (c.25m) south of the point at which the Northern Outlet crossed the river (HO 198/46). Another 50kg HE exploded on the Leyton Sewer, a short distance from the Hallins Piggeries near Temple Mills, which also received a direct hit that night (*ibid*). Further bombs fell near the barrage balloon positions south of Lloyd's Shoot and Henniker's Ditch (Newham War Damage Incident File).

Few air raids took place during the summer of 1941 as German resources were moved eastwards in preparation for the invasion of the Soviet Union, although the Boake Roberts Factory was hit yet again during the night of 27th /28th July (HO 198/46). No war damage was reported in the area between August 1941 and July 1942, though the Lee Conservancy Board reported that temporary repairs to a 40' (c.12m) length of walling near Old Ford Lock damaged the previous year had proved unsatisfactory, and that the towing path was in danger of collapse (LCB Minutes Vol. 65. No.2: 10, 06/02/42 RAIL 845/125). Because the cost of repair was estimated to be around £600, the board had to apply for Regulation 56A authorisation for work to proceed.

Though the Luftwaffe returned in 1943, most attacks tended to be nuisance raids carried out by small formations of aircraft. A brief episode of large-scale bombing took place during the 'mini-Blitz' of February and March 1944, when the London Docks were attacked once again. Few bombs were dropped on the Stratford area, though unexploded AA shells fell on the towing path at Hackney Marsh (Hackney Archives, HA/32), on the Redline Glico Works and in the Channelsea River near Abbey Lane (Newham War Damage Incident File).

Following the Allied invasion of Europe in June 1944, the Germans retaliated by launching the V1 Flying Bomb campaign against London and the south-east. Though the intensity of attacks declined in the autumn when Allied ground forces overran the early launch sites, significant damage was inflicted upon West Ham between July and September. During the night of 20th/21st July a V1 fell in soft ground at the north end of Gliksten's Timber Factory, approximately 70 yards east of the middle of the Lea. Steel-framed buildings at Gliksten's were destroyed, and damage was inflicted to the Sutton and Ashby Sack and Bag Works on the opposite bank of the Lea at Carpenters Road (HO 198/88). A second V1 fell nearby on the 27th August, detonating against the premises of the British Feeding Mills (i.e. the Wolsey Works), approximately 550' south of the Carpenter's Road Bridge (HO 198/93). Category 'A' damage was inflicted upon the brick-built structure, and blast damage occurred over a wider radius. It is likely that this V1 was responsible for the 'serious damage' suffered by the radial lock gate at the adjacent Carpenter's Road (Ward) Lock, reported by the Board towards the end of September (LCB Minutes Vol. 67 No. 10: 85, 29/09/44 RAIL 845/ 126). The gates were so badly damaged that they had to be returned to the Ipswich works of Ransome and Rapier, the firm that had originally designed and installed them ten years earlier (LCB Minutes Vol. 68 No. 1: 2, 05/01/45 RAIL 845/127; Joint Committee River Lee Flood Relief Act Minutes No. 41, 17/01/34). Emergency repairs to the fabric of the lock were carried out by the Board's own men, who

rebuilt the piers carrying the footbridge from which the gate operated and repaired the damaged fencing that had surrounded the lock (LCB Minutes Vol. 68 No. 1: 2, 05/01/45 RAIL 845/127). Though the lock-keeper's cottage on the east bank of the Lea was also seriously damaged by the blast, plans for repairs were postponed until September 1945 when the lock-keeper was due to return from service with the forces (LCB Minutes Vol. 68. No. 12: 91, 26/09/45 RAIL 845/127). It was anticipated that extensive work was required, including the rebuilding of an end wall, with costs estimated at approximately £500, for which authorisation was duly sought (*ibid*).

The final war damage incident in the vicinity occurred on 30th August, when a V1 fell on the west bank of the Lea, west of Waterden Road and approximately 300' (c.91m) south of the Eastway (HO 198/93). No category 'A' or 'B' damage was recorded, and no damage reports were submitted to the Conservancy Board.

Following the end of the war, permanent repairs that had been delayed by Regulation 56A authorisations continued throughout the second half of 1945. In addition to the rebuilding of demolished structures, minor repairs that had been postponed until the end of the conflict were resumed, such as the lighting at Old Ford Lock, which had been 'entirely destroyed' five years earlier (LCB Vol 68. No. 14: 120, 26/10/45 RAIL 845/127).

As the waterways began to resume operations under peacetime conditions, efforts were also made to rectify various emergency repairs that had been hastily carried out during the war years. As late as 1951 a length of river wall on the west bank of the City Mill River, which had been damaged during the war and subsequently demolished (Figure 39), was rebuilt to match the neighbouring stretch of 1930s wall with Larssen steel sheet piles surmounted by reinforced concrete capping (ACC/2423/X/129).

11 Development and function of the waterways: the back rivers from the post-war period onwards

11.1 Frank Pick's report for post-war development

The earliest plans for the post-war development of the Lea Navigation were devised by Frank Pick, and presented in his supplementary report on the Conservancy. In addition to his overall prescription for the revival of the inland waterways, Pick believed that the primary function of the Navigation would remain inextricably linked with the industry that had developed in the Stratford area over the preceding 150 years.

Given that aerial bombing had forced a number of firms to set up secondary production sites elsewhere, Pick thought it unlikely that those firms that had relocated to the northern stretches of the river would return after the end of the war, presenting an opportunity to concentrate industry '*at a point where efficient handling and servicing facilities for traffic could be economically provided*' (F. Pick, 'The Lee Conservancy': paragraphs 5 & 7, 31/01/41, MT 52/109).

Pick envisaged the creation of a 'considerable trading estate' on a 150-acre site the west bank of the Lea Navigation between Edmonton and Ponders End (*ibid*: paragraph 6). The new site would provide the first-class road and rail interchanges that Stratford so manifestly lacked, while the relocation of industry from the latter area would create an opportunity for improving the setting of those concerns that elected to remain (*ibid*: paragraph 6). Given that Pick believed that the future of the navigation remained dependent upon the transport of coal, he argued that greater priority needed to be given to the needs of the largest vessels that plied the waterways. The major physical hindrance to canal-going craft was the low clearance of road bridges over the waterways, a problem that had been identified and to some extent rectified in the Stratford area as early as 1936, but which had caused significant delays during wartime when the rivers were in flood (*ibid*: paragraph 9; Joint Committee River Lee Flood Relief Act Minutes No. 72, 14/10/36; LCB Minutes Vol. 66 No. 1, 05/02/43 RAIL 845/126).

Pick's recommendations for post-war development of the Conservancy shared a common perspective with those published by the Canal Association in 1945 (MT 52/150). The latter proposals were also predicated upon the assumption that future prosperity of the waterways would depend upon the carriage of heavy bulky loads (such as coal) for industry, for which undertakings needed to make better provision. Measures advocated by the Association included the rebuilding of old banks to allow power-driven vessels to operate efficiently, the reconstruction of low bridges, the electrification of lock gearing and the enlargement and duplication of locks (*ibid*).

While the proposals presented by Pick and the Canal Association were narrowly focused upon ensuring the survival of the inland waterways into peacetime, by 1944 it was apparent that any plans for the post-war development of the waterways had to take into account the new and ambitious plans for the future of the whole of Greater London that had recently been put before government ministers.

11.2 The Abercrombie plan

The most significant blueprint for the post-war future of the region was the Greater London Plan, prepared by Sir Patrick Abercrombie on behalf of the Minister of Town and Country Planning (HLG 71/144).

Abercrombie divided the Greater London area into four concentric rings: Inner Urban, Suburban, Green Belt and Outer Country and aimed to decentralise both industry and population from Inner London, under controlled conditions, to defined concentrations in the two innermost rings and to a network of New Towns that were to be built in the outermost zone. Abercrombie's vision of the role of inland waterways in the Greater London of the future was resolutely conventional: they would continue to serve industrial customers by carrying raw materials to, and finished products from canal-side factories, while established cargoes such as coal and building materials would be carried for commercial and domestic markets (Report by the Clerk of the Board and General Manager upon Sir Patrick Abercrombie's Greater London Plan 1944: 8, HLG 71/144). Abercrombie also repeated a number of suggestions made by Pick, including the reconstruction of Tottenham Lock and the establishment of new central collection and distribution points at key points on the network.

However, Abercrombie regarded the Lea Valley itself as an opportunity '*for a great piece of constructive, preservative and regenerative planning*' (*ibid*: 10). He proposed that large areas of open land in the Lea Valley, including the areas between Walthamstow and Enfield and the entire stretch between Hoddesdon and Hertford, should be 'welded into... great regional reservation[s]-[where] no open land, whatever its present use should be built on' (*ibid*: 11). Above 'Stratford Road' (presumably Stratford High Street) Abercrombie suggested that established open areas, such as the allotments and playing fields of the Hackney Marshes, should be preserved within their present boundaries, and that any future development should be restricted to those areas that were already industrialised.

11.3 The 1953 Transport Act, the Rusholme Report and their effects

After the 1953 Transport Act, which abolished the Executives and replaced them with boards of management under the British Transport Commission, the BTC decided on a private survey to make recommendations for the waterways. It was chaired by Lord Rusholme, a member of the Commission.

The results were reported in 1954 and published in 1955, listing many shortcomings in the system, particularly the lack of traffic due to changes from water to rail and road. The survey proposed that a nationalised system of waterways should be managed separately from the London docks, with a full-time general manager. It also suggested that the waterways should be considered in three groups: Group 1, 336 miles of already busy waterways which should be improved; Group 2, 994 miles of waterways which despite an uncertain future should be retained because of their value for commercial transport; and Group 3, 771 miles of waterways which seemed to have no commercial future and should be removed from the care of the British Transport Commission. Waterways in Group 2 could be transferred to Group 3 if their use dwindled.

The report was conditioned by the commercial value of canals, amenity hardly being considered. The groups were accepted by the British Transport, which sanctioned heavy expenditure on Group 1 waterways resulting in a number of improvements from 1956, notably on the Trent. However, the public were unhappy about the future of the canals in Group 3, many of which were valuable to pleasure cruising. Interest in the waterways and

pleasure cruising was growing, indicated by the foundation of the Association of Pleasure Craft Operators in 1953. An independent inquiry was appointed in response to this concern.

11.4 The Bowes Report

In 1956, the government appointed Mr H Leslie Bowes of the Pacific S.N. Co. and a committee of seven to undertake the independent inquiry into the future of the waterways and propose measures required to achieve maximum economic use of the system. The Bowes Committee Report was presented to Parliament in July 1958.

Having looked at both national and independent waterways they suggested 3 groups of waterways:

- The first, totalling 330 miles (531 km), they called Class A Waterways (of commercial use and to be developed);
- The second, totalling 1000 miles (1,609 km), they called Class B Waterways (worth keeping navigable but not of much commercial use);
- The third group, Class C waterways, totalled nearly 800 miles (1,287 km) and were considered to have insufficient commercial prospects to justify retention for navigation.

A and B together formed what the Committee called 'the prescribed navigable System', other users being recognised, including pleasure and angling. It was suggested that A and B should be put in good working order and maintained up to standard for not less than 25 years. Profits on A were to be used for their maintenance and improvement and the B system, with financial assistance, was to be brought up to a standard which would allow passage of laden craft of the largest dimensions designed for these waterways. On B waterways tolls were to be replaced by licences calculated on the capacity of the craft. The committee also recognised other users including anglers and pleasure cruisers.

Following the Bowes Report, some waterways were abandoned while others previously threatened by the Rusholme Report of 1955 were reprieved; the Norfolk Broads in particular were picked out as being essential to the economy of the area. The British Transport Commission agreed to maintain Class A Waterways to their current standards.

In 1959 an Inland Waterways Redevelopment Advisory Committee was set up to facilitate the redevelopment of Class C waterways. British Waterways encouraged pleasure cruising, especially following the Bowes Report. A hire fleet was set up with a new type of small cruiser designed by British Waterways, of which 28 were built, and 18 larger cruisers were made by the conversion of old narrow-boats. Trip boats were also built, with 11 in operation by 1960.

In 1960 converted carrying craft used for short cruises and 'entertainment' were operating on broad waterways in the London area and in the North Eastern Division. Yacht basins were established at Saint Pancras, London and Stourport and Worcester on the Severn, and a series of cruising booklets, the first of their kind, were published. Improvements to the system included the upgrading of many British Waterways properties, from cottages to operational equipment such as pumping stations. Other modernisations included the building of welfare facilities for boatmen at Hawkesbury, Wolverhampton and Bulls Bridge and the addition of sanitary facilities at repair yards. The busiest locks on Class A waterways were mechanised.

The Transport Act of 1962 reorganised the nationalised transport industries, abolishing the commissions including the British Transport Commission/British Waterways. In their place

independent boards were established; in the case of the waterways, the British Waterways Board. The Board had powers to develop, lease or sell its land, create pipelines, make its own equipment, acquire other undertakings and lend money. It was also given powers to borrow money.

11.5 The Transport Acts of 1962 and 1968

An amplification of the 1962 Act, the 1968 Transport Act gave even wider powers to the board, allowing it to manage hotels, provide ordinary road transport and provide amenity and facilities for recreational waterway activities. Of particular importance was the new three-group classification of the board's waterways into commercial, pleasure cruising (cruiseways) and the remainder.

The Minister of Transport had the power to transfer waterways from one group to another, and following the precedent of the 1888 Railway and Canal Traffic Act, closure of a waterway could be secured by Government order. The board was obliged to maintain its commercial waterways to suitable standard for freight-carrying craft, and the cruising waterways for pleasure craft. Duties of maintenance were enforceable by the courts.

The new act abolished any public or private right of navigation which might exist in any Act authorising any particular waterway, applicable to all waterways. Remainder waterways - the third category of waterways - were to be maintained as economically as possible, and the board was granted powers for their disposal, for example to local authorities. Local authorities were also empowered to subscribe towards the cost of improving the waterways for amenity use. The act also established the Inland Waterways Amenity Advisory Council, who were to advise on cruiseways and recreation.

The impact of the above on the rivers and canals of Stratford was unfortunately a negative one. During the 1960s and early 70s the area began to decline due to a combination of factors; partly the relocating of many heavy manufacturing industries outside of London during the Second World War, and partly the decreasing importance of London's waterways in comparison to the road transport network, which was a more flexible and efficient way for companies to move materials.

The waterways were, however, not wholly forgotten during this period; in 1965 Queen Mary College (University of London) applied for permission to build a Jason Type nuclear reactor on the west bank of the Pudding Mill River (commonly known as Lloyd's Shoot), gaining approval from the Nuclear Sites Consultative Committee on 17th February, 1960. Eventually the reactor was built in the College buildings on Mile End Road, as there was more readily available space, becoming 'critical' on the 10th of August 1964 and being dismantled in 1981. The documentation accompanying the licensing for the original Pudding Mill site states problems which faced both the Queen Mary College and existing businesses in the area.

'The proposed site is on one of the few large open spaces remaining in this part of London and the fact the many factories in the area have not already spread there, may be due to the presence of several rivers and canals which restrict access to the site to a light bridge. Whilst a new bridge to carry heavy traffic is now in existence, built specifically to serve the proposed site, the problem of restricted access still remains . . . These waterways, which are named the River Lea, Pudding Mill and City Mill River are all slow moving and highly contaminated by industrial effluent (POWE 74/301).'

By this date, the waterways has obviously deteriorated to a similar condition to their pre-1930s Flood Relief Act state, despite the works carried out in the 1930s and 1940s.

By the early 1970s there were plans to alleviate the Lloyd's Shoot area access problems. The plan was to construct a highway between Pudding Mill Lane and Marshgate Lane, which meant culverting the southern stretch of the Pudding Mill River. At this point, the question of ownership of the Pudding Mill River bed came to the fore. If the waterways were natural they belonged to the Crown, but if they were the result of artificial excavation they did not. A letter from the London Borough of Newham to the Crown Estate Commissioners outlines the confusion which surrounded the waterway and showed that competing interests were causing problems:

'The commissioners' claim that the river bed is vested in the crown is based on the contention that the river is tidal and some evidence to this effect was produced by you at the meeting in the form of an Ordnance Survey Map thought to be dated about 1930 whereon were shown Mean High Tide levels. You also submitted that the bed of a tidal river the flow of which was altered by artificial means remained vested in the Crown and that even if the works which are understood to have been carried out to the Pudding Mill River in the 1930s had significantly altered the tidal flow this was irrelevant so far as the question of legal ownership of the river bed was concerned.....the view of the council's officers, which appears to be supported by the Lee Conservancy Catchment Board's officers, is that the river is not at the present time a regular tidal watercourse, although it is possible that it was the effect of works which had resulted in this situation. On the other hand there did seem to be some reason (the title of river, for instance) for suggesting that the river was artificially constructed in the first place' (CRES 64/40).

The issue was resolved in 1973, in favour of the Newham Borough Council, and the construction of the Pudding Mill River culvert and highway took place in the same year.

The Pudding Mill River was not the only watercourse to be an source of contention for Newham Borough Council. The Channelsea had become severely silted (see Plates 9 and 10), and the council proposed to culvert the waterway. As with the Pudding Mill River, there was some dispute about whether the bed of the river was owned by the Crown. A letter of 1965, below, evidences the resolution of this dispute:

'Diversion of the Channelsea River

I refer to your letters of the 29th June and 14th July (1965), concerning the proposed diversion of the Channelsea River at High Meads Stratford, by British Railways (Eastern Region) and to confirm that that part of the existing River which is shown...on the enclosed plan forms part of the crown land estate under the management of this office.

2. The commissioners are prepared to grant a conveyance of the proprietary rights and interests of the crown in all the tidal land which will be affected by the present and future proposals to British Rail at a price to be negotiated on behalf of the commissioners by the district Valuer.

3. As the property forms part of the Crown Estate no title thereto shall be shown and no requisition or objection shall be made in respect thereof' (CRES 58/430).

The works of the 1960s and 1970s were aimed at removing waterways where they were an impediment to land access, rather than improving them. Without traffic, lacking in commercial importance, the waterways of the Lea valley simply slipped into decline, uncared for until the late 1980s when drives to ensure the green belt remained and London's green spaces were emphasised resulted in the tidying of towpaths and riverbanks, and the creation of the Greenway on top of the Northern Outfall Sewer.

12 Development and function of the recorded structures

12.1 Introduction: Henniker's and Potter's Ditches, and the Channelsea River (Figures 2 and 3)

The main watercourse in the area of Henniker's and Potter's Ditch area is the Channelsea River, an ancient waterway, known to have been in existence by at least the 8th century. The course and form of the river have been much altered by human intervention, including the construction of several ditches and sewers which drain into it. Among these are Potter's Ditch and Henniker's Ditch. Although ground raising in the area now means that the waterways run along the base of deep, artificial channels, some banking structures remain, including timber and stone structures.

The earliest historic maps, dating to the eighteenth century, depict the Channelsea River following a north–south course from the east end of Potter's Ditch. The Waterworks River lies at the west end of Potter's Ditch, also flowing north–south. However, this arrangement was altered during the 20th century: a length of the Channelsea River immediately south of the east end of Potter's Ditch was infilled, channelling all flow westwards along Potter's Ditch, then south into the Waterworks River. Further south, the Waterworks River connected to the remaining stretch of the Channelsea River, then infilled south of this point. This has created the current layout, in which a length of the original Channelsea River (henceforth the 'northern stretch') survives between Henniker's Ditch and Potter's Ditch.

Furthermore, the waterway immediately south of the western end of Potter's Ditch is a remnant of the Waterworks River, which now connects seamlessly with the surviving stretch of the Channelsea River further south.

12.2 OL-02007: Henniker's Ditch

Henniker's Ditch may represent a canalisation of streams belonging to the Leyton River, which may have flowed across the northern and western parts of PDZ6, or the manipulation of other natural watercourses that previously drained the valley side and flowed across the floodplain.

The name of Henniker's Ditch has its origins in the 18th century, as it is connected with a local landowner named John Henniker, who is depicted as having a residence to the south of the site adjacent to the Channelsea River in 18th century maps. By the 18th and 19th centuries it was certainly one of a series of drainage ditches running through the marsh immediately east of the Waterworks and Channelsea Rivers. During the 20th centuries many of these channels were culverted or backfilled and the river regime was also substantially altered, culminating in the present arrangement. Massive ground raising works were undertaken during the 1950s, -60s and -70s, with the Eastway Cycle Circuit being completed toward the end of this period.

Henniker's Ditch had recently (post 1970s) been culverted within a modern concrete embankment beneath the eastern end of the Eastway Cycle Circuit. The ditch extends to the west of this culvert and comprises high-sided natural banking. Following the ditch westwards, the southern bank is occasionally punctuated by in-feed drainage pipes. A wood and iron footbridge spans the ditch towards its western end, beneath which the banking has been strengthened with stone-shaped concrete revetting. At the western end of the ditch the flow is channelled into two large modern concrete pipes beneath the cycle

track embankment, after which it is directed southwards into the northern stretch of the original Channelsea River.

The flow from Henniker's Ditch emerges from beneath the cycleway concrete embankment via a protruding outflow pipe, approximately 1m above the waterline. South of this the waterway is defined by natural soil banking along its eastern edge and steeper embanked made ground along its western edge. Towards its southern end, the eastern bank of the waterway is revetted behind horizontal timber planking held in place by solid vertical timber posts spaced at regular intervals. Approximately 0.30m above the waterline the horizontal planking gives way to vertical plank shuttering that extends into the water. At the southern end of the waterway the flow turns west into Potter's Ditch.

Recent archaeological fieldwork by MoLAS-PCA has shown that the then-extant version of Henniker's, Ditch bore three distinct phases of cutting and re-cutting, beginning in the late 18th century (MoLAS-PCA 2007s). Earlier phases, which may have been present in this area, had been obliterated by the phase observed here. A second phase, dated to the second half of the 19th century, represents the earliest evidence of channels along the northern stretch of the original Channelsea River and Potters Ditch, suggesting that these have drifted eastwards and southwards respectively from their presumed original locations. The third phase represents the ditches as they were at the time of the fieldwork, and was dated to the deposition of substantial made ground during the 1950s to 70s.

The fieldwork also confirmed that evidence for Holocene channels might survive at the western end of Henniker's Ditch, suggesting that the watercourse followed the route of earlier topographic features (MoLAS-PCA 2007s).

12.3 OL-02007: Potter's Ditch

The wooden revetting described above continues along the southern bank of the eastern half of Potter's Ditch. It is damaged and degraded in places, in particular the eastern end of the ditch. The vertical timber posts are tied into the bank by plates and tie beams. How far these tie beams extend into the bank, and what they are fastened to, could not be determined due to the presence of Japanese Knotweed, which is prolific in this area. At its western end Potter's Ditch connects with the northern end of the remaining stretch of the original Waterworks River, which flows southwards into the southern Channelsea River.

12.4 The Channelsea River

In this area, this waterway is defined by steep, natural embankments. On the western side of the river a low-rising mudflat extends into the river course, often flooded at high tide. Along the southern half of its course the waterway bends, first to the west then to the east, resulting in an accumulation of debris forming a low bank on the western side that supports vegetation. Towards its southern end the waterway is crossed by a footbridge supported upon a modern iron grating with concrete surround, beyond which the riverbanks widen and the flow is less constrained. The banking at this point is formed of modern dumped deposits, creating soft landscaped banks down towards the river. The presence of the mudflats, and significant amounts of debris, precluded determination of whether any stone, timber or natural banking remained intact beneath or behind the made ground.

12.5 OL-05007: Old Ford Locks. OL-07307: Old Ford Lock Houses (Figures 2, 4 and 5)

The earliest drawn representation of Old Ford Locks and Lock Houses dates from an 1845 plan. In this incarnation the locks and lock houses were very simple; the double-chambered lock, toll both, stables and offices had yet to be built. At the location of the present-day lock houses the map shows four buildings, one of which is identified as a 'lock house'.

The lock is a single-chambered structure located on the eastern side of the Lea Navigation. Immediately west of the lock chamber is an island, labelled 'garden', and a ditch which runs the length of the Navigation until White Post Lane Bridge. It is probable that the ditch acted as a drain for surface water run-off and cesspits at the back of various properties (Figure 40).

The next plan of Old Ford Locks and Lock Houses appears on the 1869 OS map. By that date the 1850 Improvement Act had been put into action, and navigation between the Lea Navigation and the River Lea had been drastically improved. A brick-built double-chambered lock has replaced the simpler single lock of previous years. On the stretch above Old Ford Locks a new profile has been created by the widening and deepening of the channel, and the parallel cut of the Hackney Sewer on the west bank has been absorbed into the main channel. The buildings in evidence on the 1845 map are still present, with the addition of a smaller structure to the north. The land at the south of the building has been divided into three plots, the easternmost relating the East London waterworks waste channel and reservoir (Figure 41).

By 1896 the area around and including Old Ford had begun to change as more heavy industries moved to Stratford. The 1896 OS map shows that a towpath has been constructed on the east side of the Lea Navigation, either over or, more probably, infilling the previous East London Waterworks waste ditch, which had run down the entire length of the east bank. On the west side of the lock a new wharf has been constructed, in response to the increased traffic load (Figure 42).

An 1897 plan of Old Ford Locks shows the extent of the improvements brought about by the 1850 Act in more detail. The double chambers of the new lock, together with the north and south lock gates, allow for the increased passage of traffic at any one time. The new jigger mechanism had been introduced to the replacing the original push locks, and a pedestrian footbridge had been constructed (Figure 43).

A plan and elevation dating to 1908 show the creation of an internal bathroom (Figure 44). A plan drawn a year later shows that the house has progressed from a simple structure to three separate dwellings; two at the south for the lock keepers, and the third to the north, labelled as the collector's house. At the north of the property is the tollbooth, which in later years became redundant, eventually moving to the central island. At the south of the site, an un-annotated building which was in evidence on previous maps has been annotated for the first time as 'lock houses'. These would have brought in extra revenue to both the lock keeper and the Lea Conservancy Board, as the demand for a berth for a night from bargemen was constant (Figure 45).

By the 1920s and 30s the Lea Navigation and Lea River were in need of repair. Constant use over the years since their original construction in combination with little upkeep and pollution both industrial and sewage had created a situation where the rivers were in a deplorable state and the locks were in of repair. The 1930 River Lee Flood Relief Act allowed for improvement to the River Lea, Lea Navigation and associated back rivers. Two plans from the same period reveal that the lock gates and wooden dolphin protecting the central brick built island were to be replaced, although it was not until 1933 that the gates were actually changed (Figure 47).

The next major change at Old Ford Locks and Lock Houses is apparent on the 1948 OS map. The orientation of the lock houses has completely altered from the original 1800s north-south alignment to a new east-west alignment. The toll booth, which on previous maps had been at the northernmost extent of the property, has been moved further south, with a covered walkway joining it with the westernmost of the three houses. These changes were the result of a direct bomb hit on the locks on the 17th of October 1940, which destroyed the eastern and western lock chamber floors and gates, and severely damaged the central lock island and the original lock houses, collector's house and stables (see Plates 6 and 7). The lock was repaired before the houses, in order to keep the flow of much needed supplies moving in and out of London.

By 1945 the lock houses were still unoccupied, as an extract from the 1945 meeting minutes shows:

'Extensive damage was caused to this lock house which has not been in full occupation since the lock keeper went into service. He is expected back shortly and extensive repairs will be required' (RAIL 845/124, Vol. 68, No. 12: 91).

In the years following the Second War, the importance of the waterways declined as commercial traffic increasingly went via large container transport and lorry haulage companies. The Rusholme survey of Britain's waterways (see section 10) classified the River Lea and Navigation as Group 1 waterways, as they were in use and valuable to the timber and coal industries. The expenditure on upgrading Group 1 waterways which came out of the survey funded the mechanisation of the whole lock in 1958 (Figure 48).

The lock houses remained occupied by separate owners until the 1990s, when Channel 4 Television bought the property and used it for their 'Big Breakfast' show. The structural changes to the building to prepare it for its new use were considerable. The interior layout was altered, and the exterior of the building cement-rendered and painted. On the south-east side of the property a new two-storey extension was constructed with a roof-top garden. To the south-west another two-storey extension was added, which accommodated a stairwell and lift. In the area previously occupied by the tollbooth a shallow paddling pool was built, and to the east a cement-built Cyclorama added. By the late 1990s the show was no longer on air, and the house was used only for storage. An arson attack during this phase completely destroyed the roof, which was later replaced by the present, private owners.

12.6 OL-05407: Pudding Mill Lock (Figures 2 and 6)

Pudding Mill Lock is not a lock but a tidal gate, built in the 1922.

The OS map from 1916 shows the original Pudding Mill River junction, before the 1920s alterations which shifted the junction further south and saw the construction of the Pudding Mill tide gates (Figure 49 and Figure 19). A blueprint dating to 1922 shows the new tidal lock and associated metal anti-climb fence (Figure 50), and also shows Gliksten's timber yard on the west bank and the Charing Cross electricity station on the east.

The first date at which the gate is shown is 1948, on an OS map, where the east and west wing walls, a central island and an overhead footbridge with supporting piers are illustrated (Figure 51).

As use of the waterways declined, so naturally did most of their associated structures, including Pudding Mill Lock. By 1963 Pudding Mill Lock was no longer shown; likely, derelict (Figure 52). The decline of the waterways' importance in the area during the 1970s and 80s is represented by the map regression of this structure; by 1974 only the western side of the footbridge still remained. At present, the west bank of the River Lea is entirely

overgrown, effectively obscuring one half of the lock and any original fittings which may remain in that area (Figure 53).

12.7 OL-07407: Marshgate Lane Lock (Figures 2 and 7)

Marshgate Lane Lock was constructed in a single episode, dating to the 1930s building programme initiated by the 1930 Flood Relief Act. It was intended to alleviate the flooding which had hampered the area in previous years, most recently the 1928 flooding which had affected 1,200 homes (see paragraph 6.1). Under this scheme, the Waterworks River and Three Mills Wall River would be widened, and a drainage channel, new lock and associated lock house connecting the City Mill River with the newly widened waterways would be constructed.

Hollins Lock, as it was referred at the time, effectively created an artificial island, next to the 19th-century Pegshole Bridge, which is indicated by hatching on the 1916 OS map (Figure 54). Figures 55 –57 show how the new radial gates would operate, helping to control the problematic tidal flows that had previously hampered the area.

The OS map of 1948 shows little change in form from the lock's initial construction in 1932; the locks, footbridge and lock cottage are still in place. By this point the waterways were starting to slip into decline, eventually leading to the closure of Marshgate Lane Lock in the 1960s. The sluice channel connecting the City Mill River with the Waterworks and Three Mill Wall River became clogged and disused.

The area south-east of the lock which was originally a private transport depot was re-developed in the 21st century, triggering the partial restoration of the lock. However, the sluice was left unaltered (Figure 59).

12.8 OL-07207: Stone and brick riverbank wall (Figures 2 and 8)

The stone and brick built riverbank wall is first shown on the 1869 OS map, and was originally part of the stone-built wharf used by the Printing Ink Works and the Iceland Wharf Ammonia Works (Figure 59).

It is the only section of 19th-century river wall along the west bank of the River Lea to survive both the 1930s refurbishments and Second World War bomb damage.

The OS maps from 1916 to 1982 reveal that the same company owned the site until 2006, when it was redeveloped. The original river walling was retained (Figures 60- 62).

12.9 OL-03007: Carpenter's Lock (Figures 2 and 9)

Carpenter's Lock (originally Ward Lock) and Marshgate Lane Lock are the only two locks in London to possess a pair of double vertical radial gates, built more for flood defence than toll control.

The 1916 OS map shows that before construction, the lock site and surrounding land were uninhabited, making it an ideal location to build both a lock and lock cottage (Figure 63). The whole of the Back Rivers area had been prone to flooding, and by looking at the OS map it is immediately apparent that the Pudding Mill River itself was narrower than the upper reaches of the Lea. Therefore, any sudden increase in water level would have the potential to create flood hazards. Such was the case in 1928, when flooding of the general vicinity highlighted the need for more adequate protection and, in turn, helped to create the 1930s Flood Relief Act. The building scheme initiated by the Act, both improved and

changed the layout of the whole backwaters area; some waterways became wider and deeper, whilst other were infilled and the construction of various locks took place like.

During the Second World War a V1 bomb fell nearby on the 27th August, detonating against the premises of the British Feeding Mills (i.e. The Wolsey Works), approximately 550' (c.167m) south of the Carpenter's Road bridge (HO 198/93). It is likely that this was responsible for the 'serious damage' suffered by the radial lock gate at the adjacent Carpenter's Road (Ward) Lock, reported by the Board towards the end of September (LCB Minutes Vol. 67 No. 10: 85, 29/09/44 RAIL 845/ 126). The gates were badly damaged, with the result that they had to be returned to the Ipswich works of Ransome and Rapier, who had originally designed and installed them ten years earlier (LCB Minutes Vol. 68 No. 1: 2, 05/01/45 RAIL 845/127; Joint Committee River Lee Flood Relief Act Minutes No. 41, 17/01/34). Emergency repairs to the fabric of the lock were carried out by the Board's own men, who rebuilt the piers carrying the footbridge from which the gate operated and repaired the damaged fencing that had surrounded the lock (LCB Minutes Vol. 68 No. 1: 2, 05/01/45 RAIL 845/127). Though the lock-keeper's cottage on the east bank of the Lea was also seriously damaged by the blast, plans for repairs were postponed until September 1945 when the lock-keeper was due to return from service with the forces (LCB Minutes Vol. 68. No. 12: 91, 26/09/45 RAIL 845/127).

By 1948 the replaced lock and repaired lock house, surrounded by a small plot of land and a boundary wall, are visible on maps for the first time (Figure 64). It was in use until c.1960, for barges taking coal to the pumping engines at the waterworks which had originally given their name to the Waterworks River. However, as the waterways went into decline the lock was no longer as useful to commercial traffic, by 1970 the lock house had been demolished (Figure 65). Investment in the canal network during the 1980s saw some waterways and structures updated, one of which was Carpenter's Lock. Unfortunately this injection of life did not last, and the lock has since lapsed into a state of disrepair.

12.10 OL-03507: City Mill River Footbridge (Figures 2 and 10)

The 1869 OS map indicates the presence of a crossing spanning the junction of the City Mill River with the River Lea, although this does not appear in any later OS maps (Figure 66). By comparing the 1916 and 1948 OS maps it possible to suggest that the bridge was constructed during the intervening years (Figures 66 & 68).

Given the general alterations to the area associated with the 1930 Flood Relief Scheme, it is probable that this was also part of the scheme. However, no substantial documentary evidence has been found confirming this conclusion.

The large steel 'L' and 'T'-shaped flanges located between each open lattice or steel plate section were stamped 'GKB PT BRITISH I STEEL' and '[CO] NSETT' respectively. GKB stands for Guest Keen Baldwins Iron and Steel Company Ltd, which had works in Port Talbot and Cardiff. 'Consett' refers to the Consett Iron Company, founded in 1864 and merged into the Iron & Steel Corporation of Great Britain, created in 1949 when the major steel companies were nationalised. The companies that had been nationalised in 1949 were returned to private ownership by the Conservative government, when Sir Winston Churchill returned to power in 1951. In 1967 they were renationalised to form the British Steel Corporation.

12.11 OL-02707: The Pudding Mill River

The area between the Pudding Mill and City Mill rivers, to the south of Knobs Hill Road was densely industrial by the late 19th century. In contrast, the land between the Pudding

Mill River, the River Lea and the Northern Outfall Sewer remained relatively undeveloped, the only development by 1916 being the Metropolitan Water Board's Old Ford Pumping Station (demolished in the late 20th century) and a cottage.

Culverting of the southern section of the Pudding Mill River was undertaken, slowly reducing it in length from the south, from the late-1940s onwards. It assumed its current, shortened length in the period between the Ordnance Survey maps of 1960–74 and the present day. The current stretch of the Pudding Mill River ends just short of the Northern Outfall Sewer; its former course will lie buried and infilled beneath the southern half of PDZ3.

Both extant banks of Pudding Mill River date to after the 1930 act. The banks appear to have been constructed as one enterprise.

13 The waterways and built heritage

All archaeological analysis and recording during the investigation on site was done in accordance with the *Written Schemes of Investigation* (MoLAS-PCA, 2007), the *Museum of London Archaeological Site Manual* (1994) and MoLAS *health and safety policy* (2005).

The location of the structures was determined in outline on the modern Ordnance Survey plan. Details of the construction, development and function of the elements of the structures were noted. Notes on the form and fabric of the structures were taken, and the structures were photographically recorded. Manual scale drawings were undertaken where required.

The site records comprise a total of 3,189 digital colour photographic images, 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 codes OL-01207 (the waterways overall), OL-02007 (Henniker's/Potter's Ditches), OL-02707 (the Pudding Mill River survey), OL-03007 (Carpenter's Lock), OL-03507 (City Mill River Footbridge), OL-05007 (Old Ford Locks), OL-05407 (Pudding Mill Lock), OL-07207 (stone and brick river wall banks) OL-07307 (Old Ford Lock House) and OL-07407 (Marshgate Lane Lock).

These descriptions below should be read in conjunction with the selected photographs taken during 2007 (Plates 11-83).

13.1 The waterways

13.1.1 *Lea Navigation (Hackney Cut)*

The Lea Navigation runs roughly north-south within the site, entering the site beneath the East Cross Route at the north and joining the River Lea at its southern terminus. Within the site, it is crossed by four bridges:

- The first of these bridges is the Eastway road bridge, crossing the waterway as it enters the site at the north, carrying a slip road which gives access to the A12 East Cross Route (Plate 11).
- The second, lying halfway between the Eastway bridge and White Post Lane, is a pedestrian covered footbridge constructed from pre-moulded cement sections (Plate 12).
- The third, a short distance above White Post Lane, carries the East London line connecting west London to Stratford (Plate 13).
- The fourth and final bridge before the Navigation merges with the River Lea at Old Ford Locks is White Post Lane Bridge (Plate 14), carrying White Post Lane over the channel.

Most of the Lea Navigation banking is constructed of uncapped steel piles measuring approximately 12"x5" in profile. Each pile has a positive and a negative interlock, and are joined by alternating the orientation of the piles. They are secured to the bank by steel tie-rods and bolts in recessed panels (Plate 15). The area between the piles and the bank is infilled with poured cement.

Along the stretch of the eastern bank between White Post Lane Bridge and Old Ford Locks are three original tipping wharfs, of which two still have inset metal track rails (Plate 16). On the opposite bank is the entrance to the Hertford Union Canal.

The southern stretch of the east bank at Old Ford Locks is constructed of original ragstone blocks capped by cement block and granite coping.

13.1.2 River Lea

The River Lea runs roughly north-south within the site, with some meandering below Carpenter's Road. At the north, it skirts around the edge of PDZ15 and enters the site beneath Ruckholt Road. It exits the site at the south beneath Stratford High Street.

The Lea is crossed by ten bridges in the site:

- The first three, from the north, are in relatively close proximity to each other. The northernmost of the three is the road bridge for the A106 Ruckholt Road, followed by the road bridge for the A12 East Cross Route, then the road bridge for the Eastway slip road.
- The fourth bridge is a pedestrian footbridge, giving access from Waterden Road to the Manor Garden allotments on the east bank of the river (Plate 17).
- The fifth and sixth bridges are in close proximity to each other and are the railway bridge carrying the East London line, and Carpenter's Road bridge. At this point the river begins to enter into backwater area of the Lea Valley, where the Waterworks, City Mill and Pudding Mill all spring from the Lea. The Lea now begins a very marked meander, veering to the west until it reaches Old Ford Locks, then returning eastwards.
- The seventh bridge to cross the river is the pedestrian footbridge spanning the watercourse south-east of Old Ford Locks (Plate 18).
- The eighth is the Greenway bridge, carrying the Northern Outfall Sewer (Plate 19).
- The ninth and tenth bridges are in close proximity to one another, and both carry train lines.

13.1.2.1 The east bank

The southern stretch of the east bank, below Old Ford Locks, is constructed from steel coffered piling (see Plate 15). At the junction with the Waterworks River, banking is concrete over steel coffered piling. South of the former Great Eastern Railway bridge, there is a short section of stone riverbank wall with concrete capping. Protective timber dolphins were observed on both the north and south sides of the bridge's stanchions.

Old Ford Locks marks the point at which the Lea Navigation merges into the River Lea. It is at this point that the river meanders to the east with the east bank constructed from ragstone blocks, capped with concrete and granite blocks.

Between Old Ford Locks and Carpenter's Lock the river bank is constructed from poured and shuttered concrete with mooring hooks and drainage holes cut (Plate 21). Ragstone banking was observed at the junction with the City Mill River and brick banking immediately south of Northern Outfall Sewer.

13.1.2.2 The west bank

The southern stretch of the west bank, below Old Ford Locks, is constructed from steel coffered piling (see Plate 15). At the junction with the Waterworks River banking is concrete over steel coffered piling.

The riverbank between Old Ford Locks and Carpenter's Lock is heavily vegetated and obscured by modern wattling intended to encourage wildlife (Plate 20).

Along both east and west stretches of the Lea's banks are a number of mooring posts dating to the 1930s improvements. These were observed and drawn (Figures 69 and 70).

13.1.3 The Channelsea River

The Channelsea is split into three separate open stretches: two at northern extent of the Olympic site, running north-south either side of Potter's Ditch, and one short section which currently lies just outside the Olympic site and was not investigated. The Channelsea has earth banking, shallow on the east and steep to the west, creating a narrow channel (Plate 25). At the southern end of the westernmost section of the river, the banking on the east is constructed of horizontal timber planking reinforced by timber piles spaced at regular intervals. Approximately 0.30m above the waterline, the horizontal planking gives way to vertical planking, which extends below the water. Beyond its southern terminus the river is culverted, a result of works carried out in 1967 to enable construction of the Stratford Depot site at High Meads, as the area was then known (Figure 74).

Both the east and west banks of the Channelsea below Potter's Ditch become soft and wide with large amounts of modern dumping, and the flow is less constrained than that of the northern stretch between Henniker's and Potter's Ditches. The combination of debris and natural silting on the banks of the Channelsea meant that it was not possible to determine whether original stone/timber/natural banking was intact under or behind the current banks.

13.1.4 OL-02007: Henniker's Ditch

Henniker's Ditch, situated within the site of the former Lea Valley Park and Eastway Cycle Circuit, has been recently culverted to the east. The ditch extends from a concrete embankment at the east where the culvert emerges, running westwards between high-sided earth banking. Along this stretch, a number of drainage pipes open into the ditch from the south bank. A modern timber and iron bridge spans the ditch at its central point, and underneath this is a short section of modern concrete banking (Plate 22).

At the western terminus of the ditch, the water is channelled into two large modern concrete pipes that take the water underneath the cycle track to feed into the northern stretch of the Channelsea (Figures 71 and 72, Plate 23).

13.1.5 OL-02007: Potter's Ditch

Potter's Ditch is linked to Henniker's Ditch by a short north-south channel which is part of the course of the old Channelsea River. From the southern terminus of this section of waterway, Potter's Ditch extends westwards for a distance of approximately 67m before it joins the longer north-south course of the Channelsea, forming a dog-leg.

The north bank of the ditch is composed of steep embankments, covered by dense vegetation on the upper section. Heavy natural silting at the bottom, a result of regular tidal inundation, has formed mudflats extending into the watercourse.

Timber revetments, contemporary with those present on the eastern bank of the Channelsea to the west, line the south bank of Potter's Ditch. The timber piles are secured to the bank via a series of tie rods, bolts and plates. The full extent to which the rods extend into the bank and the type of anchors to which they are secured could not be determined due to the presence of Japanese knotweed (Plate 25). Further documentary investigation into the construction methods used on the waterways revealed that the rods are usually secured to concrete blocks (Figure 73).

13.1.6 City Mill River

The City Mill River is located between the Waterworks and Pudding Mill Rivers, the northern extent springing from the River Lea immediately south of Carpenter's Lock. Its southern extent is marked by Marshgate Lane Lock, at which point the City Mill becomes

the Bow Back River. In total the river is crossed by four bridges; at the north by the City Mill River Footbridge, which marks the junction with the River Lea (Plate 26); by Marshgate Lane road bridge, by the Great North-Eastern Railway bridge and finally by the Northern Outfall Sewer.

At the north, the west bank is constructed of shuttered and poured concrete sheets. Each sheet contains five pairs of square-cut drainage holes (Plate 27).

Immediately north of the former Great North-Eastern Railway Bridge is an area of timber pull-up piles which date to the construction period following the 1930 Flood Relief Act (Plate 28). Some fittings remain on this stretch of timber banking, including a possible sluice gate, one steel ladder, one iron ring, and an iron mooring staple. The area between the GNER bridge and the Northern Outfall Sewer contains a small mooring area, which at the time of recording was heavily obscured by vegetation, effectively hiding any original features or canal fittings from view (Plate 29).

At Marshgate Lane Lock, the sluice gate, which originally joined the City Mill with the Waterworks River, shows severe dereliction. The sluice gates are rusted and the sluice-way itself almost completely obscured heavy vegetation and silt build-up (Plate 30). The lock itself is also heavily overgrown, but shows signs of recent restoration (Plate 31). To the south of the lock on the east bank are an original cast iron access ladder and inset moulded access steps. These date to the original construction of this section of the waterway in the 1930s (Plate 32).

The southern end of the east bank is constructed of steel coffering with thick concrete capping. The rest of the east bank is mostly constructed from steep pre-cast concrete sheet piling covered with concrete caps. This type of banking is also present at the southern end of the river at the junction with the Bow Back River.

13.1.7 OL-2707: Pudding Mill River

Because the Pudding Mill is to be infilled in order to facilitate the development of the Olympic site, an electronic survey of its form and contours was undertaken. This can be seen in (Figure 75)

The Pudding Mill River is located south of the City Mill River, where it springs from the River Lea just south of Pudding Mill Lock. It extends only a relatively short distance to the south-east, beyond which it is culverted.

The river is spanned by four bridges, two towards the junction with the Lea at the north, a third towards the middle portion of the river and a fourth at the southern extent (Figure 2, and Plate 33). At the junction with the River Lea is an arched concrete footbridge, constructed from poured interlocking concrete sections, carrying the eastern towpath of the River Lea over the mouth of the Pudding Mill. Modern metal safety rails, painted black and white, have been added at a later date. The northern and southern towpath approaches to the bridge are surfaced by equally-spaced rows of granite risers, which do not appear to functionally relate to the bridge and may be earlier in date. South-east of the arched bridge is a modern bridge constructed of reinforced concrete. Safety rails painted in black and white have been attached to the north and south sides of the bridge (Plate 34). On the northern side of the bridge a low cofferdam had been constructed in an effort to control natural build up of silt and possible tidal surges caused by the confluence with the River Lea (Plate 35). The north-east and south-west banks between the first and second bridges are largely overgrown and obscured.

A large quantity of modern rubber tyres has been dumped both on the riverbanks and riverbed towards the northern extent, obscuring any historic features (Plate 36).

Immediately south of the obscured area of banking is the third bridge, which gives vehicle access from Marshgate Lane to the Queen Mary Engineering Institute. It is constructed of reinforced concrete, with footpaths on both sides and blue-painted handrails.

The visible banks are man-made and constructed from concrete piles with concrete capping reinforced by an extremely corroded RSJ running the length of both banks (Plate 37). Towards the southern end of the river is a modern timber bridge, which gives access to the Greenway (Plate 38). To the south of this bridge, on the east bank is a small rectangular-shaped platform constructed of poured concrete (Plate 39). No documentary evidence has been found to suggest what the original purpose of this structure was. North of this is another modern steel bridge which gives access to the Queen Mary College site from Marshgate Lane. (Figures 76- 79).

13.1.8 Waterworks River

The Waterworks River springs from the River Lea immediately north of Carpenter's Lock. Its southern terminus is marked by the crossing of Stratford High Street, at which point it becomes the Three Mills Wall River (Plate 40).

In total, the Waterworks is crossed by five bridges.

- At the north is the first, Marshgate Lane road bridge, which is just south of the junction with the River Lea.
- The second is a covered footbridge located just north of the third, which is the former Great North-Eastern Railway bridge.
- The fourth bridge carries the Northern Outfall Sewer and is constructed of concrete, encasing the two main sewage pipes.
- The fifth and final bridge carries Stratford High Street and is a modern construction, a combination of metal and concrete elements. The north-western side of the bridge marks the south-eastern edge of the Olympic site.

Both the east and west banks along this stretch are constructed from steel sheet piling capped by battered and poured concrete. At regular intervals along both banks, original mooring hooks, timber pull-up piles and iron fencing remain in situ. Both banks contain square drainage holes at regular intervals along the entire length of the river.

The towpath lies on the north-eastern bank of the river and is constructed of concrete slabs, which at various points along the northern stretch give access to the drainage system via hatches. Access to all points along the banks of the river was prevented by the presence of industrial buildings.

13.1.9 Bow Back River

The Bow Back River is located at the south-eastern end of the Olympic site. Marshgate Lane Lock marks its northern terminus, beyond which the Bow Back becomes the City Mill River.

It is spanned by two bridges; Marshgate Lane road bridge towards the east and Blaker Road bridge to the west.

The banks of the north-eastern stretch of the Bow Back are predominately constructed of ragstone blocks, while the south-western stretch towards the entrance of the River Lea is constructed of steel-capped piles.

During the 1930s this section of waterway saw extensive alterations, which resulted from the 1930s Flood Relief Act. This Act created the watercourse and banking which is visible today (see Plate 32).

13.2 Built heritage

13.2.1 OL-07307: *Old Ford Lock Houses*

Old Ford Lock Houses are located within a plot of land on the east bank of the River Lea, immediately to the north-east of Old Ford Locks. The plot lies on a tip of land defined to the south-east and south-west by the River Lea and the Lea Navigation respectively. Bow Industrial Estate encloses the site to the north.

The houses are semi-detached and two-storey, with a tiled roof. Rectangular in plan, they possess an east-west orientated single-ridged hipped roof. Three brick chimneystacks rise from the roof (Plate 41). Three original terracotta finials survive, and have been stored in the south garden along with some chimneypots (Plate 42).

Extensive remodelling by Channel 4 Productions for the 'Big Breakfast' show in the early 1990s, an arson attack and alterations by private owners have meant that most of the door and window casements are modern replacements. The most recent and obvious alteration is the cement-rendered façade, 0.025m thick, which imitates a red-brick Flemish bond facing on the exterior of the building. The attic space has been converted, with skylights set into the roof on the north side and modern dormers on the south side.

The principal elevation is to the south. Access is gained via a door in the centre of the ground floor west elevation. The east side of the building has two back doors, one of which is no longer in use. The functional door gives access to the new extension on the north-east side of the original building.

In plan the area covered by the building measures roughly 13m from north to south and 19m from east to west. All external elevations together with the form and fabric of the building will be described.

13.2.1.1 *South elevation (see Plate 41)*

The brickwork is entirely faced in cement rendering painted to resemble red brick in Flemish bond (see above), but for the first three brick courses up from ground level. These are visible but have been painted black, hiding the original colour and fabric of the brickwork and mortar.

The original door and window arrangement is still evident on the west side of the elevation, comprising a modern metal casement window and doorframe at ground floor and two modern metal casement windows at first floor. A later dormer window has been inserted in the roof.

At the centre of the elevation is a modern double patio doorway with single sidelights on both sides. The patio doors lead from the house onto a raised, paved area, with a dwarf wall of blue/purple engineering bricks on the east and west sides. Two steps lead down to the main portion of the south garden. The first floor has a modern triple metal casement window and a dormer window in the roof.

At the eastern end, access to the house is via a metal-framed double patio door on the ground floor, which leads from the house into a small fenced-off portion of garden. At first floor are two windows, one an original window opening with a modern metal casement, the other a casemented panel window, which extends upwards from ground to roof level. All windows and doorsills are constructed from slate tile.

Three original chimneystacks are visible on the south elevation; one is centrally located within the roof, and the other two are set into the east and west mass walls.

13.2.1.2 North elevation

From the eastern end of the north elevation a modern single-storey extension projects to the north, containing a workshop and corridor, accessed via a door in its north elevation. At the east of the modern extension is a steel staircase giving access to its roof. The roof of the extension has been paved creating an outdoor space. A modern metal-framed double French door at the first floor level of the eastern end of the cottage gives access to the roof garden from the main house (Plate 43).

At the west end of the north elevation, a further extension, housing an internal stairwell and a modern chimney, extends to the full height of the house. In its north elevation is a casemented panel window extending from approximately ground floor ceiling height to first floor ceiling level.

The original part of the building has a series of access points on the ground floor: one modern double patio door with single sidelights on the east and west sides in the centre of the elevation; one modern double patio door to the east and one original single doorway to the west. At first floor there is a casemented panel window extending the full height of the storey at the eastern extent, with a centrally-placed triple metal casement window and a double metal casement window at the western extent. The roof contains three modern skylights, two of which are located in the central portion of the roof, the third on the eastern side.

13.2.1.3 East elevation

There is single-storey modern extension at the northern extent of this elevation, which is described as part of the north elevation. The original part of the building has a centrally-placed single door with metal frame containing fixed glass panes at ground floor, but this is no longer in use. Immediately north of this is a double metal casement window. The access point in current use is in the north end of the modern extension and is a single, reinforced timber and steel doorway.

At first floor level is a double metal casement window which is smaller than the ground floor window, indicating that the opening is probably original but the casement is modern.

13.2.1.4 West elevation

The original part of the building has a centrally-placed metal-framed doorway on the ground floor, which gives access to the building's interior.

The first floor has a casemented panel window extending upwards from approximately ground floor ceiling height to first floor ceiling level (Plate 44).

13.2.1.5 Gardens of Old Ford Lock Houses

The area surrounding the main building has been divided into north and south gardens, with the entire western side bounded by a white picket fence. The north garden has a modern layout designed for the Channel 4's 'Big Breakfast' show.

The south garden retains hints of the original layout. The areas to the east and west of the house are partitioned off with white picket fencing, and the central portion of the garden has no fencing but low hedges instead.

The north garden has a raised gravel patio immediately in front of the houses, surrounded by a dwarf wall which leads to an Astro turf lawn with a centrally placed circular swimming pool 4ft deep. To the north-west of this is a tall, curved breezeblock wall measuring 3.65m in height, the south face of which has been painted to show a sunrise. The north face is

supported by brick buttresses. Behind the wall to the north is a series of sheds and temporary structures used to house props and other filming materials.

On the west side of the building is a greenhouse and a footpath which gives access to the south garden. In the south-west corner is a curved cement-rendered breezeblock wall with a painted red-brick façade in a header bond pattern. This conceals the septic tank, garden waste heap and machinery. The east boundary wall is early 20th-century in date with a poured concrete foundation and buttresses, and is constructed from smooth brown brick and yellow/grey mortar set in an English bond pattern. The top of the brick wall is stepped and is obscured by ivy. Access into the property and gardens is via a double gate on the western boundary opening onto the Hackney Cut and Old Ford Locks towpaths (Plate 45).

13.2.1.6 Stable block of Old Ford Lock Houses

In the south-west corner of the garden is a small rectangular structure which is outside the modern garden boundary, but which originally functioned as the stable block associated with the lock houses. The building is a single-storey structure with a poured concrete foundation, constructed using yellow stock bricks and grey mortar set in English bond pattern, the first two brick courses of which have been covered by cement rendering. The roof is pitched and has been covered with terracotta ridge tiles. The southern half has been converted into a public toilet block, and the northern half is used for storage. To the east of the stable block is an area of granite sets, which may be original landscaping associated with the stables (Plate 46).

13.2.1.6.1 NORTH ELEVATION

This elevation contains a single gable-end window with a concrete lintel and ceramic tile sill, the exterior of which is shuttered with horizontal wooden slats. The roof possesses bargeboards.

13.2.1.6.2 EAST ELEVATION

This elevation contains two original high-set windows to the north, now boarded, with ceramic tile sills. At the south end are four later modern timber-framed windows containing safety glass within a barrel frame. All have internal vertical safety bars and concrete lintels.

13.2.1.6.3 SOUTH ELEVATION

This elevation contains one original gable-end window, with a concrete lintel and ceramic tile sill. It is shuttered externally with horizontally set wooden slats. There is a further, modern inserted window at the west, which has a wooden frame and sill, concrete lintel and two opaque fixed safety glass panes. To the east of this window are three vertical scars extending up from the building's concrete foundation to approximately 2.06m in height, indicating that a single-storey addition, 2.70m wide, was once keyed into the main stable block at this point. The poured concrete flooring of this structure is still in place. The central scar is a partition wall, approximately 0.11m in thickness. The external face of the stable block wall between the partition and outer scars still bears evidence of paintwork, with the top half painted cream and the bottom half painted black. All three vertical scars rise to one timber lintel.

The rake is visible on this elevation, revealing the underlying asphalt waterproofing used in the roof's construction.

13.2.1.6.4 WEST ELEVATION

The west elevation has two access points and a single modern window. To the north is a doorway, which gives access to the storage part of the building. It has a modern steel-framed double doorframe with steel door and a concrete lintel. To the south is a single steel doorframe and door, which gives access to a modern public toilet. Immediately north of the

doorway is a single steel framed casement fixed pane window with an overhead awning window and tiled sill, the interior of which has vertical bars. Both share a single concrete lintel. The brickwork surrounding the window and parts of the doorway reveal has been replaced in order to house these modern additions.

13.2.2 OL-05007: Old Ford Locks

Old Ford Locks straddle the Lea Navigation (Hackney Cut) immediately north of its junction with the River Lea, immediately west of Old Ford Lock Houses.

The locks are a combination of a lock and weir system (Figures 1 and 5). The lock itself is formed of a central dolphin island, with two double steel swing mitre lock gates. The toll/control booth stands on the central part of the island. The northern and southern extents of the lock beyond the lock gates are known as pounds. The position of the lock is significant, as it marks the junction between the 'new' Lea Navigation and the 'old' River Lea (Figure 80 and Plate 47).

13.2.2.1 Upper pound, north of locks

On the eastern bank, immediately north of the locks, is a timber structure, constructed of five vertical posts with a pair of horizontal beams. The posts have barrel caps with steel covers, below which are steel collars. The 3rd and 5th posts are constructed from concrete with wooden casing, creating a sympathetic appearance. Between the two northern posts is an earlier post worn to a stump. The horizontal beams are attached to the vertical posts via coach bolts on the towpath side. The timber piles are linked together by rounded buffer plates on the canal side (Plate 48).

On the west side of the north pound is a timber structure extending approximately 5m out from the bank, consisting of three vertical posts with barrel tops and iron collars, and two horizontal beams with iron collars. This structure is most probably a weir, which is first located on a plan dated to 1897 (Figure 44). The by-wash is situated to the west of this structure.

13.2.2.2 Central dolphin island

The northern and southern tips of the island are constructed from a wooden framework consisting of beams attached to vertical piles and are V-shaped in plan. The northern tip is covered by timber planking and a galvanized steel grille. There is a half-domed steel cage structure at the tip, composed of three horizontal bands and five vertical bands painted white, with a solid metal back-plate painted black. The cage is used to house two navigation lamps, one red for port at the west, and one green for starboard at the east, intended to aid navigation into the locks. The cage sits on a metal base plate and has a rubber tyre attached to the front of it, which acts as a buffer protecting both the tip of the island and the sides of the barges (Plate 49).

The southern tip is set at a lower level than the northern tip, and is accessed by a modern steel ladder attached to the footbridge which spans the lock. It carries a single mooring bollard.

The east and west sides of the island also form the inner walls of the east and west chambers and are constructed from granite blocks, with the outer edges painted white. Within the island, the area between the east and west granite sides is surfaced with red brick laid in a herring-bone pattern, with a border composed of red bricks laid on bed. There is a 'T' shaped mooring bollard, immediately south of the island's north tip, which is set in a north-south alignment. A raised concrete casing and inspection covers for the machinery which operate the lock gates and the cloughs is situated at each end of the island (Plate 50).

There is a small rectangular hut situated in the central part of the island, which is constructed of yellow stock brick set onto a concrete base, with steel windows and doorframe and a flat concrete roof. Along the front and rear of the cabin are safety barriers.

Some of the lock's operational controls are within this hut. At the southern end, by the footbridge, there are electric controls set into a concrete lectern (Plate 51).

13.2.2.3 East and west lock chambers

Both chambers appear to be constructed mainly from yellow stock brick, with some later repairs using blue engineering brick. These brick walls are capped with large granite blocks which measure approximately 1.20m x 1.05m x 0.67m. The waterline at the time of recording measured 2.90m from the top of the granite coping, on the south side of the lock (Plate 52).

The sills within the chambers are constructed from granite blocks. The upper parts are painted white, with the word 'CILL' and a downward pointed arrow painted in black.

There are two styles of hinges for the gates. The earlier style has two arms, which are bolted into the top of the granite sill. The later type has a metal plate (Plate 53).

13.2.2.4 East chamber

The east lock chamber is used regularly. The gates have '1993' inscribed on them, and can be assumed to be modern. Original breast posts and heel post timbers have been re-used on the outer edge of each gate, along with the pivot hinges and the arm for opening and closing the gates. The rest of each gate is made of steel with 4 horizontal bars above water level. The north side of each gate is clad with a single steel sheet.

On the east, brick-built wall of the east chamber there is an original square recess containing circular metal rungs (Plates 54 & 55). Above the brickwork is a rectangular recess, which houses the lock clough. Above this is the piston housing, set into poured concrete 1.27m thick which also encases the machinery for the lock. Along the outer edge of each recess is a curved vertical steel plate to protect the brickwork of lock, commonly known as a rubbing iron.

There are four rectangular metal inserts with two small mooring-pins on each side of the lock chambers.

In the west wall of the east chamber is a semi-circular recess running down the side of the lock wall. A modern ladder has been inserted with four rungs at the top of the recess. To the south of this ladder is a rectangular recess with a metal mooring pin.

At each end of the locks are a pair of stop grooves to house stop planks, which can be slotted in to prevent water entering and enable work on the lock structures. These are set outside the chambers (Plate 56).

13.2.2.5 West chamber

The west chamber is no longer in use. The north gates are permanently open and the south gates permanently closed. The water level on the 19th Oct 2007 was 0.26m below the granite edge.

On the west side of the lock is a timber buffer constructed of a series of three vertical wooden piles and horizontal beams, which is situated approximately 5m from the bank. The piles have barrel tops with iron collars, and the two horizontal beams also have iron collars. This helps to form a channel into the west chamber whilst also protecting the weir to the west.

The lock gates are formed of an oak beam frame. Three horizontal beams are visible above the waterline on the south face of the south gate. The inner, north face of this gate consists of a series of vertical close-fitting thick planks.

13.2.2.6 The lock machinery

The machinery is housed within a poured concrete structure, which is located on the central lock island. The mechanism for the locks is powered by electric pumps, pumping water under pressure into a piston cylinder to open and close the locks and clough-gates in the side of the locks.

The machinery for the lock gates are horizontal pistons with steel inspection covers above. The gates are opened and closed by an arm at the top. The machinery for the clough-gates is set vertically within a steel square column on the edge of the chambers, directly over the cloughs (see Plate 51).

13.2.2.7 Lower pound, south of locks

Beyond the lock, the granite blocks which form the east and west chamber sills within the lock itself change to yellow stock brick set in an English bond pattern above courses of blue engineering bricks (Plate 58).

13.2.3 OL-05407: *Pudding Mill Lock*

Pudding Mill Lock (in fact a tide gate rather than a lock proper) is located across the channel of the River Lea north of Old Ford Locks and the confluence of the Lea with the Pudding Mill River (Figures 1 and 6).

It is constructed of stone, blue brick and steel. The three structural elements of the lock comprise two brick-built chambers, each with a brick-built pier, situated on the northern end of the east and west banks respectively; and a single central lock island, which also has a centrally located brick-built pier (Figures 81 and 82, Plate 59).

For the lock's construction, the east bank of the River Lea was extended with an artificial promontory known as a wing wall. This is constructed of reinforced poured shuttered concrete, angled towards the bank (see Plate 59).

Beyond the promontory is a lower platform, which originally housed the eastern tide gates. The platform is constructed from poured concrete slabs capping the original ragstone coping blocks which extend approximately 1.40m below the waterline. Later root action on the central portion of the platform has created large cracks and shifted the poured concrete slabs, creating a slope which angles towards the eastern bank (Plate 60). The south end of the eastern lock platform is damaged and has had protective timber posts attached, which extend towards the mouth of the Pudding Mill River. The same damage has caused a metal mooring post to dislodge (Plate 61).

Below the poured concrete of the promontory and platform the original ragstone walling is still evident. A brick retaining wall topped by iron railings and an iron gate, which is painted black, are the remnants of the original 1920s anti-climb railings (Plate 62, Figure 51). The iron gate leads directly to concrete steps, giving access from the towpath to the wing wall promontory.

At each end of the lock is a set of square stop-gate slots with the remains of the three-sided iron sleeves. The lock gate hinge plate remains, and is of iron set on top of the sill. A mooring bollard also remains in place. At the north-east end timber piles emerge from behind the retaining wall and continue to the bank of the River Lea (Plate 63).

13.2.4 OL-07407: *Marshgate Lane Lock*

Marshgate Lane Lock (or City Mill Lock) is situated at the between the Bow Back River and the City Mill River leading into the Waterworks River (Figures 1 and 7 and Figure 83, Plate 64).

The banks leading into the lock are all formed of poured concrete over concrete shuttering. The lock itself comprises a single chamber with cofferdamming at either end. There are three sets of lock gates with a footbridge over. The sides of the chamber are formed of poured concrete, capped with large sandstone blocks.

The north side of the chamber is also the edge of the island on which the lock-keeper's cottage stands, surrounded by the Bow Back River, City Mill and Waterworks River (Plate 65). Built in 1935 in the mock-Georgian style, it has a pedimented and pilaster timber door surround. The window openings are also mock-Georgian with modern white plastic double-glazed frames. It has a pan-tile hipped roof with two chimneystacks. The upper (first floor) storey is rendered in cement and the building is painted bright blue. The garden shows signs of being in the process of being refurbished. A mono-block patio has been laid on the east and west gardens of the house (see Plate 65).

The vertical timber buffering on the west tip of the island and timber guard posts on the opposite bank to the entrance. At each end of the lock there is a depth gauge. The east and west lock gates are no longer in operation (Plate 66).

On each side of the chamber there are two iron mooring hooks clad in timber, recessed into the walls. There is also an iron access ladder recessed into the wall.

At the eastern, 'out' end of the chamber are two pairs of lock gates, and at the entrance at the west, a single pair. These are very modern and are made of steel. The ends of each gate have a large vertical timber beam capped in galvanised steel. The 'out' gate at the eastern end of the chamber has no sluice paddles, where the other two pairs of gates have one on each gate. The operating machinery has been removed. At the eastern entrance there are a series of guard posts continuing round onto the Waterworks River. An access ramp coming off Blaker Road onto the lock system of the island, has a series of granite riser sets to aid horses walking up the slope from the lock.

13.2.5 OL-07207: Stone and Brick Riverbank Wall

The riverbank wall in question is situated on the west bank of the River Lea and begins immediately south of the Greenway Bridge, extending southwards for approx. 150 metres. Starting from the northernmost end, the first part of the wall is constructed of ragstone ashlar blocks which in turn are capped by early 20th-century poured concrete (Figures 1 and 8). Only four courses were visible above the waterline at the time of recording. At the northernmost extent of the ragstone walling, a disused outflow pipe is visible, which may contain a culverted stream flowing into the River Lea (Plate 67).

South of this, the riverbank is protected by interlocking Larsen steel coffering, followed by four-and-a-half courses of ragstone block ashlar above, capped with thick early 20th-century poured concrete. The coffering may suggest an access point or slipway onto the river (Plate 68). Within the concrete there are two small outflow pipes with hinged metal caps to stop the river water from entering. On the river bend, the banking changes from poured concrete to irregular courses of roughly-hewn stone capped with large ragstone blocks. Further along, the capping changes to concrete (Plate 69).

The red-brick boundary wall of the Autumn Street works signals a change in the river wall height. Due to dense vegetation most of the wall's southern extent was obscured and further investigation was not possible. That part of the wall which was visible and above the waterline is constructed of ten courses of red brick set in Flemish bond pattern, followed by a single course of sandstone blocks and finally capped with a course of ragstone ashlar blocks. Above this is an early 20th-century flood protection wall which has been incorporated into the foundations of the structure above, which is a reinforced concrete frame with brick infill set in an English bond pattern, with a gable end overlooking the river (Plate 70).

13.2.6 OL-03007: Carpenter's Lock

Carpenter's Lock is situated on the River Lea between the mouths of the City Mill and the Waterworks Rivers. To the east of the lock is a modern scrap yard, and to the west of it is Carpenter's Business Park (Figures 1, 9, and 84-86, Plates 71 and 72).

The gates and associated structures will be described separately and referred to as 'north' and 'south'.

13.2.6.1 South lock gate

The southern lock consists of concrete embankments to the east and west, with red brick piers on both sides. The piers are each set onto a concrete chamfered plinth and have a single brick course set in a rowlock bond pattern at the top and base (Plate 73). Access stairwells are set into both piers on the north elevations, in turn acting as supports for an overhead concrete walkway

Along each overhead walkway is machinery relating to the lock pulley cables, which run down through access holes cut into the concrete and into machinery chamber below (Plate 74). The east pier also has an access ramp on the south elevation, which is constructed of poured concrete with evenly-spaced single rows of inset granite risers (Plate 75). These are similar in form to the tipping wharfs on the Lea Navigation's eastern towpath north of Old Ford Locks (see Plate 16).

13.2.6.2 Machine room of south lock gate

The gate mechanisms are housed in a machine room underneath the eastern access stairwell. The original mechanisms have been superseded by a modern pulley system (Plate 76). A single doorway gives access into the room, the lintel and threshold of which are constructed of red brick. The room is divided by a east-west brick-built dwarf wall. The machinery is housed in the southern half of the room and consists of a pulley and cable system. The cables feed upwards through an access point cut in the concrete. Cut into the concrete floor directly below is a rectangular pit in which a weighted metal pulley reel ballasts the mechanism. The south and west internal walls have a brick plinth which extend outwards by one brick's width and is approximately five courses up from floor level.

13.2.6.3 North lock gate

The northern lock consists of concrete embankments to the east and west, with red brick piers on both sides. The piers are each set on to a concrete chamfered plinth and have a single brick course set in a rowlock bond pattern at the top and base. Access stairwells are set into both piers, on the north elevations, acting as supports for an overhead concrete walkway. Along each overhead walkway is machinery relating to the lock pulley cables, which run down through access holes cut into concrete and into a machine room below. Access into the room was prohibited due to fallen machinery (Plate 78).

13.2.6.4 Around the lock

To the south of the lock is a structure constructed by Thames Water, associated with sewage or water passage. The structure consists of two concrete rectangular structures, one on each bank, with two metal pipes running between them spanning the width of the River Lea. Access into the east building is via a single doorway on its east elevation.

One mooring post sits on the corner closest to the canal and the lock; the north-east corner, opposite is obscured by vegetation. The only other remaining fitting is an iron-runged access ladder on the north bank of the canal (Plate 77).

13.2.7 OL-03507: City Mill River Footbridge

The City Mill River Footbridge is situated over the mouth of the City Mill River where it meets the River Lea, south of Carpenter's Lock (Figures 1 and 10). It allows the eastern towpath of the River Lea to continue northwards towards Carpenter's Lock and the Waterworks River. It is associated with the 1930s flood relief scheme and has seen little alteration since its original construction (Figures 87 and 88, see Plate 26).

The City Mill River Footbridge is a trussed arch bridge constructed from riveted steel components. A curved central section, with riveted open lattice plate sides stiffened radially with 'L' and 'T'-shaped flanges, is joined overhead with steel plates. The lattice sides are composed of individual steel bars, separated by shims at the points at which they are riveted together (Figure 88 and Plates 79 and 80). Shims are thin pieces of steel, which act as spacers often where components are subject to wear. This is supported by straight-end sections anchored into the concrete walls of the canalised river, with steel plate sides gradually lowering to the ends and stiffened vertically and horizontally with steel plate members. The northern and southern sides of the bridge are anchored together by steel plates, and the space between filled with concrete cast in situ (Plate 81).

Tubular steel handrails bolted to the horizontal steel plates at the western and eastern ends compensate for the lower height; these handrails extend further along the footpath at the eastern and western ends (Plate 82). The footpath carried by the bridge is composed of concrete, with bands of six granite sets at intervals of approximately 50cm. Open salt-glazed earthenware drain pipes are incorporated into the footpath surface on the southern and northern sides (Plate 83).

14 Discussion

14.1 OL-01207: The waterways overall

The extant waterways themselves fall into six distinct episodes of construction and alteration:

- The first phase dates to the 1700s, with the creation of millstreams in the marshland area, creating the braided channels and small islands typical to the valley.
- The second phase dates from the mid- to late 1800s, a programme of construction spearheaded by the newly created Lee Conservancy Board.
- Phase three took place in the 1930s, with improvement of the back rivers. Watercourses were widened, dredged and the banks improved, action which was sorely needed after years of complaints from residents and landlords alike.
- World War II marks the fourth phase, which mainly consisted of upkeep, and repair to the rivers and structures after bomb damage.
- Phase five dates to the 1950s, when some improvements which were originally envisaged during the 1930s were finally carried out.
- Phase six comprised the infilling and/or culverting of some watercourses during the 1960s and 1970s; by this point the waterways were in a gradual decline, partially as a result of 1950s schemes which proposed the abandonment of the canals for commercial use in favour of recreational use.

A final, seventh phase of alteration to the waterways does not relate to construction, but rather a long period of abandonment and lack of maintenance from the 1980s to the present day.

14.2 OL-02007 Henniker's and Potter's Ditches

Henniker's Ditch had seen recent culverting. Extending from a concrete embankment at the east where the culvert emerges, then westwards between earth banking. Drainage pipes open into the ditch from the south bank and a modern timber and iron bridge spans the ditch at its central point, underneath which was modern concrete banking. The western tend of the ditch drains into concrete pipes that feed into the Channelsea. The surviving form of the ditch dated to the deposition of substantial made ground during the 1950s to 70s. No earlier phases or related structures were recorded.

Potter's Ditch, linked to Henniker's Ditch by a north-south channel which then turned west was similarly bounded by steep embankments. Although some timber revetments, contemporary with those present on the eastern bank of the Channelsea to the west, line its south bank, the surviving form of the ditch dated to the deposition of substantial made ground during the 1950s to 70s. Again, no earlier phases or related structures were recorded.

14.3 OL-02707: Pudding Mill River

An electronic survey of the form and contours of The Pudding Mill River was undertaken. The banks were modern, man-made and constructed from concrete piles with concrete capping reinforced by an extremely corroded RSJ running the length of both banks. Despite

the presence of the remains of towpaths, the river was truncated, with its southern extent culverted. Rubber tyres has been dumped both on the riverbanks and riverbed in the open, northern stretch. The Pudding Mill River had not been maintained, was not able to serve any function and was generally disregarded.

14.4 OL-07307: Old Ford Lock Houses

The lock houses at Old Ford illustrate the important commercial role formerly played by the junction of River Lea and the Lea Navigation. The lock workers who lived there marshalled the commercial traffic through the locks, collecting tolls and ensuring that the commercial traffic of a rapidly expanding London could flow in and out of its commercial and manufacturing centres easily.

From the 1970s onwards, this area changed. The infrastructure focus shifted to the newer and faster road and rail networks, meaning most canals and rivers declined in importance. Once an important part of industry in Stratford, most of the River Lea and Lea Navigation became an areas for recreation or neglect, their past forgotten and outgrown.

The lock houses have survived the area's changing fortunes well. The building is now privately owned and well-maintained, but was previously owned and altered by Channel 4 Productions. An arson attack completely destroyed the roof during the late 20th century, but this has since been repaired. The towpath stables at the south, which are the only remnant of the previous tollhouse, have been turned into public lavatories and storage areas.

14.5 OL-05007: Old Ford Locks

Old Ford Locks have seen much alteration since their construction in the early part of the 1800s. The most violent alteration to the structure occurred during the 1940s, after a direct bomb hit destroying the lock houses, much of the lock island and chambers. Most of the lock which exists today dates to the period of rebuilding which took place after this date.

14.6 OL-05407: Pudding Mill Lock

The most significant change to the structure since its construction in the 1920s has been the demolition of the footbridge spanning the east and west tide gate. As time progressed, and the waterways were improved upon, the lock went out of use and was dismantled during the 1960s.

14.7 OL-07407: Marshgate Lane Lock

Since its construction in 1932, the lock has seen two replacement episodes; firstly during the Second World War, and secondly in more recent times, when the site around the lock was redeveloped into riverside apartments and the lock renovated. The only part of the lock site not to be replaced in recent times is the sluice gate between the City Mill and Waterworks Rivers, which is in a derelict state, full of silt and heavy vegetation.

14.8 OL-07207: Stone and Brick Riverbank Wall

The stone and brick riverbank wall is the result of two distinct building episodes. The initial episode, predating the 1850s Improvement Act, saw the laying down of the ragstone blocks,

to strengthen the natural banking of the River Lea. The later stock bricks at the top probably date to the improvements brought about by the Act. The improvements to the Old Ford area were introduced to assist and encourage transportation along the Lea Navigation and River Lea. By this point industries had moved to the area, and the printing works on Iceland Road, which occupied the land adjoining the wall, was already established. The wall represents the wharf for this works. Despite the demolition of the works and the site's recent redevelopment, the wall has remained undisturbed by later alterations schemes.

14.9 OL-03007: Carpenter's Lock

Similar to the Marshgate Lane site, Carpenter's Lock has seen two episode of replacement; firstly during the Second World War after a nearby bomb hit significantly damaged the lock gates, and secondly during the 1980s when the radial gates were mechanised. At the present time the lock is no longer functioning as a working food lock. The surrounding area is silted up, and the lock chambers are full of heavy vegetation.

14.10 OL-03507: City Mill River Footbridge

On-site observations and documentary evidence suggest that the footbridge has seen at least one phase of alterations since its construction between 1916 and 1948, and that the lattice ironwork of the bridge was replaced during the 1950s.

15 Conclusions

Industries were drawn to the Stratford area from the beginning of the 19th century by a fortuitous combination of factors that allowed them to manufacture and distribute commodities against a background of minimal regulation, low real estate and property prices and plentiful space for expansion. Industry was attracted to the area by its proximity to the London market, its location on a major road, and the availability of an extensive network of waterways for drainage, transport and power. At the same time, the growing legislative pressure to banish noxious industries from urban areas encouraged entrepreneurs to head for the open and under-populated spaces of the West Ham marshes (VCH, Essex, 1973: 77). From the 1850s onwards the increase to both industry and population in the Stratford area had a knock on effect to the infrastructure of Stratford. At this time, the waterways saw the first initial improvements that would for a time make them a vital part of Britain's industrial development.

Although the 1850s improvement works effected a marked improvement to the waterways, there followed a lack of maintenance which created watercourses that by the 1900s were hazardous to health and un-navigable for most. An article in the *Morning Leader* on the 10th December 1909 reported that Bromley Locks were remote and unknown to most Londoners: *'None but lightermen knew all the torturous and casual channels into which the Lea breaks in its old age between Bromley and Tottenham; a mesh of waterways, each with its own name, that ramify the wilderness of marsh and waste country, much of which appears to be a No-man's-land'*.

During the 1930s and the Second World War, the waterways were to see another wave of improvements. Although this initially increased the commercial traffic, their return to decrepitude was inevitable. The infrastructural improvements initiated in the beginning of the century, further improved throughout the intervening years, offered a strong rival for transport. The transport acts from the 1940s onwards ensured that the waterways were marginalised to a point where meandering recreational narrow boats used by holidaymakers and amateur boatmen soon replaced the working barges. The waterways once again became choked with weed and pollution, echoing the problems which had been so prevalent in past centuries.

By the 1980s the docks and waterways had become silent, the great buildings of the early nineteenth century had become derelict and the surrounding wharves and inland waterways unused and polluted. The backwaters returned again to a 'no-mans land', surrounded by dilapidated buildings and areas awaiting new construction, conservation or demolition. In their repeating cycle of dereliction and renewal, they are once again awaiting new life.

16 Potential of the archaeology

16.1 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 waterways and historic waterways-related structures.

16.2 New research aims

The information in this document is extensive, robust and goes a substantial way towards an understanding of the waterways complex, but further evidence in the form of photographs and documents is certain to exist for the construction and use of the waterways and the related structures. For example, court records (e.g. the Essex assizes) include details of cases relating to land ownership disputes along the Lea. Newspapers (e.g. The Times) include sales advertisements for properties (e.g. mills) along the Lea and its tributaries. Insurance records (e.g. those of Sun Insurance in the Guildhall library) include descriptions of properties. Further research will enhance the current understanding of the complex of waterways, the related structures and their context.

16.3 Significance of the data

The structures recorded are all associated with, and integral to, the waterways. As such they have group value and contribute to the historic evolution of the site overall, whether focused on the waterways alone or the areas along and surrounding the waterways. The group value is an important part of its significance. The impetus for cultural activity was the presence of the waterways, and the presence of the waterways drove the nature of the cultural activity: be it industrial or infrastructure-related.

The complex of waterways and related structures demonstrates the development of the area. The landscape has been adapted to meet new ideas/challenges/demands throughout, and further (and past) change to the site should be viewed in this context. The development of the site has important historic connections with its past character.

As use of the waterways declined, so did most of their associated structures: the survivals recorded here have assumed significance because of that survival. With respect to individual structures, Carpenter's Lock and Marshgate Lane Lock are the only two locks in London to possess a pair of double vertical radial gates, built more for flood defence than toll control.

Significance derives from factors that may be considered singly or combined (English Heritage 2007, 23-37):

- **Evidential value:** relates to the potential of a place to yield primary evidence about past human activity
- **Historical value:** relates to the ways in which the present can be connected through a place to past people, events and aspects of life.

- Aesthetic value: relates to way in which people derive sensory and intellectual stimulation from a place
- Communal value: relates to the meanings of a place for the people who relate to it, and those whose collective experience or memory it hold.

It is clear that these factors all apply to the features and area under discussion in this report. In particular, the site as a whole has high evidential value; presenting a well-preserved landscape that demonstrates the relationship of the waterways with the economy.

Significance is also assessed in terms of local, regional and national significance.

Self-evidently, the waterways and their integral features are of local significance: they define the locality and the nature of its development. They *are* the locality.

Regional significance is equally clear cut. The complex of waterways is not disassociated: it is integral the Lea, the Thames, the infrastructure and economy of London. The waterways, their use, the associated structures and industrial concerns were part of London when the waterways underpinned the national economy.

In these terms, the waterways must be seen as nationally significant. London was a world city, and the place of this complex of waterways was integral to the activities of London. While the Lea Navigation was a canal built to enhance the national economy, manufactories on the waterways were addressing markets across the nation and abroad (e.g. the Bow porcelain factory: situated on the edge of the Olympic park on the Bow Back River).

16.4 Salvaged fixtures, fittings and materials

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

17 Publication and archiving

The site archive containing original records will be stored in accordance with the terms of the Written Schemes of Investigation (MoLAS-PCA 2007j, 2007k, 2007l, 2007m, 2007n, 2007o, 2007p & 2007q).

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.

It is also recommended that the results of this recording/analysis 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.

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ON-LINE RESOURCES

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20 Appendix 1: NMR OASIS archaeological report forms

20.1 OL-01207: The waterways overall

OASIS ID: molas1-48059

Project details	
Project name	Olympic, Paralympic and Legacy Transformations: Detailed Waterways Recording
Short description of the project	The waterways are situated with the London boroughs of Newham, Tower Hamlets and Hackney and cover a significant area of Stratford. Except for the Lea itself, the Bow Back rivers were artificially created millstreams, which in later years were also exploited for their navigability although little other physical development can be discerned during this time. Improvements took place in the 1850s and 1860s prompted by construction of the Lea Navigation and various locks at points around the Bow Back river network. By the 1870s the Rail network had started to take precedence in the area, the Great Eastern Railway (the main London to Stratford line), the North London Line and the Northern Outfall Sewer had been constructed. Their bridges became an essential component to the character of the waterways. Following the 1930 Flood Relief Act, various rivers were widened, deepened, and some were infilled or culverted. The 19th century locks were replaced and new locks were added. Post war work largely saw the waterways abandoned, infilled and culverted. mooring posts, which are situated at regular points around all the waterways could not be accurately dated through documentary research; in some cases mooring posts from earlier phases of waterway embankment have been reincorporated in later work.
Project dates	Start: 02-02-2007 End: 30-11-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-01207 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Current Land use	Other 15 - Other
Monument type	WATER CHANNEL Post Medieval
Monument type	WATER CHANNEL Modern
Monument type	CANAL TRANSPORT SITE Post Medieval
Monument type	CANAL TRANSPORT SITE Modern
Monument type	MOORING BLOCK Modern
Monument type	RIVER WALL Uncertain
Monument type	BRIDGE Modern
Monument type	LOCK Uncertain
Methods & techniques	'Annotated Sketch','Photographic Survey','Survey/Recording Of Fabric/Structure'
Prompt	Planning condition

Project location	
Country	England
Site location	GREATER LONDON NEWHAM STRATFORD Detailed Waterways Recording, Lower Lea Valley
Postcode	E15
Study area	385.00 Hectares
Site coordinates	TQ 3692 8506 51.5473024156 -0.02512742475650 51 32 50 N 000 01 30 W Point
Site coordinates	TQ 3768 8600 51.5555648429 -0.01380458696280 51 33 20 N 000 00 49 W Point
Site coordinates	TQ 3756 8332 51.5315089556 -0.01658241097190 51 31 53 N 000 00 59 W Point
Site coordinates	TQ 3880 8468 51.5434269966 0.00182125501824 51 32 36 N 000 00 06 E Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	
Name of Organisation	MoLAS/PCA
Project originator brief	MoLAS-PCA
Project originator design	MoLAS/PCA
Project director/manager	Alex Rose-Deacon
Project supervisor	Kari Bower
Type of sponsor/funding body	ODA
Project archives	
Physical Archive Exists?	No
Physical Archive recipient	LAARC
Digital Archive recipient	LAARC
Digital available Media	'GIS','Images raster / digital photography','Survey','Text'
Paper Archive recipient	LAARC
Paper Contents	'Survey'
Paper available Media	'Map','Notebook - Excavation',' Research',' General Notes','Plan','Unpublished Text'
Project bibliography 1	

Publication type	Grey literature (unpublished document/manuscript)
Title	The Olympic Park, Waterways and associated built heritage structures
Author(s)/Editor(s)	'Bower, K.'
Date	2008
Issuer or publisher	MoLAS-PCA
Place of issue or publication	London
Description	A4 report document; Text and Colour illustrations and photographic figures, colour cover
Entered by	MoLAS-PCA archive (archive@molas.org.uk)
Entered on	8 September 2008

20.2 OL-02007: Henniker's and Potter's Ditches

OASIS ID: molas1-47769

Project details	
Project name	Henniker's and Potter's Ditches and the Channelsea River, Stratford, E15
Short description of the project	The Channelsea River is an ancient waterway, known to have been in existence by at least the eighth century. The course and form of the river have been much altered by human intervention, including the construction of several ditches and sewers which drain into it. Among these are the medieval Potter's Ditch and the nineteenth-century Henniker's Ditch. Although ground raising in the area now means that the waterways run along the base of deep, artificial channels, some banking structures remain, including timber and stone structures. These were recorded photographically prior to redevelopment of the area under the Olympic, Paralympic and Legacy Transformations Planning Applications.
Project dates	Start: 01-05-2007 End: 30-05-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-02007 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Current Land use	Open Fresh Water 1 - Running water
Monument type	DRAINAGE DITCH Post Medieval
Monument type	WATER CHANNEL Post Medieval
Monument type	WATER CHANNEL Medieval
Investigation type	'Field observation','Part Survey','Recorded Observation'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON NEWHAM STRATFORD Henniker's, Potters Ditches and Channelsea River
Postcode	E15
Study area	5014.00 Square metres
Site coordinates	TQ 3802 8540 51.5500893780 -0.00913836042612 51 33 00 N 000 00 32 W Point
Site coordinates	TQ 3772 8490 51.5456693543 -0.01365865573670 51 32 44 N 000 00 49 W Point
Height OD / Depth	Min: 2.00m Max: 3.00m
Project creators	
Name of Organisation	MoLAS/PCA

Project brief originator	MoLAS project manager
Project design originator	MoLAS/PCA
Project director/manager	Alex Rose-Deacon
Project supervisor	Kari Bower
Type of sponsor/funding body	ODA
Project archives	
Physical Archive Exists?	No
Physical Archive recipient	LAARC
Digital Archive recipient	LAARC
Digital Contents	'Survey'
Digital Media available	'Images raster / digital photography','Survey','Text'
Paper Archive recipient	LAARC
Paper Contents	'Survey'
Paper Media available	'Drawing','Map','Notebook - Excavation',' Research',' General Notes','Photograph','Plan','Report','Unpublished Text'
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Waterways and Associated Built Heritage Structures: Henniker's and Potter's Ditches and the Channelsea River, Stratford, E15 Built Heritage structure survey
Author(s)/Editor(s)	'Bower, K.'
Date	2008
Issuer or publisher	MoLAS-PCA
Place of issue or publication	London
Description	A4 word document; Text and Colour illustrations and photographic plates, colour cover
Entered by	molass archive (archive@molass.org.uk)
Entered on	3 September 2008

20.3 OL-02707: The Pudding Mill River

OASIS ID: molas1-47782

Project details	
Project name	Olympic, Paralympic and Legacy Transformations, PDZ3: Stone and brick riverbank wall
Short description of the project	The course of the river was recorded from its confluence with the River Lea in the N to its culverted end 340m to the SSE. Banks and structures were recorded where possible. Construction phases dating to the 1920s and 1930s were clearly evident from the presence of footbridges, a towing path bridge, cobbled surfaces and reveted banks. No earlier construction phases were recorded
Project dates	Start: 01-08-2007 End: 28-08-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-02707 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 15 - Other
Monument type	WATERCOURSE Post Medieval
Monument type	TOWPATH Modern
Monument type	EMBANKMENT Post Medieval
Methods & techniques	'Survey/Recording Of Fabric/Structure','Annotated Sketch','Photographic Survey'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON NEWHAM STRATFORD Olympic, Paralympic and Legacy Transformations Planning Applications: Planning Delivery Zone 3: Pudding Mill River, Stratford
Postcode	E15
Study area	9000.00 Square metres
Site coordinates	TQ 3758 8392 51.5368962959 -0.01605973580860 51 32 12 N 000 00 57 W Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	
Name of Organisation	MoLAS/PCA
Project originator brief	MoLAS-PCA
Project originator design	MoLAS/PCA
Project director/manager	Alex Rose-Deacon

Project supervisor	Nathalie Barrett, Phil Frickers, Jem Rogers	
Project archives		
Physical Archive Exists?	Archive	No
Physical recipient	Archive	LAARC
Digital recipient	Archive	LAARC
Digital Contents	'other'	
Digital available	Media	'Survey','Text'
Paper recipient	Archive	LAARC
Paper Contents	'Survey','other'	
Paper available	Media	'Notebook - Excavation',' Research',' General Notes','Photograph','Plan','Report','Survey ','Unpublished Text'
Project bibliography 1		
Publication type	Grey literature (unpublished document/manuscript)	
Title	Olympic, Paralympic and Legacy Transformations Planning Applications: Planning Delivery Zone 3: Pudding Mill River Stone and Brick Riverbank Walls, Stratford; An earthworks survey	
Author(s)/Editor(s)	'Barrett, N.'	
Author(s)/Editor(s)	'Frickers, P.'	
Author(s)/Editor(s)	'Rogers, J.'	
Date	2008	
Issuer or publisher	MoLAS-PCA	
Place of issue or publication	London	
Description	A4 word document; Text and Colour illustrations and photographic figures, colour cover	
Entered by	molas-pca archive (archive@molas.org.uk)	
Entered on	3 September 2008	

20.4 OL-03007: Carpenter's Lock

OASIS ID: molas1-47808

Project details	
Project name	Waterways and Associated Built Heritage Structures: Carpenter's Lock, Stratford
Short description of the project	Carpenter's Lock is located across the River Lea channel. The lock, with the banks around it, date from a period of construction following the passing of the River Lea (Flood Relief) Act in 1930 and are constructed variously in plain concrete or in concrete over steel coffering. The locks were recorded by photo survey.
Project dates	Start: 01-08-2007 End: 28-08-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-03007 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	LOCK Modern
Monument type	RIVERBANK Modern
Methods & techniques	'Annotated Sketch', 'Photographic Survey', 'Survey/Recording Of Fabric/Structure'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON NEWHAM STRATFORD Carpenter's Lock, River Lea, Stratford
Postcode	E15
Study area	250.00 Square metres
Site coordinates	TQ 3765 8440 51.5411929638 -0.01486322861840 51 32 28 N 000 00 53 W Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	
Name of Organisation	MoLAS/PCA
Project originator brief	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	MoLAS/PCA
Project director/manager	Alex Rose-Deacon

Project supervisor	Helen Robertson	
Type of sponsor/funding body	ODA	
Project archives		
Physical Archive Exists?	No	
Physical recipient	LAARC	
Digital recipient	LAARC	
Digital available	Media	'Images raster / digital photography','Survey','Text'
Paper recipient	Archive	LAARC
Paper Contents	'other'	
Paper available	Media	'Notebook - Excavation',' Research',' General Notes','Photograph','Plan','Report','Unpublished Text'
Project bibliography 1		
Publication type	Grey literature (unpublished document/manuscript)	
Title	Olympic, Paralympic and Legacy Transformations: Waterways and Associated Built Heritage Structures: Carpenter's Lock	
Author(s)/Editor(s)	'Bower, K.'	
Date	2008	
Issuer or publisher	MoLAS-PCA	
Place of issue or publication	London	
Description	A4 word document; Text and Colour illustrations and photographic figures, colour cover	
Entered by	MoLAS-PCA archive (archive@molas.org.uk)	
Entered on	3 September 2008	

20.5 OL-03507: The City Mill River Footbridge

OASIS ID: molas1-47814

Project details	
Project name	Waterways and Associated Built Heritage Structures: City Mill River Footbridge, Stratford
Short description of the project	A footbridge running from W to E over the canalised City Mill River, just S of its junction with the River Lea, was constructed of riveted steel components. A curved central section, with lattice girder sides joined overhead and stiffened radially, was supported by straight end sections, with plate sides narrowing to the ends and stiffened vertically. Tubular steel handrails compensated for the narrowing ends. The larger flanges were stamped 'GKB PT BRITISH STEEL [?CO]NSETT', and the bridge was probably constructed between 1967 and 1980. A Level 1 record was made of the bridge on 3 and 6 September 2007, resulting in a sketch elevation, sketches of details, a short written description and photographs of the bridge and its setting.
Project dates	Start: 03-09-2007 End: 06-09-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-03507 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Site status (other)	Locally Listed structure
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	FOOTBRIDGE Modern
Methods and techniques	& 'Annotated Sketch', 'Photographic Survey', 'Survey/Recording Of Fabric/Structure'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON NEWHAM STRATFORD City Mill River footbridge, Stratford
Postcode	E15
Study area	40.00 Square metres
Site coordinates	TQ 37654 84348 51.5407246608 -0.01482592063140 51 32 26 N 000 00 53 W Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	
Name of Organisation	of MoLAS/PCA
Project originator	brief Local Authority Archaeologist and/or Planning Authority/advisory body

Project originator	design	MoLAS/PCA
Project director/manager		Alex Rose-Deacon
Project supervisor		Emma Dwyer
Type sponsor/funding body	of	ODA
Project archives		
Physical Exists?	Archive	No
Physical recipient	Archive	LAARC
Digital recipient	Archive	LAARC
Digital Contents		'other'
Digital available	Media	'Images raster / digital photography','Text'
Paper recipient	Archive	LAARC
Paper Contents		'other'
Paper available	Media	'Drawing','Notebook - Excavation',' Research',' General Notes','Photograph','Report','Unpublished Text'
Project bibliography 1		
Publication type		Grey literature (unpublished document/manuscript)
Title		Olympic, Paralympic and Legacy Transformations Planning Applications: Waterways and Associated Built Heritage Structures, City Mill River footbridge Stratford; Built Heritage survey
Author(s)/Editor(s)		'Bower, K.'
Date		2008
Issuer or publisher		MoLAS-PCA
Place of issue or publication		London
Description		A4 word document; Text and Colour illustrations and photographic figures, colour cover
Entered by		molas-pca archive (archive@molas.org.uk)
Entered on		3 September 2008

20.6 OL-05007 Old Ford Locks

OASIS ID: molas1-47826

Project details

Project name	Waterways and Associated Built Heritage Structures: Old Ford Locks, Stratford		
Short description of the project	The Old Ford Locks are located on the River Lea Navigation, just north of the waterway's confluence with the River Lea. They are part of an area of historic interest that features a relatively intact fragment of a Late Victorian and Edwardian industrial estate. The locks are largely brick built and date from the mid to late 19th century. They retain fittings related to previous phases of use, such as the remains of floodgates and of gate-opening mechanisms pre-dating the current electric system. The locks were recorded by photo survey.		
Project dates	Start: 01-10-2007 End: 30-10-2007		
Previous/future work	No / Not known		
Any project codes	associated project reference codes	OL-05007 - Sitecode	
Type of project	Building Recording		
Site status	Local Authority Designated Archaeological Area		
Current Land use	Transport and Utilities 2 - Other transport infrastructure		
Monument type	LOCK Post Medieval		
Methods techniques	&	'Annotated Sketch', 'Photographic Survey', 'Survey/Recording Of Fabric/Structure'	
Prompt	Planning condition		

Project location

Country	England
Site location	GREATER LONDON TOWER HAMLETS TOWER HAMLETS Old Ford Locks, Lea Navigation
Postcode	E15
Study area	600.00 Square metres
Site coordinates	TQ 3736 8400 51.5376689628 -0.01919893406130 51 32 15 N 000 01 09 W Point
Height OD / Depth	Min: 0m Max: 0m

Project creators

Name of Organisation	MoLAS/PCA
Project originator	brief MoLAS-PCA
Project originator	design MoLAS/PCA
Project director/manager	Alex Rose-Deacon
Project supervisor	Helen Robertson

Type of ODA
sponsor/funding
body

Project archives

Physical Exists?	Archive	No		
Digital recipient	Archive	LAARC		
Digital Contents		'other'		
Digital available	Media	'Images raster / digital photography','Text'		
Paper recipient	Archive	LAARC		
Paper available	Media	'Drawing','Notebook - Excavation',' Research',' General Notes','Photograph','Report','Unpublished Text'		

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)			
Title	Olympic, Paralympic and Legacy Transformations Planning Applications: Waterways and Associated Built Heritage Structures,Old Ford Locks; Built Heritage survey			
Author(s)/Editor(s)	'Bower, K.'			
Date	2008			
Issuer or publisher	MoLAS-PCA			
Place of issue or publication	London			
Description	A4 report document; Text and Colour illustrations and photographic figures, colour cover			

Entered by	MoLAS-PCA archive (archive@molas.org.uk)
Entered on	3 September 2008

20.7 OL-05407: Pudding Mill Lock

OASIS ID: molas1-47829	
Project details	
Project name	Waterways and Associated Built Heritage Structures: Pudding Mill Lock, Stratford
Short description of the project	Pudding Mill Lock is located across the channel of the River Lea, north of Old Ford Lock. It dates to c.1922, and is constructed of stone, blue brick and steel. Although called a lock, the structures actually represent the remains of tide gates which separated the fully tidal section of the lower Lea Valley waterways from the semi-tidal level of the Lea Navigation. In the 1930s, the tide gates were made redundant by Carpenter's Lock to the east. The structures were recorded by photo survey.
Project dates	Start: 01-10-2007 End: 30-10-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-05407 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	TIDAL LOCK Post Medieval
Methods & techniques	'Photographic Survey','Survey/Recording Of Fabric/Structure'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON NEWHAM STRATFORD Pudding Mill Lock, River Lea
Postcode	E15
Study area	175.00 Square metres
Site coordinates	TQ 3478 8409 51.5391011842 -0.05634614856320 51 32 20 N 000 03 22 W Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	
Name of Organisation	MoLAS/PCA
Project brief originator	MoLAS-PCA
Project design originator	MoLAS/PCA
Project director/manager	Alex Rose-Deacon
Project supervisor	Helen Robertson
Type of ODA sponsor/funding body	

Project archives	
Physical Exists?	Archive No
Digital recipient	Archive LAARC
Digital Contents	'other'
Digital Media available	'Images raster / digital photography','Text'
Paper recipient	Archive LAARC
Paper Contents	'other'
Paper Media available	'Drawing','Plan','Report','Unpublished Text'
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Olympic, Paralympic and Legacy Transformations Planning Applications: Waterways and Associated Built Heritage Structures, Pudding Mill Lock; Built Heritage survey
Author(s)/Editor(s)	'Bower, K.'
Date	2008
Issuer or publisher	MoLAS-PCA
Place of issue or publication	London
Description	A4 report document; Text and Colour illustrations and photographic figures, colour cover
Entered by	MoLAS-PCA archive (archive@molas.org.uk)
Entered on	3 September 2008

20.8 OL-07207: Stone and Brick Riverbank Walls

OASIS ID: molas1-47838

Project details	
Project name	Waterways and Associated Built Heritage Structures: Stone and Brick Riverbank Wall, Old Ford
Short description of the project	The Stone and Brick Riverbank Walls are located along the west bank of the River Lea, adjacent to the Dace Road, in Old Ford. It is part of an area of historic interest that features a relatively intact fragment of a Late Victorian and Edwardian river banking, pre-dating the later 1930s flood relief improvements. The wall was recorded by photo survey.
Project dates	Start: 01-11-2007 End: 30-11-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-07207 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 15 - Other
Monument type	RIVER WALL Post Medieval
Methods & techniques	'Annotated Sketch','Photographic Survey','Survey/Recording Of Fabric/Structure'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON TOWER HAMLETS TOWER HAMLETS Stone and Brick Riverbank wall, Lea River, Old Ford
Postcode	E3
Study area	250.00 Square metres
Site coordinates	TQ 3738 8375 51.5354173208 -0.01900828440530 51 32 07 N 000 01 08 W Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	
Name of Organisation	MoLAS/PCA
Project originator brief	MoLAS-PCA
Project originator design	MoLAS/PCA
Project director/manager	Alex Rose-Deacon
Project supervisor	Helen Robertson
Type of sponsor/funding	ODA

body	
Project archives	
Physical Exists?	Archive No
Physical recipient	Archive LAARC
Digital recipient	Archive LAARC
Digital Contents	'other'
Digital available	Media 'Images raster / digital photography','Text'
Paper recipient	Archive LAARC
Paper available	Media 'Plan','Report','Survey ','Unpublished Text'
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Olympic, Paralympic and Legacy Transformations Planning Applications: Waterways and Associated Built Heritage Structures, Stone and Brick river bank walls, Old Ford; Built Heritage survey
Author(s)/Editor(s)	'Bower, K.'
Date	2008
Issuer or publisher	MoLAS-PCA
Place of issue or publication	London
Description	A4 report document; Text and Colour illustrations and photographic figures, colour cover
Entered by	MoLAS-PCA archive (archive@molas.org.uk)
Entered on	3 September 2008

20.9 OL-07307: Old Ford Lock Houses

OASIS ID: molas1-47849

Project details	
Project name	Waterways and Associated Built Heritage Structures: Old Ford Lock House, Old Ford
Short description of the project	The Old Ford Lock House is located on the River Lea Navigation, just north of the waterway's confluence with the River Lea. The present house is a two-storey building, with a hipped roof, it was constructed during the 1940s after Old Ford Lock was bombed in the early part of The Second World War. The house has been heavily altered in recent times by Channel 4 productions for their Big Breakfast show. The most striking alteration, being the painted exterior cement render, which imitates a red brick Flemish bond pattern with white mortar. The original windows and doorways have been removed and replaced with modern ones. The roof has retained the original hipped design, but, due to an arson attack during the late 1990s has been replaced and had skylights inserted. The small building south west of the house is currently used for both storage and public WCs. and was originally towpath stables. The exterior of which has been altered by the addition of a modern window and doorway, yellow stock bricks were used for the construction of the building. The house has been heavily altered by Channel 4 production for their Big Breakfast show and a later fire which destroyed most of the upper storeys. The house was recorded by photo survey.
Project dates	Start: 01-11-2007 End: 30-11-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-07307 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 2 - In use as a building
Monument type	LOCK HOUSE Modern
Methods & techniques	'Annotated Sketch','Photographic Survey','Survey/Recording Of Fabric/Structure'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON TOWER HAMLETS TOWER HAMLETS Old Ford Lock House, Stratford
Postcode	E15
Study area	210.00 Square metres
Site coordinates	TQ 3738 8400 51.5376640841 -0.01891070919750 51 32 15 N 000 01 08 W Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	

Name of Organisation		MoLAS/PCA
Project originator brief		MoLAS-PCA
Project originator design		MoLAS/PCA
Project director/manager		Alex Rose-Deacon
Project supervisor		Helen Robertson
Type of sponsor/funding body		ODA
Project archives		
Physical Exists?	Archive	No
Physical recipient	Archive	Maidstone Museum
Digital recipient	Archive	LAARC
Digital Contents		'other'
Digital available	Media	'Images raster / digital photography','Text'
Paper recipient	Archive	LAARC
Paper available	Media	'Plan','Report','Survey ','Unpublished Text'
Project bibliography 1		
Publication type		Grey literature (unpublished document/manuscript)
Title		Olympic, Paralympic and Legacy Transformations Planning Applications: Waterways and Associated Built Heritage Structures, Old Ford Lock House, Old Ford; Built Heritage survey
Author(s)/Editor(s)		'Bower, K.'
Date		2008
Issuer or publisher		MoLAS-PCA
Place of issue or publication		London
Description		A4 report document; Text and Colour illustrations and photographic figures, colour cover
Entered by		MoLAS-PCA archive (archive@molas.org.uk)
Entered on		3 September 2008

20.10 OL-07407: Marshgate Lane Lock

OASIS ID: molas1-48047

Project details	
Project name	Marshgate Lane Lock, Stratford: Historic building survey
Short description of the project	A Built heritage survey was carried out on the Marshgate Lane lock as part of the wider Waterways and Associated Built Heritage Structures project for the Olympic, Paralympic and Legacy Transformations Planning Applications. Marshgate Lane Lock is located between the City Mill and Waterworks. The lock and surrounding banks date from a period of construction following the passing of the River Lea (Flood Relief) Act in 1930 and are constructed variously in plain concrete or in concrete over steel coffering. The locks were recorded by photo survey.
Project dates	Start: 01-11-2007 End: 30-11-2007
Previous/future work	No / Not known
Any associated project reference codes	OL-07407 - Sitecode
Type of project	Building Recording
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 15 - Other
Monument type	CANAL LOCK Modern
Methods & techniques	'Annotated Sketch','Photographic Survey','Survey/Recording Of Fabric/Structure'
Prompt	Planning condition
Project location	
Country	England
Site location	GREATER LONDON NEWHAM STRATFORD Marshgate Lane Lock, Stratford
Postcode	E15
Study area	1700.00 Square metres
Site coordinates	TQ 3817 8347 51.5327077026 -0.00773392308383 51 31 57 N 000 00 27 W Point
Height OD / Depth	Min: 0m Max: 0m
Project creators	
Name of Organisation	MoLAS/PCA
Project originator brief	MoLAS-PCA
Project design originator	MoLAS/PCA
Project director/manager	Alex Rose-Deacon
Project supervisor	Helen Robertson
Type of sponsor/funding	ODA

body	
Project archives	
Physical Exists?	Archive No
Physical recipient	Archive LAARC
Digital recipient	Archive LAARC
Digital available	Media 'GIS','Images raster / digital photography','Text'
Paper recipient	Archive LAARC
Paper available	Media 'Drawing','Plan','Report','Unpublished Text'
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Olympic, Paralympic and Legacy Transformations Planning Applications: Waterways and Associated Built Heritage Structures, Marshgate Lane Lock, Stratford: Built Heritage survey
Author(s)/Editor(s)	'Bower, K.'
Date	2008
Issuer or publisher	MoLAS-PCA
Place of issue or publication	London
Description	A4 report document; Text and Colour illustrations and photographic figures, colour cover
Entered by	MoLAS-PCA archive (archive@molas.org.uk)
Entered on	8 September 2008

21 Appendix 2: Glossary

This appendix describes the terminologies used in the report and in common use for the lock systems in use around the Bow Back River system.

In large scale river improvements weirs and locks are normally used together. A weir will increase the depth of a shallow stretch of water and the required lock will either be built in a gap in the weir, or at the downstream end of the an artificial cut which bypasses the weir and perhaps a shallow stretch of river below it. A good example in this report is Old Ford Locks.

All locks have three elements:

- A water tight **chamber** connecting the upper lower canal, which is also large enough to enclose one or more boats. The position of the chamber is fixed but the water level can vary.
- A **gate** (often a pair of ‘pointing’ half-gates) at either end of the chamber. A gate is opened to allow a boat to allow a boat to enter or leave the chamber; when closed, the gate is watertight.
- A set of **lock gears** to empty or fill the chamber as required. This is usually a simple valve or pumps (which old Ford Locks use) which allows water to drain into or out of the chamber.

Accumulator

An apparatus for collecting and storing water pressure or electricity.

Altar

A step or ledge in the wall of a dry dock, used to hold the wooden supports which steady the vessels when the dock is empty.

Apron

A platform or hard surface at the bottom of a dock entrance to intercept the fall of water and prevent the erosion of the bottom.

Balance Beam or Balance

The beam projecting from a lock gate which balances its weight, and by pushing against which the gate is opened or closed.

Bars

Horizontal beams in the structure of a lock gate.

Bollard

Wood or metal posts used for tying up boats at locks and moorings

braided channels

Contain a network of smaller channels separated by small islands called braid bars.

The number and location of the channels and braid bars may change quickly in a braided system.

The following conditions promote the formation of *braided channels*:

Erodible banks

Abundant supply of sediment

Rapid and frequent variations in stream discharge.

Breast wall

The end wall at the head of a lock, which supports the sill.

Bumping Pieces

A wooden or iron protective cladding on lock gates or the breast wall.

Caisson

A pontoon or floating gate used to close a dry dock; also a watertight chamber or other structure used, often in combination with compressed air, to keep water or soft earth out of a site during construction work; also an apparatus for lifting a vessel out of the water for repairs or inspection.

Camp shedding

A retaining wall of timber piles to protect or hold back the river bank.

Chamber

Element of a lock system is literally the water tight opening between the upper and locks allowing the water to rise and fall when required.

Chevaux de frise

A line of spikes or nails fixed along the top of a wall or railing.

Cill/ Sill

The brick or masonry or concrete bed at the bottom of lock gates

Coal-meter

One who measures or weighs coal.

Coal-whipper

One who raises coal out of a ship's hold by means of a pulley.

Cofferdam

A cofferdam (also called coffer) is an enclosure beneath the water constructed to allow water to be displaced by air for the purpose of creating a dry work environment. Commonly used construction and repair to bridges, dam and locks, the cofferdam is usually a welded steel structure that is temporary, typically dismantled after work is completed. Its components consist of sheeting, wales, and cross braces.

Counterfort

A strengthening pier or buttress in a retaining wall.

Confluence

Where two rivers meet.

Counterfort

A strengthening pier or buttress in a retaining wall.

Cross bracing (es)

Horizontal timbering which, extends across an excavation so as to support a cofferdam or sheathing.

Culvert

A channel or bricked drain used to carry a stream of water underneath or alongside another structure e.g. a road or railway.

Cut

Another word for canal, used especially for a short stretch of canal bypassing a meandering or shallow section of river.

Doubled / paired / twinned locks

Locks can be built in parallel (side by side). This can be called doubling, pairing, or twinning. There are several examples (in this case called "double locks") on the Trent and Mersey Canal north of Harecastle Tunnel. Doubling gives advantages in speed: avoiding hold-ups at busy times; or increasing the chance of a boat finding a lock set in its favour. Also, there can be water savings: the locks may be of different sizes, so that a small boat does not need to empty a large lock; or each lock may be able to act as a side pond (water-saving basin) for the other. In this latter case, the word used is usually "twinned": here indicating the possibility of saving water by synchronising the operation of the chambers so

that some water from the emptying chamber helps to fill the other. This facility has long been withdrawn on the English canals, although the disused paddle gear can sometimes be seen, as at Hillmorton on the Oxford Canal.

Other meanings: These terms can also (in different places or to different people) mean either a two-chamber staircase (Turner Wood Double Locks on the Chesterfield Canal: the same canal has a three-rise staircase called Thorpe Low Treble locks), or just a flight of two locks (as at Thornhill Double Locks on the Calder and Hebble Navigation). Also, "double lock" (less often, "twin lock") is often used by novices on the English canals to mean a wide (14 ft) lock, presumably because it is "double" the width of a narrow lock, and allows two narrow boats going in the same direction to "double up". These are properly known as broad locks.

Drawdock

An inlet in a river where boats can unload cargo or lie at low water.

Dolphin

A post, buoy or platform for mooring a vessel, sometimes situated at the entrance to a narrow harbour or dock as a guide to shipping.

Fairleads

See Snatch-heads

Effluent

Waste water left over after sewage treatment

Forebay

The breast wall and upper sill of a lock

Flood gates

A flood gate or "stop gate" is the cheaper equivalent of a flood lock. Only one set of gates exist, and so when the river is higher than the canal, the gates are closed and navigation ceases. These are quite common in the French inland waterways system. Flood gates may also be used to sub-divide long canal pounds or protect, in case of bank collapse, the surrounding area if this is lower than the water level of the canal. They are commonly found at the ends of long embankments and at aqueducts. These gates are often overlooked because they lack balance beams and are only a little higher than normal canal level.

Flood locks

A flood lock is to prevent a river from flooding a connected waterway. It is typically installed where a canal leaves a river. At normal river levels, the lock gates are left open, and the height of the canal is allowed to rise and fall with the height of the river.

However, if the river floods beyond a safe limit for the canal, then the gates are closed (and an extra lock created) until the river drops again. Since this is a true lock it is possible for boats to leave the canal for the flooded river despite the difference in water levels (though this is not likely to be wise) or (more sensibly) to allow boats caught out on the flood to gain refuge in the canal.

Note that if the canal is simply a navigation cut connecting two stretches of the same river, the flood lock will be at the upstream end of the cut (the downstream end will have a conventional lock).

Flood locks which have been used only as flood gates are often incapable of reverting to their former purpose without refurbishment. That is, where only outer gates are ever closed (probably because a waterway is not a true commercial one, and therefore there is no financial imperative for a boat to venture out onto a flooded river) inner gates soon suffer from lack of maintenance. A good example is on the Calder and Hebble Navigation, where structures referred to in the boating guides as "Flood Locks" are clearly only capable of being used for flood-prevention, not for "penning" boats to or from the river in flood.

Flood/Ground paddle

Paddles or sluices that admit water via culverts built into the ground via openings in a weir or lock gate. These relieve a canal of excess water or drain a pound for repairs, usually turning the water into a stream. Early let-offs were trap doors in the bed of the canal, pulled up by a chain. They were often difficult to work, becoming covered in mud, and a horse was sometimes needed to shift them, while there was no discharge control. Lock-type paddles which replace them were more controllable, working across a brick or stone line culvert in the canal bed or at a waste weir.

Gates

These are the watertight doors, which seal off the chamber from the upper and lower pounds. Each end of the chamber is equipped with a gate, or a pair of half gates, made of oak, elm or sometimes steel. When closed a pair meet at an angle like a chevron pointing upstream (this arrangement is often called mitre gates) and a very small difference in water-level squeezes the closed gates securely together. This reduces any leaks from between them and prevents their being opened until water levels have equalised. A lower gate is usually taller than the upper gate, because the upper gate only has to be tall enough to close off the upper pound, while the lower gate has to be able to seal off a full chamber.

Gates (steel)

Steel gates and/or balance beams are frequently used nowadays, although all-wooden versions are still fitted where appropriate.

Swinging Gates: Even very large steel-gated locks still can use essentially the same swinging gate design as small 250-year-old locks on the English canals. On English canals, steel gates usually have wooden mitre posts as this gives a better seal.

Sliding Gates: Some low-head locks use sliding steel gate.

Vertical radial gates

Gate Paddle

Paddles or sluices that admit water to a lock via the openings in a lock gate rather than via culverts built into the ground

Graving dock

A dry dock, originally a dock where ships' bottoms were cleaned and smeared with tar (a process known as graving, possibly derived from graves or greaves, the dregs of tallow).

Gridiron

A wooden framework on to which, a ship could be floated at flood tide, allowing for repairs and maintenance when the water receded.

Head Post

The vertical post farthest from the hanging point of a lock gate. Can also called a Breast or Mitre Post.

Heel Post

The corner post of a lock gate, to which the gate is fastened

Invert: an inverted arch, as at the bottom of a canal or sewer.

Hollow Quoin

The recess in which the heel post of a lock gate is fitted and turns during opening and closing.

Hydraulic paddle gear

During the 1980s British Waterways began to introduce a hydraulic system for operating paddles, especially those on bottom gates, which are the heaviest to operate. A metal cylinder about a foot in diameter was mounted on the balance beam and contained a small oil-operated hydraulic pump. A spindle protruded from the front face and was operated by a windlass in the usual way, the energy being transferred to the actual paddle by small bore pipes. The system was widely installed and on some canals it became very common. There turned out to be two serious drawbacks. It was much more expensive to install and maintain than traditional gear and went wrong more frequently, especially once the vandals learned to cut the pipes. Even worse, it had a safety defect, in that the paddle once in the raised position could not be dropped in an emergency, but had to be wound down, taking a good deal longer. These factors led to the abandonment of the policy in the late 1990s, but examples of it survive all over the system, as it is usually not removed until the gates need replacing, which happens about every twenty years.

Invert

An inverted brick, or masonry, arch as used at the bottom of a lock or tunnel.

Jigger

A loose chain used as a light warehouse crane.

Lectern

A piece of furniture with a sloping part on which a book or paper is put to be read from.

Level-luffing crane

A crane which, during luffing (the raising or lowering of the jib), maintains the load at a constant height, moving it horizontally.

Lightermen

Lightermen conveyed goods between the ships and the quayside. They took their name from this process of 'lightening' the ship. Lightermen had worked from the wharves for centuries, but secured a 'free water clause' exempting them from charges in the enclosed West India and Victoria Docks that were built during the 19th century. They were thus able to enter the docks and receive or deliver goods directly to or from vessels. This damaged the profitability of the docks and ensured that the volume of traffic handled by lightermen grew steadily throughout the 19th century.

Although Lightermen worked long hours, they enjoyed high status and considerable independence. The lightermen had an important voice in the running of the Port of London right up until the final closure of the docks in the 1980s.

Lock Distance Post

Posts set 15 or 20 yards from the head and tail of the lock. The first boat to pass the post had claim to the lock

Loophole

One of the vertical series of doors in a warehouse, through which goods are delivered by crane.

Meander

A bend in the river - usually in the middle or lower course

Mill race or raceway

Is the current or channel of a stream for conducting water to or from a water wheel or other device for utilizing its energy.

Osier bed

A place where osiers (willows) are grown for basket making

Paddle

A paddle is simply a sliding wooden (or nowadays plastic) panel which when "lifted" (slid up) out of the way allows water to either enter the chamber from the upper pound or flow out to the lower pound. A gate paddle simply covers a hole in the lower part of a gate; a more sophisticated ground paddle blocks an underground culvert. There can be up to 8 paddles (two gate paddles and two ground paddles at both upper and lower ends of the chamber) but there will often be fewer. For a long period since the 1970s it has been British Waterways policy not to provide gate paddles in replacement top gates if two ground paddles exist. The reason for this has been safety, since it is possible for an ascending boat to be swamped by the water from a carelessly lifted gate paddle. However, this makes the locks slower to operate and has been blamed in some places for causing congestion. Since the late 1990s there has been some relaxation of this policy, but it seems to be by no means universal.

Paddle Bar

The rod or shaft linking a paddle to the operating mechanism

Penstock

A sluice gate for controlling water flow, which opens by lifting upwards.

Pound

The level stretch of water between two locks (on a river, the corresponding term is commonly *reach*) The lock allows a boat to move between the pound above it (upper pound) and the pound below it (lower pound).

Powered operation

On modern canals, especially very large ones such as ship canals, the gates and paddles are too large to be hand operated, and are operated by hydraulic or electrical equipment. Even on smaller canals, some gates and paddles are electrically operated, particularly if the lock is regularly staffed by professional lock keepers. On the River Thames below Oxford all the locks are staffed and powered. Powered locks are usually still filled by gravity, though some very large locks use pumps to speed things up.

Pug mill

A machine for mixing and tempering clay.

Quoin or Coyn

The hollow quoin into which a lock gate heel post is recessed.

Rise

The change in water-level affected by the lock

River Authority

Organization set up under the Water Act of 1963 to have oversight over flood prevention, drainage, fisheries, water resources and pollution along defined Main Rivers in its area. Abolished 1974

River Board

Organization set up under the River Boards Act of 1948 to have oversight over drainage, fisheries and pollution in a particular Catchment area. Abolished 1965

Scoop wheel

A wheel driven by wind or steam for lifting water.

Scupper

An opening in the side or floor of a building to allow excess water to drain off.

Sheerlegs (also sheer legs or shearlegs):

A device for lifting heavy loads, consisting of two poles lashed together at their upper ends, from which a pulley is suspended.

Snatch-heads or fairleads

Fixtures used to alter the direction of a hauling rope or cable.

Steel Gates

Steel gates and/or balance beams are frequently used nowadays, although all-wooden versions are still fitted where appropriate.

Swinging Gates

Even very large steel-gated locks still can use essentially the same swinging gate design as small 250-year-old locks on the English canals. On English canals, steel gates usually have wooden mitre posts as this gives a better seal.

Sliding Gates: Some low-head locks use sliding steel gate

Stop locks

A "stop" lock is a (very) low-rise lock, built at the junction of two (rival) canals to prevent water from passing between them.

During the competitive years of the English waterways system, an established canal company would often refuse to allow a connection from a newer, adjacent one. This situation created the Worcester Bar in Birmingham, where goods had to be transported between boats on rival canals only feet apart.

Where a junction was built, either because the older canal company saw an advantage in a connection, or where the new company managed to insert a mandatory connection into its Act of Parliament, then the old company would seek to protect (and even enhance) its water supply. Normally, they would specify that, at the junction, the newer canal must be at a higher level than their existing canal. Even though the drop from the newer to the older canal might only be a few inches, the difference in levels still required a lock — called a stop lock, because it was to stop water flowing continuously between the newer canal and the older, lower one. The lock would be under the control of the new company, and the gates would, of course, "point" uphill - towards the newer canal. This would protect the water supply of the newer canal, but would nevertheless "donate" a lockful of water to the older company every time a boat went through. In times of excess water, of course, the lock "bywash" would continuously supply water to the lower canal.

When variable conditions meant that a higher water level in the new canal could not be guaranteed, then the older company would also build a stop lock (under its own control, with gates pointing towards its own canal) which could be closed when the new canal was low. This resulted in a sequential pair of locks, with gates pointing in opposite directions: one example was at Hall Green near Kidsgrove, where the southern terminus of the Macclesfield Canal joined the Hall Green Branch of the earlier Trent and Mersey Canal. The four gate stop lock near Kings Norton Junction, between the Stratford-upon-Avon Canal and the Worcester and Birmingham Canal was replaced in 1914 by a pair of guillotine lock gates which stopped the water flow regardless of which canal was higher. These gates have been permanently open since nationalisation.

Many stop locks were removed or converted to a single gate after nationalisation in 1948. Hall Green stop lock remains, but as a single lock: the extra lock was removed because the lowering of the T&M's summit pound (to improve Harecastle Tunnel's "air draught" — its free height above the water level) meant that the T&M would always be lower than the Macclesfield. The Hall Green Branch is now considered to be an extension of the "Macc", which now meets the T&M at Hardings Wood junction (just short of the Harecastle Tunnel north portal).

It should be noted that the "new canal must be higher" rule is not cast-iron. For instance: the very shallow lock at Atherley Junction, where the 1835 Birmingham and Liverpool canal (now part of the Shropshire Union Canal) met the older (1772) Staffordshire and Worcestershire Canal. The Nicholson guide shows that a boater coming south down the "Shroppie" locks UP before turning N or S onto the to the older S&W - so the Shroppie (the newer canal) gains a small lockful of water each time a boat passes. However, the gain is tiny since the level difference is so small that it is sometimes possible to open both gates at once.

Stop Grooves

Places provided to fit Stop Planks to dam the canal in the event of a leak or the need for repairs. These are normally found at places where the canal narrows, e.g. bridges, aqueducts and locks.

Stop Planks

A lock provided to protect the water supply of one canal company from another rather than to affect a significant change in the level of the waterway.

Strapping Post

A post, either on the lock side or the top gate, provided to hold the strap of a boat entering a lock.

Tail

Immediately below the bottom gates of a lock is the tail of the lock.

Tan Pin or Gudgeon

A pin at the foot of the heel post of a lock gate on which the gate turns.

Tidal locks

Loosely, any lock connecting tidal with non-tidal water. This includes a lock between a tidal river and the non-tidal reaches; or between a tidal river and a canal; or a sea lock. However, the term usually refers specifically to a lock whose method of operation is affected by the state of the tide.

Examples:

- 1) A canal joining a river whose levels are always lower than the canal. All that is needed is an ordinary lock, with the gates pointing up the canal. The lock is used normally so long as the tide is high enough to float boats through the lower gates. If near low tide the lock becomes unusable, then the gates can be barred (and simply become a "reverse flood gate", holding water in the canal). This arrangement also applies to some sea locks (Bude Canal).
- 2) A canal joining a river which is normally below it, but which can rise above it (at very high tides, or after heavy rain). One pair of gates can be made bidirectional, i.e. the inward-pointing gates would be supplemented by a pair pointing out to the river. When the river is higher than the canal, the normal gates would just drift open, but the additional pair of gates can be closed to protect the canal, and prevent navigation to the river. In effect, we have simply added a flood gate.
- 3) As above, but where it is safe to navigate even when the river is higher than the canal. The lock will be fully bidirectional (two pairs of oppositely pointing gates at each end) to allow boats to pass at any normal river levels. At extreme low or high tides unsuitable for navigation, the appropriate sets of gates are barred to prevent passage.

Toe

The part of the base of a dam or retaining wall on the free side, away from the retained material.

Toll

Canal tolls were based on the distance travelled, the tonnage and the type of cargo. The charges varied from canal to canal, some tolls having set maximum due to the Act of Parliament under which the canal was authorised, and some categories of goods

Towpath

Path running alongside one side of a navigable river or canal, originally used by horses drawing barges using a tow-rope. See also haling path

"Turning" a lock

This can simply mean emptying a full lock or filling an empty one (We entered the lock, and it only took us five minutes to turn it). It is used more often to refer to a lock being filled or emptied while you are not in it (The lock was turned for us by a boat coming the other way) and particularly when there is no boat in it at all (The lock was set for us, but the crew of the boat coming the other way turned it before we got there).

Tumbling Bay

An overfall or weir in a canal

Water Authority

Organization set up under the Water Act of 1973 to have comprehensive management of the entire water cycle, including flood prevention, drainage, fisheries, water resources, pollution, water supply and sewage. Privatized 1989

Watercress Bed

A badly leaking boat

Wales or whales

Horizontal supports (usually of timber, sometimes of iron) used to bind together piles driven in a row.

Winding gear / paddle gear

The mechanism which allows paddles to be lifted (opened) or lowered (closed). Typically, a square-section stub emerges from the housing of the winding gear. This is the axle of a sprocket ("pinion") which engages with a toothed bar ("rack") protruding from the top of the paddle. A member of the boat's shore crew engages the square socket of their windlass (see below) onto the end of the axle and turns the windlass perhaps a dozen times. This rotates the pinion and lifts the paddle. A pawl engages with the rack to prevent the paddle from dropping inadvertently while being raised, and to keep it raised when the windlass is removed, so that the operator can attend to other paddles (it is considered discourteous and wasteful of water to leave a paddle open after a boat has left the lock). To lower a paddle the pawl must be disengaged and the paddle wound down with the windlass. Dropping paddles by knocking the pawl off can cause damage to the mechanism – the paddle gear is

typically made of cast iron and can shatter or crack when dropped from a height. In areas where water-wastage due to vandalism is a problem, for example the Birmingham Canal Navigations), paddle mechanisms are commonly fitted with vandal-proof locks (nowadays called "water conservation devices", which the authorities believe sounds nicer) which require the boater to employ a key called a "handcuff key" before the paddle can be lifted.

Water Act 1945

This brought together previous water legislation and introduced a waterworks code. It encouraged amalgamations of water companies and boards. A government survey 30 years earlier identified 2,160 water undertakings including 786 local authorities.

By 1963 the numbers had reduced to:

100 water boards (each comprising two or more local authorities), 50 local authorities and 29 privately owned statutory water companies.

The privately owned companies provided approximately one quarter of the water supply in England and Wales.

The River Boards Act of 1948

The boards were established by the River Boards Act 1948 and replaced the Catchment Boards that had been created in 1931. They were given powers to regulate fisheries and took over the duties of flood prevention from local authorities. England and Wales (except the Thames and Lee catchment areas, the County of London and some adjoining areas) was divided into River Board Areas, each with a board partly nominated by county councils and county borough corporations, and partly appointed by the government.

The Act allowed that "orders defining river board areas and establishing river boards may be made at different times for different areas". It was not until 1955 that all the boards had been established.

Water Resources Act 1963 (c.38)

An Act to provide for the establishment of river authorities and a Water Resources Board, to confer on them, and on the Minister of Housing and Local Government, new functions in relation to water resources in England and Wales, and to provide for the transfer to river authorities of functions previously exercisable by river boards and other bodies; to make further provision for controlling the abstraction and impounding of water, for imposing charges in respect of licences to abstract or impound water, and for securing the protection and proper use of inland waters and water in underground strata; to enable corresponding provision to be made in relation to the Thames and Lee catchment areas and certain other areas in or adjacent to London; and for purposes connected with the matters.

[31st July 1963]

Water Act 1973

The Act created the ten water authorities that were later privatised. They took over from the local authorities and water boards and their role was "to plan and control all users of water in each river catchment area". They had responsibilities for:

water conservation.

controlling pollution of inland and tidal waters.

land drainage and flood control.

fisheries.

supply of water and sewerage services.

The Chairman was appointed by the Secretary of State and the majority of the members were from local authorities. The ten water authorities were subject to government targets and financial control like nationalised industries. Customers' bills continued to be calculated on the basis of rateable values.

Water Act 1983

This changed the organisational structure of the water authorities. Local authorities lost some rights of representation and meetings were closed to the press and public. To compensate for the reduction in public involvement consumer consultative committees (CCC) were set up in each authority with limited powers. The water authorities appointed CCC members from organisations invited to put names forward. A representative of the water authority also sat on each committee.

22 Appendix 3: list of photographs

22.1 Site wide photo survey of entire Olympic Park area 11-July-2007

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	24507241	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	N	TQ375854	Quarter-Mile Lane, bridge over A12
2	24507242	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	N-NE	TQ375854	Quarter-Mile Lane, bridge over A12
3	24507243	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	NE	TQ375854	Quarter-Mile Lane, bridge over A12
4	24507244	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	E-NE	TQ375854	Quarter-Mile Lane, bridge over A12
5	24507245	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	E	TQ375854	Quarter-Mile Lane, bridge over A12
6	24507246	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	E-SE	TQ375854	Quarter-Mile Lane, bridge over A12
7	24507247	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	SE	TQ375854	Quarter-Mile Lane, bridge over A12
8	24507248	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	S-SE	TQ375854	Quarter-Mile Lane, bridge over A12
9	24507249	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	S	TQ375854	Quarter-Mile Lane, bridge over A12
10	24507250	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	S-SW	TQ375854	Quarter-Mile Lane, bridge over A12

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
11	24507251	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	SW	TQ375854	Quarter-Mile Lane, bridge over A12
12	24507252	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	W-SW	TQ375854	Quarter-Mile Lane, bridge over A12
13	24507253	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	W	TQ375854	Quarter-Mile Lane, bridge over A12
14	24507254	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	W-NW	TQ375854	Quarter-Mile Lane, bridge over A12
15	24507255	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	NW	TQ375854	Quarter-Mile Lane, bridge over A12
16	24507256	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	N-NW	TQ375854	Quarter-Mile Lane, bridge over A12
17	24507257	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	N	TQ375854	Quarter-Mile Lane, bridge over A12
18	24507258	Site wide photo survey, location 1	Digital Cannon 400D	11-Jul-07	N	TQ375854	Quarter-Mile Lane, bridge over A12
19	24507259	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	N	TQ374859	New Spitalfields Market
20	24507260	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	NE	TQ374859	New Spitalfields Market
21	24507261	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	E	TQ374859	New Spitalfields Market
22	24507262	Site wide photo survey,	Digital Cannon 400D	11-Jul-07	E	TQ374859	New Spitalfields Market

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 2					
23	24507263	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	SE	TQ374859	New Spitalfields Market
24	24507264	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	E-SE	TQ374859	New Spitalfields Market
25	24507265	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	SE	TQ374859	New Spitalfields Market
26	24507266	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	S-SE	TQ374859	New Spitalfields Market
27	24507267	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	S	TQ374859	New Spitalfields Market
28	24507268	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	S-SW	TQ374859	New Spitalfields Market
29	24507269	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	SW	TQ374859	New Spitalfields Market
30	24507270	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	W	TQ374859	New Spitalfields Market
31	24507271	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	E-NE	TQ374859	New Spitalfields Market
32	24507272	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	NE	TQ374859	New Spitalfields Market
33	24507273	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	SE	TQ374859	New Spitalfields Market

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
34	24507274	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	S	TQ374859	New Spitalfields Market
35	24507275	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	W-SW	TQ374859	New Spitalfields Market
36	24507276	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	W	TQ374859	New Spitalfields Market
37	24507277	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	W-NW	TQ374859	New Spitalfields Market
38	24507278	Site wide photo survey, location 2	Digital Cannon 400D	11-Jul-07	NW	TQ374859	New Spitalfields Market
39	24507279	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	E-SE	TQ371861	New Spitalfields Market
40	24507280	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	SE	TQ371861	New Spitalfields Market
41	24507281	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	S-SE	TQ371861	New Spitalfields Market
42	24507282	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	S	TQ371861	New Spitalfields Market
43	24507283	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	S-SW	TQ371861	New Spitalfields Market
44	24507284	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	SW	TQ371861	New Spitalfields Market
45	24507285	Site wide photo survey,	Digital Cannon 400D	11-Jul-07	SW	TQ371861	New Spitalfields Market

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 3					
46	24507286	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	W-SW	TQ371861	New Spitalfields Market
47	24507287	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	E-SE	TQ371861	New Spitalfields Market
48	24507288	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	SE	TQ371861	New Spitalfields Market
49	24507289	Site wide photo survey, location 3	Digital Cannon 400D	11-Jul-07	S-SE	TQ371861	New Spitalfields Market
50	24507290	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E-NE	TQ369858	View of cherry-picker with driver Keith Spencer and archaeologist Phil Frickers
51	24507291	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	NE	TQ369858	W side of footbridge over R. Lea
52	24507292	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E	TQ369858	W side of footbridge over R. Lea
53	24507293	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	SE	TQ369858	W side of footbridge over R. Lea
54	24507294	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	S-SE	TQ369858	W side of footbridge over R. Lea
55	24507295	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	N-NE	TQ369858	W side of footbridge over R. Lea
56	24507296	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	NE	TQ369858	W side of footbridge over R. Lea

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
57	24507297	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E-NE	TQ369858	W side of footbridge over R. Lea
58	24507298	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E	TQ369858	W side of footbridge over R. Lea
59	24507299	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E-SE	TQ369858	W side of footbridge over R. Lea
60	24507300	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	SE	TQ369858	W side of footbridge over R. Lea
61	24507301	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	SE	TQ369858	W side of footbridge over R. Lea
62	24507302	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E-SE	TQ369858	W side of footbridge over R. Lea
63	24507303	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E	TQ369858	W side of footbridge over R. Lea
64	24507304	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E-NE	TQ369858	W side of footbridge over R. Lea
65	24507305	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	E-NE	TQ369858	W side of footbridge over R. Lea
66	24507306	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	NE	TQ369858	W side of footbridge over R. Lea
67	24507307	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	Down	TQ369858	View of cherry-picker with driver Keith Spencer and archaeologist Phil Frickers
68	24507308	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	Down	TQ369858	View of cherry-picker with driver Keith Spencer and archaeologist Phil Frickers

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		4					
69	24507309	Site wide photo survey, location 4	Digital Cannon 400D	11-Jul-07	Down	TQ369858	View of cherry-picker with driver Keith Spencer and archaeologist Phil Frickers
70	24507310	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N	TQ374849	Waterden Road
71	24507311	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N	TQ374849	Waterden Road
72	24507312	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N-NE	TQ374849	Waterden Road
73	24507313	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N-NE	TQ374849	Waterden Road
74	24507314	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	NE	TQ374849	Waterden Road
75	24507315	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	NE	TQ374849	Waterden Road
76	24507316	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	E-NE	TQ374849	Waterden Road
77	24507317	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	E-NE	TQ374849	Waterden Road
78	24507318	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	E	TQ374849	Waterden Road
79	24507319	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	E	TQ374849	Waterden Road

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
80	24507320	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	E-SE	TQ374849	Waterden Road
81	24507321	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	E-SE	TQ374849	Waterden Road
82	24507322	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	SE	TQ374849	Waterden Road
83	24507323	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	SE	TQ374849	Waterden Road
84	24507324	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	S-SE	TQ374849	Waterden Road
85	24507325	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	S-SE	TQ374849	Waterden Road
86	24507326	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	S	TQ374849	Waterden Road
87	24507327	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	S	TQ374849	Waterden Road
88	24507328	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	S-SW	TQ374849	Waterden Road
89	24507329	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	S-SW	TQ374849	Waterden Road
90	24507330	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	SW	TQ374849	Waterden Road
91	24507331	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	SW	TQ374849	Waterden Road

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		5					
92	24507332	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	W-SW	TQ374849	Waterden Road
93	24507333	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	W-SW	TQ374849	Waterden Road
94	24507334	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	W	TQ374849	Waterden Road
95	24507335	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	W	TQ374849	Waterden Road
96	24507336	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	W-NW	TQ374849	Waterden Road
97	24507337	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	W-NW	TQ374849	Waterden Road
98	24507338	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	NW	TQ374849	Waterden Road
99	24507339	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	NW	TQ374849	Waterden Road
100	24507340	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N-NW	TQ374849	Waterden Road
101	24507341	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N-NW	TQ374849	Waterden Road
102	24507342	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N	TQ374849	Waterden Road

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
103	24507343	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N	TQ374849	Waterden Road
104	24507344	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	NE	TQ374849	Waterden Road
105	24507345	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	E	TQ374849	Waterden Road
106	24507346	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	SE	TQ374849	Waterden Road
107	24507347	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	S	TQ374849	Waterden Road
108	24507348	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	SW	TQ374849	Waterden Road
109	24507349	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	W	TQ374849	Waterden Road
110	24507350	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	NW	TQ374849	Waterden Road
111	24507351	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	NE	TQ374849	Waterden Road
112	24507352	Site wide photo survey, location 5	Digital Cannon 400D	11-Jul-07	N-NE	TQ374849	Waterden Road
113	24507353	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
114	24507354	Site wide photo survey,	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 6					
115	24507355	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
116	24507356	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
117	24507357	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
118	24507358	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
119	24507359	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
120	24507360	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
121	24507361	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
122	24507362	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
123	24507363	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
124	24507364	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
125	24507365	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
126	24507366	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
127	24507367	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
128	24507368	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	W	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
129	24507369	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	W	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
130	24507370	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	W	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
131	24507371	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	W	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
132	24507372	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	W	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
133	24507373	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
134	24507374	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	N	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
135	24507375	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	E	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
136	24507376	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	SE	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
137	24507377	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		6					
138	24507378	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
139	24507379	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	W	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
140	24507380	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	W	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
141	24507381	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	SE	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
142	24507382	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	S	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
143	24507383	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	E	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
144	24507384	Site wide photo survey, location 6	Digital Cannon 400D	11-Jul-07	NE	TQ375846	Waterden Rd, junction of the new road to the International Railway Station
145	24507385	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E-NE	TQ375846	West end of footbridge off Waterden Rd which gives access to allotments
146	24507386	Site wide photo survey, location 7a	Digital Cannon 400D	11-Jul-07	W-SW	TQ375850	East end of footbridge off Waterden Rd which gives access to allotments
147	24507387	Site wide photo survey, location 7b	Digital Cannon 400D	11-Jul-07	W-SW	TQ375850	Working shot. Phil Frickers note-taking

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
148	24507388	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N	TQ375850	West end of footbridge off Waterden Rd
149	24507389	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N-NE	TQ375850	West end of footbridge off Waterden Rd
150	24507390	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	NE	TQ375850	West end of footbridge off Waterden Rd
151	24507391	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E-NE	TQ375850	West end of footbridge off Waterden Rd
152	24507392	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E	TQ375850	West end of footbridge off Waterden Rd
153	24507393	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E-SE	TQ375850	West end of footbridge off Waterden Rd
154	24507394	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	SE	TQ375850	West end of footbridge off Waterden Rd
155	24507395	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	S-SE	TQ375850	West end of footbridge off Waterden Rd
156	24507396	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	S	TQ375850	West end of footbridge off Waterden Rd
157	24507397	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	S-SW	TQ375850	West end of footbridge off Waterden Rd
158	24507398	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	SW	TQ375850	West end of footbridge off Waterden Rd
159	24507399	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	W-SW	TQ375850	West end of footbridge off Waterden Rd

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		7					
160	24507400	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	W	TQ375850	West end of footbridge off Waterden Rd
161	24507401	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	W-NW	TQ375850	West end of footbridge off Waterden Rd
162	24507402	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	NW	TQ375850	West end of footbridge off Waterden Rd
163	24507403	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N-NW	TQ375850	West end of footbridge off Waterden Rd
164	24507404	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N	TQ375850	West end of footbridge off Waterden Rd
165	24507405	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N	TQ375850	West end of footbridge off Waterden Rd
166	24507406	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N	TQ375850	West end of footbridge off Waterden Rd
167	24507407	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N-NE	TQ375850	West end of footbridge off Waterden Rd
168	24507408	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E	TQ375850	West end of footbridge off Waterden Rd
169	24507409	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	S	TQ375850	West end of footbridge off Waterden Rd
170	24507410	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N	TQ375850	West end of footbridge off Waterden Rd

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
171	24507411	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	N-NE	TQ375850	West end of footbridge off Waterden Rd
172	24507412	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E-SE	TQ375850	West end of footbridge off Waterden Rd
173	24507413	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E-NE	TQ375850	West end of footbridge off Waterden Rd
174	24507414	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	E-NE	TQ375850	West end of footbridge off Waterden Rd
175	24507415	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	S	TQ375850	West end of footbridge off Waterden Rd
176	24507416	Site wide photo survey, location 7	Digital Cannon 400D	11-Jul-07	W-NW	TQ375850	West end of footbridge off Waterden Rd
177	24507417	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	N	TQ373852	Waterden Rd, opposite "Travellers' settlement"
178	24507418	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	N-NE	TQ373852	Waterden Rd, opposite "Travellers' settlement"
179	24507419	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	NE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
180	24507420	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	E-NE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
181	24507421	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	E	TQ373852	Waterden Rd, opposite "Travelers' settlement"
182	24507422	Site wide photo survey,	Digital Cannon 400D	11-Jul-07	E-SE	TQ373852	Waterden Rd, opposite "Travelers' settlement"

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 8					
183	24507423	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	SE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
184	24507424	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	S-SE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
185	24507425	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	S	TQ373852	Waterden Rd, opposite "Travelers' settlement"
186	24507426	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	S-SW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
187	24507427	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	SW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
188	24507428	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	W-SW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
189	24507429	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	W	TQ373852	Waterden Rd, opposite "Travelers' settlement"
190	24507430	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	W-NW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
191	24507431	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	NW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
192	24507432	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	N-NW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
193	24507433	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	N	TQ373852	Waterden Rd, opposite "Travelers' settlement"

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
194	24507434	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	NE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
195	24507435	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	SE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
196	24507436	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	E-SE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
197	24507437	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	E-NE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
198	24507438	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	NE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
199	24507439	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	S-SE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
200	24507440	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	S-SW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
201	24507441	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	Down, N-NW	TQ373852	Waterden Rd, opposite "Travelers' settlement"
202	24507442	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	NE	TQ373852	Waterden Rd, opposite "Travelers' settlement"
203	24507443	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	N	TQ373852	Waterden Rd, opposite "Travelers' settlement"
204	24507444	Site wide photo survey, location 8	Digital Cannon 400D	11-Jul-07	E	TQ373852	Waterden Rd, opposite "Travelers' settlement"
205	24507445	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	S	TQ373852	Waterden Rd, opposite "Travelers' settlement"

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		8					
206	24507446	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N	TQ377850	Near southern point of old cycle track
207	24507447	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N-NE	TQ377850	Near southern point of old cycle track
208	24507448	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N-NE	TQ377850	Near southern point of old cycle track
209	24507449	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	NE	TQ377850	Near southern point of old cycle track
210	24507450	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-NE	TQ377850	Near southern point of old cycle track
211	24507451	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-NE	TQ377850	Near southern point of old cycle track
212	24507452	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E	TQ377850	Near southern point of old cycle track
213	24507453	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-SE	TQ377850	Near southern point of old cycle track
214	24507454	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	SE	TQ377850	Near southern point of old cycle track
215	24507455	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	SE	TQ377850	Near southern point of old cycle track
216	24507456	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	S-SE	TQ377850	Near southern point of old cycle track

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
217	24507457	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	S	TQ377850	Near southern point of old cycle track
218	24507458	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	S	TQ377850	Near southern point of old cycle track
219	24507459	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	S-SW	TQ377850	Near southern point of old cycle track
220	24507460	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	SW	TQ377850	Near southern point of old cycle track
221	24507461	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	SW	TQ377850	Near southern point of old cycle track
222	24507462	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	W-SW	TQ377850	Near southern point of old cycle track
223	24507463	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	W	TQ377850	Near southern point of old cycle track
224	24507464	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	W-NW	TQ377850	Near southern point of old cycle track
225	24507465	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	W-NW	TQ377850	Near southern point of old cycle track
226	24507466	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	NW	TQ377850	Near southern point of old cycle track
227	24507467	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N-NW	TQ377850	Near southern point of old cycle track
228	24507468	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N-NW	TQ377850	Near southern point of old cycle track

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		9					
229	24507469	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N	TQ377850	Near southern point of old cycle track
230	24507470	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-NE	TQ377850	Near southern point of old cycle track
231	24507471	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-NE	TQ377850	Near southern point of old cycle track
232	24507472	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-NE	TQ377850	Near southern point of old cycle track
233	24507473	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-NE	TQ377850	Near southern point of old cycle track
234	24507474	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	SE	TQ377850	Near southern point of old cycle track
235	24507475	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	S	TQ377850	Near southern point of old cycle track
236	24507476	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	W-SW	TQ377850	Near southern point of old cycle track
237	24507477	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	W-NW	TQ377850	Near southern point of old cycle track
238	24507478	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N-NW	TQ377850	Near southern point of old cycle track
239	24507479	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N	TQ377850	Near southern point of old cycle track

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
240	24507480	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	N-NW	TQ377850	Near southern point of old cycle track
241	24507481	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	W	TQ377850	Near southern point of old cycle track
242	24507482	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	E-NE	TQ377850	Near southern point of old cycle track
243	24507483	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	SW	TQ377850	Near southern point of old cycle track
244	24507484	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	SW	TQ377850	Near southern point of old cycle track
245	24507485	Site wide photo survey, location 9	Digital Cannon 400D	11-Jul-07	S-SE	TQ377850	Near southern point of old cycle track
246	24507486	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N	TQ379853	Clay Lane, northern part
247	24507487	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NE	TQ379853	Clay Lane, northern part
248	24507488	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NE	TQ379853	Clay Lane, northern part
249	24507489	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NE	TQ379853	Clay Lane, northern part
250	24507490	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	E-NE	TQ379853	Clay Lane, northern part
251	24507491	Site wide photo survey,	Digital Cannon 400D	11-Jul-07	E	TQ379853	Clay Lane, northern part

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 10					
252	24507492	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	E-SE	TQ379853	Clay Lane, northern part
253	24507493	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	E-SE	TQ379853	Clay Lane, northern part
254	24507494	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	SE	TQ379853	Clay Lane, northern part
255	24507495	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S-SE	TQ379853	Clay Lane, northern part
256	24507496	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S	TQ379853	Clay Lane, northern part
257	24507497	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S	TQ379853	Clay Lane, northern part
258	24507498	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S-SW	TQ379853	Clay Lane, northern part
259	24507499	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	SW	TQ379853	Clay Lane, northern part
260	24507500	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-SW	TQ379853	Clay Lane, northern part
261	24507501	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-SW	TQ379853	Clay Lane, northern part
262	24507502	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W	TQ379853	Clay Lane, northern part

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
263	24507503	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-NW	TQ379853	Clay Lane, northern part
264	24507504	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NW	TQ379853	Clay Lane, northern part
265	24507505	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NW	TQ379853	Clay Lane, northern part
266	24507506	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NW	TQ379853	Clay Lane, northern part
267	24507507	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N	TQ379853	Clay Lane, northern part
268	24507508	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NE	TQ379853	Clay Lane, northern part
269	24507509	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N	TQ379853	Clay Lane, northern part
270	24507510	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W	TQ379853	Clay Lane, northern part
271	24507511	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W	TQ379853	Clay Lane, northern part
272	24507512	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S	TQ379853	Clay Lane, northern part
273	24507513	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S-SE	TQ379853	Clay Lane, northern part
274	24507514	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	E	TQ379853	Clay Lane, northern part

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		10					
275	24507515	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S	TQ379853	Clay Lane, northern part
276	24507516	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	SW	TQ379853	Clay Lane, northern part
277	24507517	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	SW	TQ379853	Clay Lane, northern part
278	24507518	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NE	TQ379853	Clay Lane, northern part
279	24507519	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NE	TQ379853	Clay Lane, northern part
280	24507520	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N	TQ379853	Clay Lane, northern part
281	24507521	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NW	TQ379853	Clay Lane, northern part
282	24507522	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NW	TQ379853	Clay Lane, northern part
283	24507523	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NW	TQ379853	Clay Lane, northern part
284	24507524	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NW	TQ379853	Clay Lane, northern part
285	24507525	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W	TQ379853	Clay Lane, northern part

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
286	24507526	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NW	TQ379853	Clay Lane, northern part
287	24507527	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NE	TQ379853	Clay Lane, northern part
288	24507528	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	E-NE	TQ379853	Clay Lane, northern part
289	24507529	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	E-NE	TQ379853	Clay Lane, northern part
290	24507530	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S	TQ379853	Clay Lane, northern part
291	24507531	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	SW	TQ379853	Clay Lane, northern part
292	24507532	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-SW	TQ379853	Clay Lane, northern part
293	24507533	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-SW	TQ379853	Clay Lane, northern part
294	24507534	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-NW	TQ379853	Clay Lane, northern part
295	24507535	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	NW	TQ379853	Clay Lane, northern part
296	24507536	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	N-NE	TQ379853	Clay Lane, northern part
297	24507537	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	S	TQ379853	Clay Lane, northern part

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		10					
298	24507538	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	SE	TQ379853	Clay Lane, northern part
299	24507539	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	S-SW	TQ379853	Clay Lane, northern part
300	24507540	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-SW	TQ379853	Clay Lane, northern part
301	24507541	Site wide photo survey, location 10	Digital Cannon 400D	11-Jul-07	W-SW	TQ379853	Clay Lane, northern part
302	24507542	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N	TQ381853	Clay Lane, near junction of Temple Mill Lane
303	24507543	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N-NE	TQ381853	Clay Lane, near junction of Temple Mill Lane
304	24507544	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N-NE	TQ381853	Clay Lane, near junction of Temple Mill Lane
305	24507545	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	NE	TQ381853	Clay Lane, near junction of Temple Mill Lane
306	24507546	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	E-NE	TQ381853	Clay Lane, near junction of Temple Mill Lane
307	24507547	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	E	TQ381853	Clay Lane, near junction of Temple Mill Lane
308	24507548	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	E	TQ381853	Clay Lane, near junction of Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
309	24507549	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	E-SE	TQ381853	Clay Lane, near junction of Temple Mill Lane
310	24507550	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	SE	TQ381853	Clay Lane, near junction of Temple Mill Lane
311	24507551	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	S-SE	TQ381853	Clay Lane, near junction of Temple Mill Lane
312	24507552	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	S-SE	TQ381853	Clay Lane, near junction of Temple Mill Lane
313	24507553	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	S	TQ381853	Clay Lane, near junction of Temple Mill Lane
314	24507554	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	S-SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
315	24507555	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	S-SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
316	24507556	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
317	24507557	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W-SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
318	24507558	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane
319	24507559	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane
320	24507560	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	W-NW	TQ381853	Clay Lane, near junction of Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		11					
321	24507561	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	NW	TQ381853	Clay Lane, near junction of Temple Mill Lane
322	24507562	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N-NW	TQ381853	Clay Lane, near junction of Temple Mill Lane
323	24507563	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N-NW	TQ381853	Clay Lane, near junction of Temple Mill Lane
324	24507564	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N	TQ381853	Clay Lane, near junction of Temple Mill Lane
325	24507565	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N	TQ381853	Clay Lane, near junction of Temple Mill Lane
326	24507566	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N-NW	TQ381853	Clay Lane, near junction of Temple Mill Lane
327	24507567	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	NW	TQ381853	Clay Lane, near junction of Temple Mill Lane
328	24507568	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane
329	24507569	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane
330	24507570	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane
331	24507571	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
332	24507572	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
333	24507573	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	S-SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
334	24507574	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	N-NW	TQ381853	Clay Lane, near junction of Temple Mill Lane
335	24507575	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	E-NE	TQ381853	Clay Lane, near junction of Temple Mill Lane
336	24507576	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
337	24507577	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane
338	24507578	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	Down & N-NE	TQ381853	Clay Lane, near junction of Temple Mill Lane
339	24507579	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	Down & N	TQ381853	Clay Lane, near junction of Temple Mill Lane
340	24507580	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W-SW	TQ381853	Clay Lane, near junction of Temple Mill Lane
341	24507581	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	W	TQ381853	Clay Lane, near junction of Temple Mill Lane
342	24507582	Site wide photo survey, location 11	Digital Cannon 400D	11-Jul-07	NE	TQ381853	Clay Lane, near junction of Temple Mill Lane
343	24507583	Site wide photo survey,	Digital Cannon 400D	11-Jul-07	N	TQ378858	Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 12					
344	24507584	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N-NE	TQ378858	Temple Mill Lane
345	24507585	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	NE	TQ378858	Temple Mill Lane
346	24507586	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	E-NE	TQ378858	Temple Mill Lane
347	24507587	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	E-NE	TQ378858	Temple Mill Lane
348	24507588	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	E	TQ378858	Temple Mill Lane
349	24507589	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	E-SE	TQ378858	Temple Mill Lane
350	24507590	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	SE	TQ378858	Temple Mill Lane
351	24507591	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S-SE	TQ378858	Temple Mill Lane
352	24507592	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
353	24507593	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
354	24507594	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S-SW	TQ378858	Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
355	24507595	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	SW	TQ378858	Temple Mill Lane
356	24507596	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-SW	TQ378858	Temple Mill Lane
357	24507597	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W	TQ378858	Temple Mill Lane
358	24507598	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-NW	TQ378858	Temple Mill Lane
359	24507599	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-NW	TQ378858	Temple Mill Lane
360	24507600	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	NW	TQ378858	Temple Mill Lane
361	24507601	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N-NW	TQ378858	Temple Mill Lane
362	24507602	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N	TQ378858	Temple Mill Lane
363	24507603	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N	TQ378858	Temple Mill Lane
364	24507604	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S-SE	TQ378858	Temple Mill Lane
365	24507605	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S-SE	TQ378858	Temple Mill Lane
366	24507606	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		12					
367	24507607	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N	TQ378858	Temple Mill Lane
368	24507608	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N	TQ378858	Temple Mill Lane
369	24507609	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N-NW	TQ378858	Temple Mill Lane
370	24507610	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	E-SE	TQ378858	Temple Mill Lane
371	24507611	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S-SE & DOWN	TQ378858	Temple Mill Lane
372	24507612	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
373	24507613	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
374	24507614	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S-SW	TQ378858	Temple Mill Lane
375	24507615	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	SW	TQ378858	Temple Mill Lane
376	24507616	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-SW	TQ378858	Temple Mill Lane
377	24507617	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-NW	TQ378858	Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
378	24507618	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-NW	TQ378858	Temple Mill Lane
379	24507619	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N-NW	TQ378858	Temple Mill Lane
380	24507620	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N-NW	TQ378858	Temple Mill Lane
381	24507621	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	NW	TQ378858	Temple Mill Lane
382	24507622	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	NW & DOWN	TQ378858	Temple Mill Lane
383	24507623	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
384	24507624	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-NW	TQ378858	Temple Mill Lane
385	24507625	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	N	TQ378858	Temple Mill Lane
386	24507626	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
387	24507627	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-SW	TQ378858	Temple Mill Lane
388	24507628	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	SW	TQ378858	Temple Mill Lane
389	24507629	Site wide photo survey, location	Digital Cannon 400D	11-Jul-07	N-NW	TQ378858	Temple Mill Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		12					
390	24507630	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
391	24507631	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	S	TQ378858	Temple Mill Lane
392	24507632	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	W-SW	TQ378858	Temple Mill Lane
393	24507633	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	-	TQ378858	Working shots. Driver Keith Spencer and archaeologist Phil Frickers
394	24507634	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	-	TQ378858	Working shots. Driver Keith Spencer and archaeologist Phil Frickers
395	24507635	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	-	TQ378858	Working shots. Driver Keith Spencer and archaeologist Phil Frickers
396	24507636	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	-	TQ378858	Working shots. Driver Keith Spencer and archaeologist Phil Frickers
397	24507637	Site wide photo survey, location 12	Digital Cannon 400D	11-Jul-07	-	TQ378858	Working shots. Driver Keith Spencer and archaeologist Phil Frickers

22.2 Site wide photo survey of entire Olympic Park area 12-July-2007

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	24507638	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N	TQ373843	Bow Industrial Park
2	24507639	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N-NE	TQ373843	Bow Industrial Park
3	24507640	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	NE	TQ373843	Bow Industrial Park
4	24507641	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-NE	TQ373843	Bow Industrial Park
5	24507642	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-NE	TQ373843	Bow Industrial Park
6	24507643	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E	TQ373843	Bow Industrial Park
7	24507644	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-SE	TQ373843	Bow Industrial Park
8	24507645	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	SE	TQ373843	Bow Industrial Park
9	24507646	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S-SE	TQ373843	Bow Industrial Park
10	24507647	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S	TQ373843	Bow Industrial Park
11	24507648	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S	TQ373843	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
12	24507649	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S-SW	TQ373843	Bow Industrial Park
13	24507650	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	SW	TQ373843	Bow Industrial Park
14	24507651	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W-SW	TQ373843	Bow Industrial Park
15	24507652	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W	TQ373843	Bow Industrial Park
16	24507653	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W-NW	TQ373843	Bow Industrial Park
17	24507654	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W-NW	TQ373843	Bow Industrial Park
18	24507655	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	NW	TQ373843	Bow Industrial Park
19	24507656	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N-NW	TQ373843	Bow Industrial Park
20	24507657	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N	TQ373843	Bow Industrial Park
21	24507658	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N	TQ373843	Bow Industrial Park
22	24507659	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N	TQ373843	Bow Industrial Park
23	24507660	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	N	TQ373843	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		13					
24	24507661	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N	TQ373843	Bow Industrial Park
25	24507662	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	N-NE	TQ373843	Bow Industrial Park
26	24507663	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-NE	TQ373843	Bow Industrial Park
27	24507664	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-NE	TQ373843	Bow Industrial Park
28	24507665	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-SE	TQ373843	Bow Industrial Park
29	24507666	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	SSE	TQ373843	Bow Industrial Park
30	24507667	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S	TQ373843	Bow Industrial Park
31	24507668	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S	TQ373843	Bow Industrial Park
32	24507669	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S-SW	TQ373843	Bow Industrial Park
33	24507670	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S-SW	TQ373843	Bow Industrial Park
34	24507671	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W	TQ373843	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
35	24507672	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W-NW	TQ373843	Bow Industrial Park
36	24507673	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W-NW	TQ373843	Bow Industrial Park
37	24507674	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	NW	TQ373843	Bow Industrial Park
38	24507675	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S	TQ373843	Bow Industrial Park
39	24507676	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S	TQ373843	Bow Industrial Park
40	24507677	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	SE	TQ373843	Bow Industrial Park
41	24507678	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-SE	TQ373843	Bow Industrial Park
42	24507679	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E	TQ373843	Bow Industrial Park
43	24507680	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E	TQ373843	Bow Industrial Park
44	24507681	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-NE	TQ373843	Bow Industrial Park
45	24507682	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	E-NE	TQ373843	Bow Industrial Park
46	24507683	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	NE	TQ373843	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		13					
47	24507684	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	NE	TQ373843	Bow Industrial Park
48	24507685	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	S	TQ373843	Bow Industrial Park
49	24507686	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	SW	TQ373843	Bow Industrial Park
50	24507687	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	SW	TQ373843	Bow Industrial Park
51	24507688	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W	TQ373843	Bow Industrial Park
52	24507689	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W-NW	TQ373843	Bow Industrial Park
53	24507690	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	NW	TQ373843	Bow Industrial Park
54	24507691	Site wide photo survey, location 13	Digital Cannon 400D	12-Jul-07	W-SW	TQ373843	Bow Industrial Park
55	24507692	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	N	TQ374840	Bow Industrial Park
56	24507693	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	N-NE	TQ374840	Bow Industrial Park
57	24507694	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	NE	TQ374840	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
58	24507695	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	E-NE	TQ374840	Bow Industrial Park
59	24507696	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	E-NE	TQ374840	Bow Industrial Park
60	24507697	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	E	TQ374840	Bow Industrial Park
61	24507698	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	E-SE	TQ374840	Bow Industrial Park
62	24507699	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	SE	TQ374840	Bow Industrial Park
63	24507700	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	S-SE	TQ374840	Bow Industrial Park
64	24507701	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	S	TQ374840	Bow Industrial Park
65	24507702	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	S-SW	TQ374840	Bow Industrial Park
66	24507703	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	SW	TQ374840	Bow Industrial Park
67	24507704	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	W-SW	TQ374840	Bow Industrial Park
68	24507705	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	W	TQ374840	Bow Industrial Park
69	24507706	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	W	TQ374840	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		14					
70	24507707	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	W-NW	TQ374840	Bow Industrial Park
71	24507708	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	NW	TQ374840	Bow Industrial Park
72	24507709	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	N-NW	TQ374840	Bow Industrial Park
73	24507710	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	N	TQ374840	Bow Industrial Park
74	24507711	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	N	TQ374840	Bow Industrial Park
75	24507712	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	N	TQ374840	Bow Industrial Park
76	24507713	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	NE	TQ374840	Bow Industrial Park
77	24507714	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	E-NE	TQ374840	Bow Industrial Park
78	24507715	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	E-SE	TQ374840	Bow Industrial Park
79	24507716	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	SE	TQ374840	Bow Industrial Park
80	24507717	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	S	TQ374840	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
81	24507718	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	W	TQ374840	Bow Industrial Park
82	24507719	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	W-NW	TQ374840	Bow Industrial Park
83	24507720	Site wide photo survey, location 14	Digital Cannon 400D	12-Jul-07	W	TQ374840	Bow Industrial Park
			Digital Cannon 400D				
84	24507721	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	N	TQ373841	Bow Industrial Park
85	24507722	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	N-NE	TQ373841	Bow Industrial Park
86	24507723	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	NE	TQ373841	Bow Industrial Park
87	24507724	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	E-NE	TQ373841	Bow Industrial Park
88	24507725	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	E-NE	TQ373841	Bow Industrial Park
89	24507726	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	E	TQ373841	Bow Industrial Park
90	24507727	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	E-SE	TQ373841	Bow Industrial Park
91	24507728	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	SE	TQ373841	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
92	24507729	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	S-SE	TQ373841	Bow Industrial Park
93	24507730	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	S	TQ373841	Bow Industrial Park
94	24507731	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	S	TQ373841	Bow Industrial Park
95	24507732	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	S-SW	TQ373841	Bow Industrial Park
96	24507733	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	SW	TQ373841	Bow Industrial Park
97	24507734	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	W-SW	TQ373841	Bow Industrial Park
98	24507735	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	W	TQ373841	Bow Industrial Park
99	24507736	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	W-NW	TQ373841	Bow Industrial Park
100	24507737	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	W-NW	TQ373841	Bow Industrial Park
101	24507738	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	NW	TQ373841	Bow Industrial Park
102	24507739	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	N-NW	TQ373841	Bow Industrial Park
103	24507740	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	N	TQ373841	Bow Industrial Park

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		15					
104	24507741	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	N	TQ373841	Bow Industrial Park
105	24507742	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	N-NE	TQ373841	Bow Industrial Park
106	24507743	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	E	TQ373841	Bow Industrial Park
107	24507744	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	SE	TQ373841	Bow Industrial Park
108	24507745	Site wide photo survey, location 15	Digital Cannon 400D	12-Jul-07	S	TQ373841	Bow Industrial Park
109	24507746	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	N	TQ372845	White Post Lane, bridge over River Lea Navigation
110	24507747	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	N-NE	TQ372845	White Post Lane, bridge over River Lea Navigation
111	24507748	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	NE	TQ372845	White Post Lane, bridge over River Lea Navigation
112	24507749	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	E-NE	TQ372845	White Post Lane, bridge over River Lea Navigation
113	24507750	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	E	TQ372845	White Post Lane, bridge over River Lea Navigation
114	24507751	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	E-SE	TQ372845	White Post Lane, bridge over River Lea Navigation

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
115	24507752	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	SE	TQ372845	White Post Lane, bridge over River Lea Navigation
116	24507753	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	S-SE	TQ372845	White Post Lane, bridge over River Lea Navigation
117	24507754	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	S-SE	TQ372845	White Post Lane, bridge over River Lea Navigation
118	24507755	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	S	TQ372845	White Post Lane, bridge over River Lea Navigation
119	24507756	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	S-SW	TQ372845	White Post Lane, bridge over River Lea Navigation
120	24507757	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	SW	TQ372845	White Post Lane, bridge over River Lea Navigation
121	24507758	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	W-SW	TQ372845	White Post Lane, bridge over River Lea Navigation
122	24507759	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	W	TQ372845	White Post Lane, bridge over River Lea Navigation
123	24507760	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	W-NW	TQ372845	White Post Lane, bridge over River Lea Navigation
124	24507761	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	NW	TQ372845	White Post Lane, bridge over River Lea Navigation
125	24507762	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	N-NW	TQ372845	White Post Lane, bridge over River Lea Navigation
126	24507763	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	N-NE	TQ372845	White Post Lane, bridge over River Lea Navigation

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		16					
127	24507764	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	E-NE	TQ372845	White Post Lane, bridge over River Lea Navigation
128	24507765	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	E	TQ372845	White Post Lane, bridge over River Lea Navigation
129	24507766	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	E-SE	TQ372845	White Post Lane, bridge over River Lea Navigation
130	24507767	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	SSE	TQ372845	White Post Lane, bridge over River Lea Navigation
131	24507768	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	SE	TQ372845	White Post Lane, bridge over River Lea Navigation
132	24507769	Site wide photo survey, location 16	Digital Cannon 400D	12-Jul-07	N-NW	TQ372845	White Post Lane, bridge over River Lea Navigation
		Site wide photo survey, location 16					
133	24507770	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	N-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
134	24507771	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	E-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate shot showing Clarnico building, Kings Yard
135	24507772	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	N	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate shot showing Clarnico building, Kings Yard
136	24507773	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	N-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate shot showing Clarnico building, Kings Yard
137	24507774	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate shot showing Clarnico building, Kings Yard

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		17					
138	24507775	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	E-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate shot showing Clarnico building, Kings Yard
139	24507776	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	E-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
140	24507777	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	E-SE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
141	24507778	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	E-SE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
142	24507779	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	SE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
143	24507780	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	S-SE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
144	24507781	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	S	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
145	24507782	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	S-SW	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
146	24507783	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	SW	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
147	24507784	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	W-SW	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
148	24507785	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	W	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
149	24507786	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	W	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
150	24507787	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	W-NW	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
151	24507788	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	NW	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
152	24507789	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	N-NW	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
153	24507790	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	N-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
154	24507791	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
155	24507792	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	E-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
156	24507793	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	E-NE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
157	24507794	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	SE	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
158	24507795	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	S	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
159	24507796	Site wide photo survey, location 17	Digital Cannon 400D	12-Jul-07	W-NW	TQ373845	White Post Lane, opposite N end of E access road to Bow Industrial Estate
160	24507797	Site wide photo survey,	Digital Cannon 400D	12-Jul-07	-	TQ374845	Shot of cherry picker and driver, Keith Spencer

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 18					
161	24507798	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	N	TQ374845	White Post Lane, east of junction of Waterden Rd
162	24507799	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	N-NE	TQ374845	White Post Lane, east of junction of Waterden Rd
163	24507800	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	NE	TQ374845	White Post Lane, east of junction of Waterden Rd
164	24507801	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	E-NE	TQ374845	White Post Lane, east of junction of Waterden Rd
165	24507802	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	E	TQ374845	White Post Lane, east of junction of Waterden Rd
166	24507803	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	E-SE	TQ374845	White Post Lane, east of junction of Waterden Rd
167	24507804	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	SE	TQ374845	White Post Lane, east of junction of Waterden Rd
168	24507805	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	S-SE	TQ374845	White Post Lane, east of junction of Waterden Rd
169	24507806	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	S	TQ374845	White Post Lane, east of junction of Waterden Rd
170	24507807	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	S	TQ374845	White Post Lane, east of junction of Waterden Rd
171	24507808	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	S-SW	TQ374845	White Post Lane, east of junction of Waterden Rd

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
172	24507809	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	SW	TQ374845	White Post Lane, east of junction of Waterden Rd
173	24507810	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	W-SW	TQ374845	White Post Lane, east of junction of Waterden Rd
174	24507811	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	W	TQ374845	White Post Lane, east of junction of Waterden Rd
175	24507812	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	W-NW	TQ374845	White Post Lane, east of junction of Waterden Rd
176	24507813	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	NW	TQ374845	White Post Lane, east of junction of Waterden Rd
177	24507814	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	N-NW	TQ374845	White Post Lane, east of junction of Waterden Rd
178	24507815	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	N-NW	TQ374845	White Post Lane, east of junction of Waterden Rd
179	24507816	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	N	TQ374845	White Post Lane, east of junction of Waterden Rd
180	24507817	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	N-NW	TQ374845	White Post Lane, east of junction of Waterden Rd
181	24507818	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	N-NE	TQ374845	White Post Lane, east of junction of Waterden Rd
182	24507819	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	E-NE	TQ374845	White Post Lane, east of junction of Waterden Rd
183	24507820	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	E-SE	TQ374845	White Post Lane, east of junction of Waterden Rd

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		18					
184	24507821	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	S	TQ374845	White Post Lane, east of junction of Waterden Rd
185	24507822	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	S	TQ374845	White Post Lane, east of junction of Waterden Rd
186	24507823	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	W	TQ374845	White Post Lane, east of junction of Waterden Rd
187	24507824	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	W-NW	TQ374845	White Post Lane, east of junction of Waterden Rd
188	24507825	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	W-NW	TQ374845	White Post Lane, east of junction of Waterden Rd
189	24507826	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	NNE	TQ374845	White Post Lane, east of junction of Waterden Rd
190	24507827	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	SE	TQ374845	White Post Lane, east of junction of Waterden Rd
191	24507828	Site wide photo survey, location 18	Digital Cannon 400D	12-Jul-07	W	TQ374845	White Post Lane, east of junction of Waterden Rd
192	24507829	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	N	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
193	24507830	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	N-NE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
194	24507831	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	NE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
195	24507832	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	E-NE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
196	24507833	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	E	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
197	24507834	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	E-SE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
198	24507835	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE-E	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
199	24507836	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE-S	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
200	24507837	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
201	24507838	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
202	24507839	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	S-WS	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
203	24507840	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SW-W	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
204	24507841	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	W-SW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
205	24507842	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	W	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
206	24507843	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	W-NW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		19					
207	24507844	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	NW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
208	24507845	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	N-NW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
209	24507846	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE-E	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
210	24507847	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	NE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
211	24507848	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE-S	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
212	24507849	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
213	24507850	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE-E	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
214	24507851	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	E	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
215	24507852	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	W-SW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
216	24507853	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	W-NW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
217	24507854	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	W-NW	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
218	24507855	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	NE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
219	24507856	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	SE-S	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
220	24507857	Site wide photo survey, location 19	Digital Cannon 400D	12-Jul-07	N-NE	TQ376843	Carpenter's Business Park low viewpoint due to cantilevering over hedge
221	24507858	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	S-SE	TQ376843	Carpenter's Business Park shot showing Carpenter's Lock
222	24507859	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	S-SE	TQ376843	Carpenter's Business Park shot showing Carpenter's Lock
223	24507860	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	S-SE	TQ376843	Carpenter's Business Park shot showing Carpenter's Lock
224	24507861	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	S-SE	TQ376843	Carpenter's Business Park shot showing Carpenter's Lock
225	24507862	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	S-SE	TQ376843	Carpenter's Business Park shot showing Carpenter's Lock
226	24507863	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	NE	TQ376843	Carpenter's Business Park shot showing Carpenter's Lock
227	24507864	Site wide photo survey, location	Digital Cannon 400D	12-Jul-07	E-SE	TQ376843	Carpenter's Business Park shot showing Carpenter's Lock

22.3 Site wide photo survey of entire Olympic Park area 13-July-2007

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	24507865	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	N	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
2	24507866	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	N-NE	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
3	24507867	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	NE	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
4	24507868	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	E-NE	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
5	24507869	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	E	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
6	24507870	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	ESE	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
7	24507871	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SE-E	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
8	24507872	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SE-S	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
9	24507873	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SE	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
10	24507874	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
11	24507875	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SW-S	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
12	24507876	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SW-W	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
13	24507877	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	W-SW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
14	24507878	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	W	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
15	24507879	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	W-NW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
16	24507880	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	NW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
17	24507881	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	N-NW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
18	24507882	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	N	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
19	24507883	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	N-NE	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
20	24507884	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	N	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
21	24507885	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	W-NW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
22	24507886	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SE-E	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
23	24507887	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	S-SE	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
24	24507888	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SW-W	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
25	24507889	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	W-NW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
26	24507890	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	N-NW	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.
27	24507891	Site wide photo survey, location 21	Digital Cannon 400D	13-Jul-07	SE-E	TQ376845	White Post Lane/Carpenter's Rd. Bridge over Old River Lea.

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
28	24507892	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	N	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
29	24507893	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	NNE	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
30	24507894	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	NE	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
31	24507895	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	ENE	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
32	24507896	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	E	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
33	24507897	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	ESE	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
34	24507898	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SE-E	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
35	24507899	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SE-S	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
36	24507900	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SE	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
37	24507901	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
38	24507902	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SW-S	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
39	24507903	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SW-W	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
40	24507904	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	W-SW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
41	24507905	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	W	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
42	24507906	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	W-NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 22					
43	24507907	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
44	24507908	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	N-NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
45	24507909	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	N	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
46	24507910	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	W-SW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
47	24507911	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	E-SE	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
48	24507912	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SE	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
49	24507913	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SE-S	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
50	24507914	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SW-S	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
51	24507915	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SW-S	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
52	24507916	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	SW-S	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
53	24507917	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	W-SW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
54	24507918	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	W-SW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
55	24507919	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	W-NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
56	24507920	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	W-NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
57	24507921	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
58	24507922	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
59	24507923	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	N	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
60	24507924	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	NE-E	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
61	24507925	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	N-NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
62	24507926	Site wide photo survey, location 22	Digital Cannon 400D	13-Jul-07	N-NW	TQ377845	Junction of Carpenter's Rd. & Marshgate Lane.
63	24507927	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	N	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
64	24507928	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	NNE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
65	24507929	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	NE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
66	24507930	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	E-NE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
67	24507931	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	E	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
68	24507932	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	E-SE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
69	24507933	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	SE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
70	24507934	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	S-SE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
71	24507935	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	S	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
72	24507936	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	S-SW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
73	24507937	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	SW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
74	24507938	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	W-SW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
75	24507939	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	W	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
76	24507940	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	W-NW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
77	24507941	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	NW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
78	24507942	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	N-NW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
79	24507943	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	N	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
80	24507944	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	N-NE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
81	24507945	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	E	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
82	24507946	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	S	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
83	24507947	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	S	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
84	24507948	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	S-SW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
85	24507949	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	SW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 23					
86	24507950	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	W	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
87	24507951	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	W-NW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
88	24507952	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	E	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
89	24507953	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	N-NW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
90	24507954	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	E-SE	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
91	24507955	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	N	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
92	24507956	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	NW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
93	24507957	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	NW	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
94	24507958	Site wide photo survey, location 23	Digital Cannon 400D	13-Jul-07	DOWN	TQ379843	Carpenter's Rd, SE of junction with Marshgate Lane
95	24507959	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	N	TQ381842	Carpenter's Rd, junction with Warton Rd.
96	24507960	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	N-NE	TQ381842	Carpenter's Rd, junction with Warton Rd.
97	24507961	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	NE	TQ381842	Carpenter's Rd, junction with Warton Rd.
98	24507962	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E-NE	TQ381842	Carpenter's Rd, junction with Warton Rd.
99	24507963	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	E	TQ381842	Carpenter's Rd, junction with Warton Rd.

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 24					
100	24507964	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E-SE	TQ381842	Carpenter's Rd, junction with Warton Rd.
101	24507965	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SE-E	TQ381842	Carpenter's Rd, junction with Warton Rd.
102	24507966	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SE-S	TQ381842	Carpenter's Rd, junction with Warton Rd.
103	24507967	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SE	TQ381842	Carpenter's Rd, junction with Warton Rd.
104	24507968	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SW	TQ381842	Carpenter's Rd, junction with Warton Rd.
105	24507969	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SW-S	TQ381842	Carpenter's Rd, junction with Warton Rd.
106	24507970	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SW-W	TQ381842	Carpenter's Rd, junction with Warton Rd.
107	24507971	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	W-SW	TQ381842	Carpenter's Rd, junction with Warton Rd.
108	24507972	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	W	TQ381842	Carpenter's Rd, junction with Warton Rd.
109	24507973	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	W-NW	TQ381842	Carpenter's Rd, junction with Warton Rd.
110	24507974	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	NW	TQ381842	Carpenter's Rd, junction with Warton Rd.
111	24507975	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	N-NW	TQ381842	Carpenter's Rd, junction with Warton Rd.
112	24507976	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	N	TQ381842	Carpenter's Rd, junction with Warton Rd.
113	24507977	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	N-NE	TQ381842	Carpenter's Rd, junction with Warton Rd.

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
114	24507978	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	N	TQ381842	Carpenter's Rd, junction with Warton Rd.
115	24507979	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E-NE	TQ381842	Carpenter's Rd, junction with Warton Rd.
116	24507980	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E	TQ381842	Carpenter's Rd, junction with Warton Rd.
117	24507981	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E-SE	TQ381842	Carpenter's Rd, junction with Warton Rd.
118	24507982	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	S-SE	TQ381842	Carpenter's Rd, junction with Warton Rd.
119	24507983	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SW	TQ381842	Carpenter's Rd, junction with Warton Rd.
120	24507984	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	NW	TQ381842	Carpenter's Rd, junction with Warton Rd.
121	24507985	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	W-NW	TQ381842	Carpenter's Rd, junction with Warton Rd.
122	24507986	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SW-W	TQ381842	Carpenter's Rd, junction with Warton Rd.
123	24507987	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E	TQ381842	Carpenter's Rd, junction with Warton Rd.
124	24507988	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E	TQ381842	Carpenter's Rd, junction with Warton Rd.
125	24507989	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	E-NE	TQ381842	Carpenter's Rd, junction with Warton Rd.
126	24507990	Site wide photo survey, location 24	Digital Cannon 400D	13-Jul-07	SW	TQ381842	Carpenter's Rd, junction with Warton Rd.
127	24507991	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	N	TQ381839	Warton Rd, NW of railway bridge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
128	24507992	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	N-NE	TQ381839	Warton Rd, NW of railway bridge
129	24507993	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	NE	TQ381839	Warton Rd, NW of railway bridge
130	24507994	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	E-NE	TQ381839	Warton Rd, NW of railway bridge
131	24507995	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	E	TQ381839	Warton Rd, NW of railway bridge
132	24507996	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	E-SE	TQ381839	Warton Rd, NW of railway bridge
133	24507997	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SE-E	TQ381839	Warton Rd, NW of railway bridge
134	24507998	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SE-S	TQ381839	Warton Rd, NW of railway bridge
135	24507999	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SE	TQ381839	Warton Rd, NW of railway bridge
136	27707001	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW	TQ381839	Warton Rd, NW of railway bridge
137	27707002	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW-S	TQ381839	Warton Rd, NW of railway bridge
138	27707003	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW-W	TQ381839	Warton Rd, NW of railway bridge
139	27707004	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W-SW	TQ381839	Warton Rd, NW of railway bridge
140	27707005	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W	TQ381839	Warton Rd, NW of railway bridge
141	27707006	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W-NW	TQ381839	Warton Rd, NW of railway bridge
142	27707007	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	NW	TQ381839	Warton Rd, NW of railway bridge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 25					
143	27707008	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	N-NW	TQ381839	Warton Rd, NW of railway bridge
144	27707009	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	N	TQ381839	Warton Rd, NW of railway bridge
145	27707010	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	E	TQ381839	Warton Rd, NW of railway bridge
146	27707011	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	NW	TQ381839	Warton Rd, NW of railway bridge
147	27707012	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW-W	TQ381839	Warton Rd, NW of railway bridge
148	27707013	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W	TQ381839	Warton Rd, NW of railway bridge
149	27707014	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W-NW	TQ381839	Warton Rd, NW of railway bridge
150	27707015	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SE-E	TQ381839	Warton Rd, NW of railway bridge
151	27707016	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SE-E	TQ381839	Warton Rd, NW of railway bridge
152	27707017	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	E-SE	TQ381839	Warton Rd, NW of railway bridge
153	27707018	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	E-SE	TQ381839	Warton Rd, NW of railway bridge
154	27707019	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW	TQ381839	Warton Rd, NW of railway bridge
155	27707020	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW	TQ381839	Warton Rd, NW of railway bridge
156	27707021	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SE	TQ381839	Warton Rd, NW of railway bridge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
157	27707022	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW-S	TQ381839	Warton Rd, NW of railway bridge
158	27707023	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W	TQ381839	Warton Rd, NW of railway bridge
159	27707024	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W-NW	TQ381839	Warton Rd, NW of railway bridge
160	27707025	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	N	TQ381839	Warton Rd, NW of railway bridge
161	27707026	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W-SW	TQ381839	Warton Rd, NW of railway bridge
162	27707027	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W-SW	TQ381839	Warton Rd, NW of railway bridge
163	27707028	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	W-SW	TQ381839	Warton Rd, NW of railway bridge
164	27707029	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	NE	TQ381839	Warton Rd, NW of railway bridge
165	27707030	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SE-S	TQ381839	Warton Rd, NW of railway bridge
166	27707031	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW-W	TQ381839	Warton Rd, NW of railway bridge
167	27707032	Site wide photo survey, location 25	Digital Cannon 400D	13-Jul-07	SW-W	TQ381839	Warton Rd, NW of railway bridge
168	27707033	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	N	TQ377844	Marshgate Lane, S of bridge over Waterworks River
169	27707034	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	N-NE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
170	27707035	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	NE	TQ377844	Marshgate Lane, S of bridge over Waterworks River

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
171	27707036	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	ENE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
172	27707037	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	E	TQ377844	Marshgate Lane, S of bridge over Waterworks River
173	27707038	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	ESE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
174	27707039	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SE-E	TQ377844	Marshgate Lane, S of bridge over Waterworks River
175	27707040	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SE-S	TQ377844	Marshgate Lane, S of bridge over Waterworks River
176	27707041	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
177	27707042	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
178	27707043	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW-S	TQ377844	Marshgate Lane, S of bridge over Waterworks River
179	27707044	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW-W	TQ377844	Marshgate Lane, S of bridge over Waterworks River
180	27707045	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	W-SW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
181	27707046	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	W	TQ377844	Marshgate Lane, S of bridge over Waterworks River
182	27707047	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	W-NW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
183	27707048	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	NW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
184	27707049	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	N-NW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
185	27707050	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	NW	TQ377844	Marshgate Lane, S of bridge over Waterworks River

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 26					
186	27707051	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	N-NW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
187	27707052	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	NW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
188	27707053	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	N	TQ377844	Marshgate Lane, S of bridge over Waterworks River
189	27707054	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	NE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
190	27707055	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	N-NE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
191	27707056	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	E-NE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
192	27707057	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	E-SE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
193	27707058	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	NE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
194	27707059	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	S-SE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
195	27707060	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
196	27707061	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW-S	TQ377844	Marshgate Lane, S of bridge over Waterworks River
197	27707062	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW-W	TQ377844	Marshgate Lane, S of bridge over Waterworks River
198	27707063	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	W	TQ377844	Marshgate Lane, S of bridge over Waterworks River
199	27707064	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	W-SW	TQ377844	Marshgate Lane, S of bridge over Waterworks River

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
200	27707065	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	W	TQ377844	Marshgate Lane, S of bridge over Waterworks River
201	27707066	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	W	TQ377844	Marshgate Lane, S of bridge over Waterworks River
202	27707067	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	NW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
203	27707068	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW-S	TQ377844	Marshgate Lane, S of bridge over Waterworks River
204	27707069	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SW	TQ377844	Marshgate Lane, S of bridge over Waterworks River
205	27707070	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SE-S	TQ377844	Marshgate Lane, S of bridge over Waterworks River
206	27707071	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
207	27707072	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	S-SE	TQ377844	Marshgate Lane, S of bridge over Waterworks River
208	27707073	Site wide photo survey, location 26	Digital Cannon 400D	13-Jul-07	SE-S	TQ377844	Marshgate Lane, S of bridge over Waterworks River
209	27707074	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	N	TQ376842	Yard off Marshgate Lane
210	27707075	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	N-NE	TQ376842	Yard off Marshgate Lane
211	27707076	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	NE	TQ376842	Yard off Marshgate Lane
212	27707077	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	E-NE	TQ376842	Yard off Marshgate Lane
213	27707078	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	E	TQ376842	Yard off Marshgate Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
214	27707079	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	E-SE	TQ376842	Yard off Marshgate Lane
215	27707080	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	SE	TQ376842	Yard off Marshgate Lane
216	27707081	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	S-SE	TQ376842	Yard off Marshgate Lane
217	27707082	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	S	TQ376842	Yard off Marshgate Lane
218	27707083	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	S-SW	TQ376842	Yard off Marshgate Lane
219	27707084	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	SW	TQ376842	Yard off Marshgate Lane
220	27707085	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	W-SW	TQ376842	Yard off Marshgate Lane
221	27707086	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	W	TQ376842	Yard off Marshgate Lane
222	27707087	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	W-NW	TQ376842	Yard off Marshgate Lane
223	27707088	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	NW	TQ376842	Yard off Marshgate Lane
224	27707089	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	N-NW	TQ376842	Yard off Marshgate Lane
225	27707090	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	N	TQ376842	Yard off Marshgate Lane
226	27707091	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	N-NW	TQ376842	Yard off Marshgate Lane
227	27707092	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	N	TQ376842	Yard off Marshgate Lane
228	27707093	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	N	TQ376842	Yard off Marshgate Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 27					
229	27707094	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	E	TQ376842	Yard off Marshgate Lane
230	27707095	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	SE	TQ376842	Yard off Marshgate Lane
231	27707096	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	S-SE	TQ376842	Yard off Marshgate Lane
232	27707097	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	S-SW	TQ376842	Yard off Marshgate Lane
233	27707098	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	W-SW	TQ376842	Yard off Marshgate Lane
234	27707099	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	W	TQ376842	Yard off Marshgate Lane
235	27707100	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	NW	TQ376842	Yard off Marshgate Lane
236	27707101	Site wide photo survey, location 27	Digital Cannon 400D	13-Jul-07	N-NW	TQ376842	Yard off Marshgate Lane
237	27707102	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	N	TQ375841	Another yard off Marshgate Lane
238	27707103	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	N-NE	TQ375841	Another yard off Marshgate Lane
239	27707104	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	NE	TQ375841	Another yard off Marshgate Lane
240	27707105	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	E-NE	TQ375841	Another yard off Marshgate Lane
241	27707106	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	E	TQ375841	Another yard off Marshgate Lane
242	27707107	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	E-SE	TQ375841	Another yard off Marshgate Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 28					
243	27707108	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	SE	TQ375841	Another yard off Marshgate Lane
244	27707109	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	S-SE	TQ375841	Another yard off Marshgate Lane
245	27707110	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	S	TQ375841	Another yard off Marshgate Lane
246	27707111	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	S-SW	TQ375841	Another yard off Marshgate Lane
247	27707112	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	SW	TQ375841	Another yard off Marshgate Lane
248	27707113	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	W-SW	TQ375841	Another yard off Marshgate Lane
249	27707114	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	W	TQ375841	Another yard off Marshgate Lane
250	27707115	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	W-NW	TQ375841	Another yard off Marshgate Lane
251	27707116	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	NW	TQ375841	Another yard off Marshgate Lane
252	27707117	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	N-NW	TQ375841	Another yard off Marshgate Lane
253	27707118	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	N	TQ375841	Another yard off Marshgate Lane
254	27707119	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	N-NE	TQ375841	Another yard off Marshgate Lane
255	27707120	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	E-NE	TQ375841	Another yard off Marshgate Lane
256	27707121	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	E	TQ375841	Another yard off Marshgate Lane

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
257	27707122	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	SE	TQ375841	Another yard off Marshgate Lane
258	27707123	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	S-SW	TQ375841	Another yard off Marshgate Lane
259	27707124	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	S-SW	TQ375841	Another yard off Marshgate Lane
260	27707125	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	W-SW	TQ375841	Another yard off Marshgate Lane
261	27707126	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	W-SW	TQ375841	Another yard off Marshgate Lane
262	27707127	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	W-NW	TQ375841	Another yard off Marshgate Lane
263	27707128	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	N-NW	TQ375841	Another yard off Marshgate Lane
264	27707129	Site wide photo survey, location 28	Digital Cannon 400D	13-Jul-07	N	TQ375841	Another yard off Marshgate Lane
265	27707130	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	N	TQ377841	Marshgate Trading Estate
266	27707131	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	N-NE	TQ377841	Marshgate Trading Estate
267	27707132	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	NE	TQ377841	Marshgate Trading Estate
268	27707133	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	E-NE	TQ377841	Marshgate Trading Estate
269	27707134	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	E	TQ377841	Marshgate Trading Estate
270	27707135	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	E-SE	TQ377841	Marshgate Trading Estate

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
271	27707136	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	SE	TQ377841	Marshgate Trading Estate
272	27707137	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	S-SE	TQ377841	Marshgate Trading Estate
273	27707138	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	S	TQ377841	Marshgate Trading Estate
274	27707139	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	S-SW	TQ377841	Marshgate Trading Estate
275	27707140	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	SW	TQ377841	Marshgate Trading Estate
276	27707141	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	W-SW	TQ377841	Marshgate Trading Estate
277	27707142	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	W	TQ377841	Marshgate Trading Estate
278	27707143	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	W-NW	TQ377841	Marshgate Trading Estate
279	27707144	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	NW	TQ377841	Marshgate Trading Estate
280	27707145	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	N-NW	TQ377841	Marshgate Trading Estate
281	27707146	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	N	TQ377841	Marshgate Trading Estate
282	27707147	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	N	TQ377841	Marshgate Trading Estate
283	27707148	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	E-NE	TQ377841	Marshgate Trading Estate
284	27707149	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	E-SE	TQ377841	Marshgate Trading Estate
285	27707150	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	S-SE	TQ377841	Marshgate Trading Estate

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 29					
286	27707151	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	S-SE	TQ377841	Marshgate Trading Estate
287	27707152	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	S-SE	TQ377841	Marshgate Trading Estate
288	27707153	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	S-SW	TQ377841	Marshgate Trading Estate
289	27707154	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	W	TQ377841	Marshgate Trading Estate
290	27707155	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	W-NW	TQ377841	Marshgate Trading Estate
291	27707156	Site wide photo survey, location 29	Digital Cannon 400D	13-Jul-07	N	TQ377841	Marshgate Trading Estate
292	27707157	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	NW	TQ378841	Sun Wharf from the ground
293	27707158	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	NW	TQ378841	Sun Wharf interior shot
294	27707159	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	NW	TQ378841	Sun Wharf from the ground
295	27707160	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	N	TQ378841	SE of Sun Wharf
296	27707161	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	N-NE	TQ378841	SE of Sun Wharf
297	27707162	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	NE	TQ378841	SE of Sun Wharf
298	27707163	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	E-NE	TQ378841	SE of Sun Wharf
299	27707164	Site wide photo survey,	Digital Cannon 400D	13-Jul-07	E	TQ378841	SE of Sun Wharf

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 30					
300	27707165	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	E-SE	TQ378841	SE of Sun Wharf
301	27707166	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	SE	TQ378841	SE of Sun Wharf
302	27707167	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	S-SE	TQ378841	SE of Sun Wharf
303	27707168	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	S	TQ378841	SE of Sun Wharf
304	27707169	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	S-SW	TQ378841	SE of Sun Wharf
305	27707170	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	SW	TQ378841	SE of Sun Wharf
306	27707171	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	W-SW	TQ378841	SE of Sun Wharf
307	27707172	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	W	TQ378841	SE of Sun Wharf
308	27707173	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	W-NW	TQ378841	SE of Sun Wharf
309	27707174	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	NW	TQ378841	SE of Sun Wharf
310	27707175	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	N-NW	TQ378841	SE of Sun Wharf
311	27707176	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	N	TQ378841	SE of Sun Wharf
312	27707177	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	N-NE	TQ378841	SE of Sun Wharf
313	27707178	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	S-SE	TQ378841	SE of Sun Wharf

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
314	27707179	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	S	TQ378841	SE of Sun Wharf
315	27707180	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	S	TQ378841	SE of Sun Wharf
316	27707181	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	W-SW	TQ378841	SE of Sun Wharf
317	27707182	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	NW	TQ378841	SE of Sun Wharf
318	27707183	Site wide photo survey, location 30	Digital Cannon 400D	13-Jul-07	N	TQ378841	SE of Sun Wharf

22.4 Site wide photo survey of entire Olympic Park area 24-July-2007

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	27707184	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	N	TQ379859	Asda Car Park, Marshall Rd
2	27707185	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	N-NE	TQ379859	Asda Car Park, Marshall Rd
3	27707186	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	NE	TQ379859	Asda Car Park, Marshall Rd
4	27707187	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	E-NE	TQ379859	Asda Car Park, Marshall Rd
5	27707188	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	E	TQ379859	Asda Car Park, Marshall Rd
6	27707189	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	E-SE	TQ379859	Asda Car Park, Marshall Rd
7	27707190	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	SE	TQ379859	Asda Car Park, Marshall Rd
8	27707191	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	S-SE	TQ379859	Asda Car Park, Marshall Rd
9	27707192	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	S	TQ379859	Asda Car Park, Marshall Rd
10	27707193	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	S-SW	TQ379859	Asda Car Park, Marshall Rd
11	27707194	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	SW	TQ379859	Asda Car Park, Marshall Rd
12	27707195	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	W-SW	TQ379859	Asda Car Park, Marshall Rd
13	27707196	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	W	TQ379859	Asda Car Park, Marshall Rd
14	27707197	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	W-NW	TQ379859	Asda Car Park, Marshall Rd
15	27707198	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	NW	TQ379859	Asda Car Park, Marshall Rd
16	27707199	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	N-NW	TQ379859	Asda Car Park, Marshall Rd
17	27707200	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	N	TQ379859	Asda Car Park, Marshall Rd
18	27707201	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	S	TQ379859	Asda Car Park, Marshall Rd

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
19	27707202	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	S-SW	TQ379859	Asda Car Park, Marshall Rd
20	27707203	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	SW	TQ379859	Asda Car Park, Marshall Rd
21	27707204	Site wide photo survey, location 31	Digital Cannon 400D	24-Jul-07	W	TQ379859	Asda Car Park, Marshall Rd
22	27707205	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N	TQ384853	Leyton Road
23	27707206	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N-NE	TQ384853	Leyton Road
24	27707207	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	NE	TQ384853	Leyton Road
25	27707208	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	E-NE	TQ384853	Leyton Road
26	27707209	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	E	TQ384853	Leyton Road
27	27707210	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	E-SE	TQ384853	Leyton Road
28	27707211	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	SE	TQ384853	Leyton Road
29	27707212	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	S-SE	TQ384853	Leyton Road
30	27707213	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	S	TQ384853	Leyton Road
31	27707214	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	S-SW	TQ384853	Leyton Road
32	27707215	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	SW	TQ384853	Leyton Road
33	27707216	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	W-SW	TQ384853	Leyton Road
34	27707217	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	W	TQ384853	Leyton Road
35	27707218	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	W-NW	TQ384853	Leyton Road
36	27707219	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	NW	TQ384853	Leyton Road
37	27707220	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N-NW	TQ384853	Leyton Road

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
38	27707221	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N	TQ384853	Leyton Road
39	27707222	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N	TQ384853	Leyton Road
40	27707223	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	E-NE	TQ384853	Leyton Road
41	27707224	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	E-NE	TQ384853	Leyton Road
42	27707225	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N-NE	TQ384853	Leyton Road
43	27707226	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N-NE	TQ384853	Leyton Road
44	27707227	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	E-SE	TQ384853	Leyton Road
45	27707228	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	SE	TQ384853	Leyton Road
46	27707229	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	S	TQ384853	Leyton Road
47	27707230	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	S-SW	TQ384853	Leyton Road
48	27707231	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	W	TQ384853	Leyton Road
49	27707232	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	NW	TQ384853	Leyton Road
50	27707233	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	W-SW	TQ384853	Leyton Road
51	27707234	Site wide photo survey, location 32	Digital Cannon 400D	24-Jul-07	N	TQ384853	Leyton Road
52	27707235	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	N	TQ384852	Henrietta Street
53	27707236	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	N-NE	TQ384852	Henrietta Street
54	27707237	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	NE	TQ384852	Henrietta Street
55	27707238	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	E-NE	TQ384852	Henrietta Street
56	27707239	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	E	TQ384852	Henrietta Street

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
57	27707240	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	E-SE	TQ384852	Henrietta Street
58	27707241	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	SE	TQ384852	Henrietta Street
59	27707242	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	S-SE	TQ384852	Henrietta Street
60	27707243	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	S	TQ384852	Henrietta Street
61	27707244	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	SW	TQ384852	Henrietta Street
62	27707245	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	W-SW	TQ384852	Henrietta Street
63	27707246	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	W	TQ384852	Henrietta Street
64	27707247	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	W-NW	TQ384852	Henrietta Street
65	27707248	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	NW	TQ384852	Henrietta Street
66	27707249	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	N-NW	TQ384852	Henrietta Street
67	27707250	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	N	TQ384852	Henrietta Street
68	27707251	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	N	TQ384852	Henrietta Street
69	27707252	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	N	TQ384852	Henrietta Street
70	27707253	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	N-NE	TQ384852	Henrietta Street
71	27707254	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	E	TQ384852	Henrietta Street
72	27707255	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	E	TQ384852	Henrietta Street
73	27707256	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	SE	TQ384852	Henrietta Street
74	27707257	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	SW	TQ384852	Henrietta Street
75	27707258	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	SW	TQ384852	Henrietta Street
76	27707259	Site wide photo survey, location 33	Digital Cannon	24-Jul-07	N-WN	TQ384852	Henrietta Street

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		33	400D				
77	27707260	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	E-NE	TQ384852	Henrietta Street
78	27707261	Site wide photo survey, location 33	Digital Cannon 400D	24-Jul-07	E-NE	TQ384852	Henrietta Street
79	27707262	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	N	TQ385851	Thornham Grove
80	27707263	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	N-NE	TQ385851	Thornham Grove
81	27707264	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	NE	TQ385851	Thornham Grove
82	27707265	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	E-NE	TQ385851	Thornham Grove
83	27707266	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	E	TQ385851	Thornham Grove
84	27707267	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	E-SE	TQ385851	Thornham Grove
85	27707268	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	SE	TQ385851	Thornham Grove
86	27707269	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	S-SE	TQ385851	Thornham Grove
87	27707270	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	S	TQ385851	Thornham Grove
88	27707271	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	S-SW	TQ385851	Thornham Grove
89	27707272	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	SW	TQ385851	Thornham Grove
90	27707273	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	W-SW	TQ385851	Thornham Grove
91	27707274	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	W	TQ385851	Thornham Grove
92	27707275	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	W-NW	TQ385851	Thornham Grove
93	27707276	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	NW	TQ385851	Thornham Grove
94	27707277	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	N-NW	TQ385851	Thornham Grove
95	27707278	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	N	TQ385851	Thornham Grove

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		34	400D				
96	27707279	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	N	TQ385851	Thornham Grove
97	27707280	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	NE	TQ385851	Thornham Grove
98	27707281	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	E-SE	TQ385851	Thornham Grove
99	27707282	Site wide photo survey, location 34	Digital Cannon 400D	24-Jul-07	S	TQ385851	Thornham Grove
100	27707283	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	N	TQ383854	Temple Mill Lane, bridge over railway line
101	27707284	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	N-NE	TQ383854	Temple Mill Lane, bridge over railway line
102	27707285	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	NE	TQ383854	Temple Mill Lane, bridge over railway line
103	27707286	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	E-NE	TQ383854	Temple Mill Lane, bridge over railway line
104	27707287	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	E	TQ383854	Temple Mill Lane, bridge over railway line
105	27707288	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	E-SE	TQ383854	Temple Mill Lane, bridge over railway line
106	27707289	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	SE	TQ383854	Temple Mill Lane, bridge over railway line
107	27707290	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	S-SE	TQ383854	Temple Mill Lane, bridge over railway line
108	27707291	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	S	TQ383854	Temple Mill Lane, bridge over railway line
109	27707292	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	S-SW	TQ383854	Temple Mill Lane, bridge over railway line
110	27707293	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	SW	TQ383854	Temple Mill Lane, bridge over railway line
111	27707294	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	W-SW	TQ383854	Temple Mill Lane, bridge over railway line
112	27707295	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	W	TQ383854	Temple Mill Lane, bridge over railway line
113	27707296	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	W-NW	TQ383854	Temple Mill Lane, bridge over railway line
114	27707297	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	NW	TQ383854	Temple Mill Lane, bridge over railway line

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		35	400D				line
115	27707298	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	N-NW	TQ383854	Temple Mill Lane, bridge over railway line
116	27707299	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	W-SW	TQ383854	Temple Mill Lane, bridge over railway line
117	27707300	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	E-SE	TQ383854	Temple Mill Lane, bridge over railway line
118	27707301	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	S	TQ383854	Temple Mill Lane, bridge over railway line
119	27707302	Site wide photo survey, location 35	Digital Cannon 400D	24-Jul-07	N-NW	TQ383854	Temple Mill Lane, bridge over railway line
120	27707303	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	N	TQ369850	Windsor Wharf, north end
121	27707304	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	N-NE	TQ369850	Windsor Wharf, north end
122	27707305	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	NE	TQ369850	Windsor Wharf, north end
123	27707306	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	E-NE	TQ369850	Windsor Wharf, north end
124	27707307	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	E	TQ369850	Windsor Wharf, north end
125	27707308	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	E-SE	TQ369850	Windsor Wharf, north end
126	27707309	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	SE	TQ369850	Windsor Wharf, north end
127	27707310	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	S-SE	TQ369850	Windsor Wharf, north end
128	27707311	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	S	TQ369850	Windsor Wharf, north end
129	27707312	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	S-SW	TQ369850	Windsor Wharf, north end
130	27707313	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	SW	TQ369850	Windsor Wharf, north end
131	27707314	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	W-SW	TQ369850	Windsor Wharf, north end
132	27707315	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	W	TQ369850	Windsor Wharf, north end
133	27707316	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	W-NW	TQ369850	Windsor Wharf, north end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		36	400D				
134	27707317	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	NW	TQ369850	Windsor Wharf, north end
135	27707318	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	N-NW	TQ369850	Windsor Wharf, north end
136	27707319	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	N	TQ369850	Windsor Wharf, north end
137	27707320	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	E-NE	TQ369850	Windsor Wharf, north end
138	27707321	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	E-SE	TQ369850	Windsor Wharf, north end
139	27707322	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	SE	TQ369850	Windsor Wharf, north end
140	27707323	Site wide photo survey, location 36	Digital Cannon 400D	24-Jul-07	E-SE	TQ369850	Windsor Wharf, north end
141	27707324	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	N	TQ370849	Windsor Wharf, south end
142	27707325	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	N-NE	TQ370849	Windsor Wharf, south end
143	27707326	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	NE	TQ370849	Windsor Wharf, south end
144	27707327	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	E-NE	TQ370849	Windsor Wharf, south end
145	27707328	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	E	TQ370849	Windsor Wharf, south end
146	27707329	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	E-SE	TQ370849	Windsor Wharf, south end
147	27707330	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	SE	TQ370849	Windsor Wharf, south end
148	27707331	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	S-SE	TQ370849	Windsor Wharf, south end
149	27707332	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	S	TQ370849	Windsor Wharf, south end
150	27707333	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	S-SW	TQ370849	Windsor Wharf, south end
151	27707334	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	SW	TQ370849	Windsor Wharf, south end
152	27707335	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	W-SW	TQ370849	Windsor Wharf, south end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		37	400D				
153	27707336	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	W	TQ370849	Windsor Wharf, south end
154	27707337	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	W-NW	TQ370849	Windsor Wharf, south end
155	27707338	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	NW	TQ370849	Windsor Wharf, south end
156	27707339	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	N-NW	TQ370849	Windsor Wharf, south end
157	27707340	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	N	TQ370849	Windsor Wharf, south end
158	27707341	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	N-NW	TQ370849	Windsor Wharf, south end
159	27707342	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	NE	TQ370849	Windsor Wharf, south end
160	27707343	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	E-NE	TQ370849	Windsor Wharf, south end
161	27707344	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	SE	TQ370849	Windsor Wharf, south end
162	27707345	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	SE	TQ370849	Windsor Wharf, south end
163	27707346	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	N-NE	TQ370849	Windsor Wharf, south end
164	27707347	Site wide photo survey, location 37	Digital Cannon 400D	24-Jul-07	NE	TQ370849	Windsor Wharf, south end
165	27707348	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	N	TQ370846	Junction of Berkshire Rd, Wallis Rd
166	27707349	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	N-NE	TQ370846	Junction of Berkshire Rd, Wallis Rd
167	27707350	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	NE	TQ370846	Junction of Berkshire Rd, Wallis Rd
168	27707351	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	E-NE	TQ370846	Junction of Berkshire Rd, Wallis Rd
169	27707352	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	E	TQ370846	Junction of Berkshire Rd, Wallis Rd
170	27707353	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	E-SE	TQ370846	Junction of Berkshire Rd, Wallis Rd
171	27707354	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	SE	TQ370846	Junction of Berkshire Rd, Wallis Rd

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		38	400D				Wallis Rd
172	27707355	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	S-SE	TQ370846	Junction of Berkshire Rd, Wallis Rd
173	27707356	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	S	TQ370846	Junction of Berkshire Rd, Wallis Rd
174	27707357	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	S-SW	TQ370846	Junction of Berkshire Rd, Wallis Rd
175	27707358	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	SW	TQ370846	Junction of Berkshire Rd, Wallis Rd
176	27707359	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	W-SW	TQ370846	Junction of Berkshire Rd, Wallis Rd
177	27707360	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	W	TQ370846	Junction of Berkshire Rd, Wallis Rd
178	27707361	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	W-NW	TQ370846	Junction of Berkshire Rd, Wallis Rd
179	27707362	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	NW	TQ370846	Junction of Berkshire Rd, Wallis Rd
180	27707363	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	N-NW	TQ370846	Junction of Berkshire Rd, Wallis Rd
181	27707364	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	N	TQ370846	Junction of Berkshire Rd, Wallis Rd
182	27707365	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	E-NE	TQ370846	Junction of Berkshire Rd, Wallis Rd
183	27707366	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	N-NE	TQ370846	Junction of Berkshire Rd, Wallis Rd
184	27707367	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	E	TQ370846	Junction of Berkshire Rd, Wallis Rd
185	27707368	Site wide photo survey, location 38	Digital Cannon 400D	24-Jul-07	SE	TQ370846	Junction of Berkshire Rd, Wallis Rd
186	27707369	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	N	TQ370844	Rothbury Road
187	27707370	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	N-NE	TQ370844	Rothbury Road
188	27707371	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	NE	TQ370844	Rothbury Road
189	27707372	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	E-NE	TQ370844	Rothbury Road
190	27707373	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	E	TQ370844	Rothbury Road

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		39	400D				
191	27707374	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	E-SE	TQ370844	Rothbury Road
192	27707375	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	SE	TQ370844	Rothbury Road
193	27707376	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	S-SE	TQ370844	Rothbury Road
194	27707377	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	S	TQ370844	Rothbury Road
195	27707378	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	S-SW	TQ370844	Rothbury Road
196	27707379	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	SW	TQ370844	Rothbury Road
197	27707380	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	W-SW	TQ370844	Rothbury Road
198	27707381	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	W	TQ370844	Rothbury Road
199	27707382	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	W-NW	TQ370844	Rothbury Road
200	27707383	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	NW	TQ370844	Rothbury Road
201	27707384	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	N-NW	TQ370844	Rothbury Road
202	27707385	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	N	TQ370844	Rothbury Road
203	27707386	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	E-NE	TQ370844	Rothbury Road
204	27707387	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	NE	TQ370844	Rothbury Road
205	27707388	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	E	TQ370844	Rothbury Road
206	27707389	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	N-NE	TQ370844	Rothbury Road
207	27707390	Site wide photo survey, location 39	Digital Cannon 400D	24-Jul-07	E-SE	TQ370844	Rothbury Road
208	27707391	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	N	TQ371839	Wick Lane, junction with Greenway
209	27707392	Site wide photo survey, location	Digital Cannon	24-Jul-07	N-NE	TQ371839	Wick Lane, junction with Greenway

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		40	400D				
210	27707393	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	NE	TQ371839	Wick Lane, junction with Greenway
211	27707394	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	E-NE	TQ371839	Wick Lane, junction with Greenway
212	27707395	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	E	TQ371839	Wick Lane, junction with Greenway
213	27707396	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	E-SE	TQ371839	Wick Lane, junction with Greenway
214	27707397	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	SE	TQ371839	Wick Lane, junction with Greenway
215	27707398	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	S-SE	TQ371839	Wick Lane, junction with Greenway
216	27707399	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	S	TQ371839	Wick Lane, junction with Greenway
217	27707400	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	S-SW	TQ371839	Wick Lane, junction with Greenway
218	27707401	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	SW	TQ371839	Wick Lane, junction with Greenway
219	27707402	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	W-SW	TQ371839	Wick Lane, junction with Greenway
220	27707403	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	W	TQ371839	Wick Lane, junction with Greenway
221	27707404	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	W-NW	TQ371839	Wick Lane, junction with Greenway
222	27707405	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	NW	TQ371839	Wick Lane, junction with Greenway
223	27707406	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	N-NW	TQ371839	Wick Lane, junction with Greenway
224	27707407	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	N	TQ371839	Wick Lane, junction with Greenway
225	27707408	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	E-NE	TQ371839	Wick Lane, junction with Greenway
226	27707409	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	E	TQ371839	Wick Lane, junction with Greenway
227	27707410	Site wide photo survey, location 40	Digital Cannon 400D	24-Jul-07	NE	TQ371839	Wick Lane, junction with Greenway
228	27707411	Site wide photo survey, location	Digital Cannon	24-Jul-07	N	TQ374836	Autumn Street, east end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		41	400D				
229	27707412	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	N-NE	TQ374836	Autumn Street, east end
230	27707413	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	NE	TQ374836	Autumn Street, east end
231	27707414	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	E-NE	TQ374836	Autumn Street, east end
232	27707415	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	E	TQ374836	Autumn Street, east end
233	27707416	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	E-SE	TQ374836	Autumn Street, east end
234	27707417	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	SE	TQ374836	Autumn Street, east end
235	27707418	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	S-SE	TQ374836	Autumn Street, east end
236	27707419	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	S	TQ374836	Autumn Street, east end
237	27707420	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	S-SW	TQ374836	Autumn Street, east end
238	27707421	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	SW	TQ374836	Autumn Street, east end
239	27707422	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	W-SW	TQ374836	Autumn Street, east end
240	27707423	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	W	TQ374836	Autumn Street, east end
241	27707424	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	W-NW	TQ374836	Autumn Street, east end
242	27707425	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	NW	TQ374836	Autumn Street, east end
243	27707426	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	N-NW	TQ374836	Autumn Street, east end
244	27707427	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	N	TQ374836	Autumn Street, east end
245	27707428	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	N	TQ374836	Autumn Street, east end
246	27707429	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	N-NE	TQ374836	Autumn Street, east end
247	27707430	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	NE	TQ374836	Autumn Street, east end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
248	27707431	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	E-SE	TQ374836	Autumn Street, east end
249	27707432	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	S-SE	TQ374836	Autumn Street, east end
250	27707433	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	NE	TQ374836	Autumn Street, east end
251	27707434	Site wide photo survey, location 41	Digital Cannon 400D	24-Jul-07	N-NE	TQ374836	Autumn Street, east end
252	27707435	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	N	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
253	27707436	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	N-NE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
254	27707437	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	NE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
255	27707438	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	E-NE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
256	27707439	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	E	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
257	27707440	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	E-SE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
258	27707441	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	SE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
259	27707442	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	S-SE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
260	27707443	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	S	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
261	27707444	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	S-SW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
262	27707445	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	SW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
263	27707446	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	W-SW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
264	27707447	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	W	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
265	27707448	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	W-NW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
266	27707449	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	NW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
267	27707450	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	N-NW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
268	27707451	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	N	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
269	27707452	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	N	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
270	27707453	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	E-SE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
271	27707454	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	S-SE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
272	27707455	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	S-SW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
273	27707456	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	W	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
274	27707457	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	NW	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
275	27707458	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	NE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
276	27707459	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	N	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
277	27707460	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	S-SE	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
278	27707461	Site wide photo survey, location 42	Digital Cannon 400D	24-Jul-07	Down	TQ376833	Junction Barbers Rd & Cook's Rd, NW corner
279	27707462	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	N	TQ378835	Junction Pudding Mill Lane & Barbers Rd
280	27707463	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	N-NE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
281	27707464	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	NE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
282	27707465	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E-NE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
283	27707466	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E	TQ378835	Junction Pudding Mill Lane & Barbers Rd
284	27707467	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E-SE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
285	27707468	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	SE	TQ378835	Junction Pudding Mill Lane & Barbers Rd

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
286	27707469	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	S-SE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
287	27707470	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	S	TQ378835	Junction Pudding Mill Lane & Barbers Rd
288	27707471	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	S-SW	TQ378835	Junction Pudding Mill Lane & Barbers Rd
289	27707472	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	SW	TQ378835	Junction Pudding Mill Lane & Barbers Rd
290	27707473	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	W-SW	TQ378835	Junction Pudding Mill Lane & Barbers Rd
291	27707474	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	W	TQ378835	Junction Pudding Mill Lane & Barbers Rd
292	27707475	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	W-NW	TQ378835	Junction Pudding Mill Lane & Barbers Rd
293	27707476	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	NW	TQ378835	Junction Pudding Mill Lane & Barbers Rd
294	27707477	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	N-NW	TQ378835	Junction Pudding Mill Lane & Barbers Rd
295	27707478	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	N	TQ378835	Junction Pudding Mill Lane & Barbers Rd
296	27707479	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	N	TQ378835	Junction Pudding Mill Lane & Barbers Rd
297	27707480	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	N-NE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
298	27707481	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E-NE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
299	27707482	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E	TQ378835	Junction Pudding Mill Lane & Barbers Rd
300	27707483	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E	TQ378835	Junction Pudding Mill Lane & Barbers Rd
301	27707484	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E-SE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
302	27707485	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E	TQ378835	Junction Pudding Mill Lane & Barbers Rd
303	27707486	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	S	TQ378835	Junction Pudding Mill Lane & Barbers Rd
304	27707487	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	SW	TQ378835	Junction Pudding Mill Lane & Barbers Rd
305	27707488	Site wide photo survey, location	Digital Cannon	24-Jul-07	W-SW	TQ378835	Junction Pudding Mill Lane &

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		43	400D				Barbers Rd
306	27707489	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	W	TQ378835	Junction Pudding Mill Lane & Barbers Rd
307	27707490	Site wide photo survey, location 43	Digital Cannon 400D	24-Jul-07	E-NE	TQ378835	Junction Pudding Mill Lane & Barbers Rd
308	27707491	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	N	TQ378834	Halfway along Barbers Road
309	27707492	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	N-NE	TQ378834	Halfway along Barbers Road
310	27707493	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	NE	TQ378834	Halfway along Barbers Road
311	27707494	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	E-NE	TQ378834	Halfway along Barbers Road
312	27707495	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	E	TQ378834	Halfway along Barbers Road
313	27707496	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	E-SE	TQ378834	Halfway along Barbers Road
314	27707497	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	SE	TQ378834	Halfway along Barbers Road
315	27707498	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	S-SE	TQ378834	Halfway along Barbers Road
316	27707499	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	S	TQ378834	Halfway along Barbers Road
317	27707500	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	S-SW	TQ378834	Halfway along Barbers Road
318	27707501	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	SW	TQ378834	Halfway along Barbers Road
319	27707502	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	W-SW	TQ378834	Halfway along Barbers Road
320	27707503	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	W	TQ378834	Halfway along Barbers Road
321	27707504	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	W-NW	TQ378834	Halfway along Barbers Road
322	27707505	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	NW	TQ378834	Halfway along Barbers Road
323	27707506	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	N-NW	TQ378834	Halfway along Barbers Road
324	27707507	Site wide photo survey, location	Digital Cannon	24-Jul-07	N	TQ378834	Halfway along Barbers Road

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		44	400D				
325	27707508	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	N	TQ378834	Halfway along Barbers Road
326	27707509	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	SE	TQ378834	Halfway along Barbers Road
327	27707510	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	S-SE	TQ378834	Halfway along Barbers Road
328	27707511	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	W-SW	TQ378834	Halfway along Barbers Road
329	27707512	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	W	TQ378834	Halfway along Barbers Road
330	27707513	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	W-NW	TQ378834	Halfway along Barbers Road
331	27707514	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	N	TQ378834	Halfway along Barbers Road
332	27707515	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	N-NE	TQ378834	Halfway along Barbers Road
333	27707516	Site wide photo survey, location 44	Digital Cannon 400D	24-Jul-07	E-SE	TQ378834	Halfway along Barbers Road
334	27707517	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	N	TQ380833	Marshgate Lane, bridge over Bow Back River
335	27707518	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	N-NE	TQ380833	Marshgate Lane, bridge over Bow Back River
336	27707519	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	NE	TQ380833	Marshgate Lane, bridge over Bow Back River
337	27707520	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	E-NE	TQ380833	Marshgate Lane, bridge over Bow Back River
338	27707521	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	E	TQ380833	Marshgate Lane, bridge over Bow Back River
339	27707522	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	E-SE	TQ380833	Marshgate Lane, bridge over Bow Back River
340	27707523	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SE-E	TQ380833	Marshgate Lane, bridge over Bow Back River
341	27707524	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SE-S	TQ380833	Marshgate Lane, bridge over Bow Back River
342	27707525	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SE	TQ380833	Marshgate Lane, bridge over Bow Back River
343	27707526	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SW	TQ380833	Marshgate Lane, bridge over Bow

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		45	400D				Back River
344	27707527	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SW-S	TQ380833	Marshgate Lane, bridge over Bow Back River
345	27707528	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SW	TQ380833	Marshgate Lane, bridge over Bow Back River
346	27707529	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	W-SW	TQ380833	Marshgate Lane, bridge over Bow Back River
347	27707530	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	W	TQ380833	Marshgate Lane, bridge over Bow Back River
348	27707531	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	W-NW	TQ380833	Marshgate Lane, bridge over Bow Back River
349	27707532	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	NW	TQ380833	Marshgate Lane, bridge over Bow Back River
350	27707533	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	N-NW	TQ380833	Marshgate Lane, bridge over Bow Back River
351	27707534	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	N	TQ380833	Marshgate Lane, bridge over Bow Back River
352	27707535	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	N	TQ380833	Marshgate Lane, bridge over Bow Back River
353	27707536	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	NE	TQ380833	Marshgate Lane, bridge over Bow Back River
354	27707537	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	NE	TQ380833	Marshgate Lane, bridge over Bow Back River
355	27707538	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	E-NE	TQ380833	Marshgate Lane, bridge over Bow Back River
356	27707539	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	E-NE	TQ380833	Marshgate Lane, bridge over Bow Back River
357	27707540	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SE-E	TQ380833	Marshgate Lane, bridge over Bow Back River
358	27707541	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	E	TQ380833	Marshgate Lane, bridge over Bow Back River
359	27707542	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SE-E	TQ380833	Marshgate Lane, bridge over Bow Back River
360	27707543	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SW	TQ380833	Marshgate Lane, bridge over Bow Back River
361	27707544	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SW	TQ380833	Marshgate Lane, bridge over Bow Back River
362	27707545	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	SW	TQ380833	Marshgate Lane, bridge over Bow Back River

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
363	27707546	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	W	TQ380833	Marshgate Lane, bridge over Bow Back River
364	27707547	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	NW	TQ380833	Marshgate Lane, bridge over Bow Back River
365	27707548	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	N-NW	TQ380833	Marshgate Lane, bridge over Bow Back River
366	27707549	Site wide photo survey, location 45	Digital Cannon 400D	24-Jul-07	N-NE	TQ380833	Marshgate Lane, bridge over Bow Back River
367	27707550	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N	TQ381834	Blaker Road, above Bow Back River Lock
368	27707551	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N-NE	TQ381834	Blaker Road, above Bow Back River Lock
369	27707552	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	NE	TQ381834	Blaker Road, above Bow Back River Lock
370	27707553	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	E-NE	TQ381834	Blaker Road, above Bow Back River Lock
371	27707554	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	E	TQ381834	Blaker Road, above Bow Back River Lock
372	27707555	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	E-SE	TQ381834	Blaker Road, above Bow Back River Lock
373	27707556	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	SE	TQ381834	Blaker Road, above Bow Back River Lock
374	27707557	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	S-SE	TQ381834	Blaker Road, above Bow Back River Lock
375	27707558	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	S	TQ381834	Blaker Road, above Bow Back River Lock
376	27707559	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	S-SW	TQ381834	Blaker Road, above Bow Back River Lock
377	27707560	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	SW	TQ381834	Blaker Road, above Bow Back River Lock
378	27707561	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W-SW	TQ381834	Blaker Road, above Bow Back River Lock
379	27707562	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W	TQ381834	Blaker Road, above Bow Back River Lock
380	27707563	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W-NW	TQ381834	Blaker Road, above Bow Back River Lock
381	27707564	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	NW	TQ381834	Blaker Road, above Bow Back River Lock

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
382	27707565	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N-NW	TQ381834	Blaker Road, above Bow Back River Lock
383	27707566	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N	TQ381834	Blaker Road, above Bow Back River Lock
384	27707567	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N	TQ381834	Blaker Road, above Bow Back River Lock
385	27707568	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	NE	TQ381834	Blaker Road, above Bow Back River Lock
386	27707569	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	E-NE	TQ381834	Blaker Road, above Bow Back River Lock
387	27707570	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	E	TQ381834	Blaker Road, above Bow Back River Lock
388	27707571	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	SE	TQ381834	Blaker Road, above Bow Back River Lock
389	27707572	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	S-SW	TQ381834	Blaker Road, above Bow Back River Lock
390	27707573	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W-SW	TQ381834	Blaker Road, above Bow Back River Lock
391	27707574	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W	TQ381834	Blaker Road, above Bow Back River Lock
392	27707575	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	NW	TQ381834	Blaker Road, above Bow Back River Lock
393	27707576	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W	TQ381834	Blaker Road, above Bow Back River Lock
394	27707577	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W	TQ381834	Blaker Road, above Bow Back River Lock
395	27707578	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N	TQ381834	Blaker Road, above Bow Back River Lock
396	27707579	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N-NW	TQ381834	Blaker Road, above Bow Back River Lock
397	27707580	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	NW	TQ381834	Blaker Road, above Bow Back River Lock
398	27707581	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N	TQ381834	Blaker Road, above Bow Back River Lock
399	27707582	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N	TQ381834	Blaker Road, above Bow Back River Lock
400	27707583	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	SE	TQ381834	Blaker Road, above Bow Back River Lock
401	27707584	Site wide photo survey, location 46	Digital Cannon	24-Jul-07	S-SE	TQ381834	Blaker Road, above Bow Back

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		46	400D				River Lock
402	27707585	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	W-SW	TQ381834	Blaker Road, above Bow Back River Lock
403	27707586	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	NW	TQ381834	Blaker Road, above Bow Back River Lock
404	27707587	Site wide photo survey, location 46	Digital Cannon 400D	24-Jul-07	N-NW	TQ381834	Blaker Road, above Bow Back River Lock

22.5 Site wide photo survey of entire Olympic Park area 26-July-2007

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	27707677	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	N	TQ385833	Abbey Lane, outside Post Office building
2	27707678	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	N-NE	TQ385833	Abbey Lane, outside Post Office building
3	27707679	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	NE	TQ385833	Abbey Lane, outside Post Office building
4	27707680	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	E-NE	TQ385833	Abbey Lane, outside Post Office building
5	27707681	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	E	TQ385833	Abbey Lane, outside Post Office building
6	27707682	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	ES	TQ385833	Abbey Lane, outside Post Office building
7	27707683	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SE-E	TQ385833	Abbey Lane, outside Post Office building
8	27707684	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SE-S	TQ385833	Abbey Lane, outside Post Office building
9	27707685	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SE	TQ385833	Abbey Lane, outside Post Office building
10	27707686	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SW	TQ385833	Abbey Lane, outside Post Office building
11	27707687	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SW-S	TQ385833	Abbey Lane, outside Post Office building
12	27707688	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SW-W	TQ385833	Abbey Lane, outside Post Office building
13	27707689	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	W-SW	TQ385833	Abbey Lane, outside Post Office building
14	27707690	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	W	TQ385833	Abbey Lane, outside Post Office building
15	27707691	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	W-NW	TQ385833	Abbey Lane, outside Post Office building
16	27707692	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	NW	TQ385833	Abbey Lane, outside Post Office building
17	27707693	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	N-NW	TQ385833	Abbey Lane, outside Post Office building
18	27707694	Site wide photo survey,	Digital Cannon	26-Jul-	N	TQ385833	Abbey Lane, outside Post Office building

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 47	400D	07			
19	27707695	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	W-NW	TQ385833	Abbey Lane, outside Post Office building
20	27707696	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	N	TQ385833	Abbey Lane, outside Post Office building
21	27707697	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	N-NE	TQ385833	Abbey Lane, outside Post Office building
22	27707698	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	EN	TQ385833	Abbey Lane, outside Post Office building
23	27707699	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	NW	TQ385833	Abbey Lane, outside Post Office building
24	27707700	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	N	TQ385833	Abbey Lane, outside Post Office building
25	27707701	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SE-E	TQ385833	Abbey Lane, outside Post Office building
26	27707702	Site wide photo survey, location 47	Digital Cannon 400D	26-Jul-07	SE-E	TQ385833	Abbey Lane, outside Post Office building
27	27707703	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	N	TQ385833	Abbey Lane, entrance to Pumping Station
28	27707704	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	N-NE	TQ385833	Abbey Lane, entrance to Pumping Station
29	27707705	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	NE	TQ385833	Abbey Lane, entrance to Pumping Station
30	27707706	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E-NE	TQ385833	Abbey Lane, entrance to Pumping Station
31	27707707	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E	TQ385833	Abbey Lane, entrance to Pumping Station
32	27707708	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E-SE	TQ385833	Abbey Lane, entrance to Pumping Station
33	27707709	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	SE	TQ385833	Abbey Lane, entrance to Pumping Station
34	27707710	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	S-SE	TQ385833	Abbey Lane, entrance to Pumping Station
35	27707711	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	S	TQ385833	Abbey Lane, entrance to Pumping Station
36	27707712	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	S-SW	TQ385833	Abbey Lane, entrance to Pumping Station
37	27707713	Site wide photo survey,	Digital Cannon	26-Jul-	SW	TQ385833	Abbey Lane, entrance to Pumping Station

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 48	400D	07			
38	27707714	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	W-SW	TQ385833	Abbey Lane, entrance to Pumping Station
39	27707715	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	W	TQ385833	Abbey Lane, entrance to Pumping Station
40	27707716	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	W-NW	TQ385833	Abbey Lane, entrance to Pumping Station
41	27707717	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	NW	TQ385833	Abbey Lane, entrance to Pumping Station
42	27707718	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	N-NW	TQ385833	Abbey Lane, entrance to Pumping Station
43	27707719	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	N	TQ385833	Abbey Lane, entrance to Pumping Station
44	27707720	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	N-NW	TQ385833	Abbey Lane, entrance to Pumping Station
45	27707721	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E-NE	TQ385833	Abbey Lane, entrance to Pumping Station
46	27707722	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E-NE	TQ385833	Abbey Lane, entrance to Pumping Station
47	27707723	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E-SE	TQ385833	Abbey Lane, entrance to Pumping Station
48	27707724	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E-SE	TQ385833	Abbey Lane, entrance to Pumping Station
49	27707725	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	N-NW	TQ385833	Abbey Lane, entrance to Pumping Station
50	27707726	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	N	TQ385833	Abbey Lane, entrance to Pumping Station
51	27707727	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	NE	TQ385833	Abbey Lane, entrance to Pumping Station
52	27707728	Site wide photo survey, location 48	Digital Cannon 400D	26-Jul-07	E-NE	TQ385833	Abbey Lane, entrance to Pumping Station
53	27707729	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N	TQ387833	Abbey Lane, immediately south of Greenway
54	27707730	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N-NE	TQ387833	Abbey Lane, immediately south of Greenway
55	27707731	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	NE	TQ387833	Abbey Lane, immediately south of Greenway
56	27707732	Site wide photo survey,	Digital Cannon	26-Jul-	E-NE	TQ387833	Abbey Lane, immediately south of

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 49	400D	07			Greenway
57	27707733	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	E	TQ387833	Abbey Lane, immediately south of Greenway
58	27707734	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	ES	TQ387833	Abbey Lane, immediately south of Greenway
59	27707735	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SE-E	TQ387833	Abbey Lane, immediately south of Greenway
60	27707736	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SE-S	TQ387833	Abbey Lane, immediately south of Greenway
61	27707737	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SE	TQ387833	Abbey Lane, immediately south of Greenway
62	27707738	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SW	TQ387833	Abbey Lane, immediately south of Greenway
63	27707739	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SWS	TQ387833	Abbey Lane, immediately south of Greenway
64	27707740	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SW-W	TQ387833	Abbey Lane, immediately south of Greenway
65	27707741	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	W-SW	TQ387833	Abbey Lane, immediately south of Greenway
66	27707742	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	W	TQ387833	Abbey Lane, immediately south of Greenway
67	27707743	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	W-NW	TQ387833	Abbey Lane, immediately south of Greenway
68	27707744	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	NW	TQ387833	Abbey Lane, immediately south of Greenway
69	27707745	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N-NW	TQ387833	Abbey Lane, immediately south of Greenway
70	27707746	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N	TQ387833	Abbey Lane, immediately south of Greenway
71	27707747	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	W	TQ387833	Abbey Lane, immediately south of Greenway
72	27707748	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N-NW	TQ387833	Abbey Lane, immediately south of Greenway
73	27707749	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	NW	TQ387833	Abbey Lane, immediately south of Greenway
74	27707750	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N	TQ387833	Abbey Lane, immediately south of Greenway
75	27707751	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N-NE	TQ387833	Abbey Lane, immediately south of Greenway

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
76	27707752	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	E	TQ387833	Abbey Lane, immediately south of Greenway
77	27707753	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	ES	TQ387833	Abbey Lane, immediately south of Greenway
78	27707754	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SE-E	TQ387833	Abbey Lane, immediately south of Greenway
79	27707755	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SW	TQ387833	Abbey Lane, immediately south of Greenway
80	27707756	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	W-SW	TQ387833	Abbey Lane, immediately south of Greenway
81	27707757	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	W-SW	TQ387833	Abbey Lane, immediately south of Greenway
82	27707758	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	W-NW	TQ387833	Abbey Lane, immediately south of Greenway
83	27707759	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	E-NE	TQ387833	Abbey Lane, immediately south of Greenway
84	27707760	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	N	TQ387833	Abbey Lane, immediately south of Greenway
85	27707761	Site wide photo survey, location 49	Digital Cannon 400D	26-Jul-07	SE-E	TQ387833	Abbey Lane, immediately south of Greenway
86	27707762	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	N	TQ382837	Bridgewater Rd, bridge over Waterworks River
87	27707763	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	N-NE	TQ382837	Bridgewater Rd, bridge over Waterworks River
88	27707764	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	NE	TQ382837	Bridgewater Rd, bridge over Waterworks River
89	27707765	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	E-NE	TQ382837	Bridgewater Rd, bridge over Waterworks River
90	27707766	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	E	TQ382837	Bridgewater Rd, bridge over Waterworks River
91	27707767	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	E-SE	TQ382837	Bridgewater Rd, bridge over Waterworks River
92	27707768	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	SE	TQ382837	Bridgewater Rd, bridge over Waterworks River
93	27707769	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	S-SE	TQ382837	Bridgewater Rd, bridge over Waterworks River
94	27707770	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	S	TQ382837	Bridgewater Rd, bridge over Waterworks River

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
95	27707771	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	S-SW	TQ382837	Bridgewater Rd, bridge over Waterworks River
96	27707772	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	SW	TQ382837	Bridgewater Rd, bridge over Waterworks River
97	27707773	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	W-SW	TQ382837	Bridgewater Rd, bridge over Waterworks River
98	27707774	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	W	TQ382837	Bridgewater Rd, bridge over Waterworks River
99	27707775	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	W-NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
100	27707776	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
101	27707777	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	W-NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
102	27707778	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	N	TQ382837	Bridgewater Rd, bridge over Waterworks River
103	27707779	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	N	TQ382837	Bridgewater Rd, bridge over Waterworks River
104	27707780	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	N-NE	TQ382837	Bridgewater Rd, bridge over Waterworks River
105	27707781	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	E-NE	TQ382837	Bridgewater Rd, bridge over Waterworks River
106	27707782	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	NE	TQ382837	Bridgewater Rd, bridge over Waterworks River
107	27707783	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	S-SE	TQ382837	Bridgewater Rd, bridge over Waterworks River
108	27707784	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	SE	TQ382837	Bridgewater Rd, bridge over Waterworks River
109	27707785	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	SW	TQ382837	Bridgewater Rd, bridge over Waterworks River
110	27707786	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	W	TQ382837	Bridgewater Rd, bridge over Waterworks River
111	27707787	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
112	27707788	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
113	27707789	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	SW	TQ382837	Bridgewater Rd, bridge over Waterworks River
114	27707790	Site wide photo survey,	Digital Cannon	26-Jul-	NE	TQ382837	Bridgewater Rd, bridge over

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 50	400D	07			Waterworks River
115	27707791	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	W-NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
116	27707792	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	N	TQ382837	Bridgewater Rd, bridge over Waterworks River
117	27707793	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	W-NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
118	27707794	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	NW	TQ382837	Bridgewater Rd, bridge over Waterworks River
119	27707795	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	NW-W	TQ382837	Bridgewater Rd, bridge over Waterworks River
120	27707796	Site wide photo survey, location 50	Digital Cannon 400D	26-Jul-07	S-SE	TQ382837	Bridgewater Rd, bridge over Waterworks River
121	27707797	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	N	TQ381837	Bridgewater Rd., SE end
122	27707798	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	N-NE	TQ381837	Bridgewater Rd., SE end
123	27707799	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NE	TQ381837	Bridgewater Rd., SE end
124	27707800	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NE-E	TQ381837	Bridgewater Rd., SE end
125	27707801	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	EN	TQ381837	Bridgewater Rd., SE end
126	27707802	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	ES	TQ381837	Bridgewater Rd., SE end
127	27707803	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SE-E	TQ381837	Bridgewater Rd., SE end
128	27707804	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SE-E	TQ381837	Bridgewater Rd., SE end
129	27707805	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	S-SE	TQ381837	Bridgewater Rd., SE end
130	27707806	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	S	TQ381837	Bridgewater Rd., SE end
131	27707807	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	S-SW	TQ381837	Bridgewater Rd., SE end
132	27707808	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SW	TQ381837	Bridgewater Rd., SE end
133	27707809	Site wide photo survey,	Digital Cannon	26-Jul-	SW-W	TQ381837	Bridgewater Rd., SE end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 51	400D	07			
134	27707810	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	WS	TQ381837	Bridgewater Rd., SE end
135	27707811	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	WN	TQ381837	Bridgewater Rd., SE end
136	27707812	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NW-W	TQ381837	Bridgewater Rd., SE end
137	27707813	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NW	TQ381837	Bridgewater Rd., SE end
138	27707814	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	N-NW	TQ381837	Bridgewater Rd., SE end
139	27707815	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	N	TQ381837	Bridgewater Rd., SE end
140	27707816	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NE	TQ381837	Bridgewater Rd., SE end
141	27707817	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NE	TQ381837	Bridgewater Rd., SE end
142	27707818	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NE	TQ381837	Bridgewater Rd., SE end
143	27707819	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NE	TQ381837	Bridgewater Rd., SE end
144	27707820	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NE	TQ381837	Bridgewater Rd., SE end
145	27707821	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SE-E	TQ381837	Bridgewater Rd., SE end
146	27707822	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SSE	TQ381837	Bridgewater Rd., SE end
147	27707823	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SSE	TQ381837	Bridgewater Rd., SE end
148	27707824	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SW-W	TQ381837	Bridgewater Rd., SE end
149	27707825	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	WS	TQ381837	Bridgewater Rd., SE end
150	27707826	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	WS	TQ381837	Bridgewater Rd., SE end
151	27707827	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NW-W	TQ381837	Bridgewater Rd., SE end
152	27707828	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NW	TQ381837	Bridgewater Rd., SE end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
153	27707829	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NW	TQ381837	Bridgewater Rd., SE end
154	27707830	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	NW	TQ381837	Bridgewater Rd., SE end
155	27707831	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SW-W	TQ381837	Bridgewater Rd., SE end
156	27707832	Site wide photo survey, location 51	Digital Cannon 400D	26-Jul-07	SW-W	TQ381837	Bridgewater Rd., SE end
157	27707833	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	N	TQ383840	Carpenters Rd, opposite junction with Rowse Close
158	27707834	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	N-NE	TQ383840	Carpenters Rd, opposite junction with Rowse Close
159	27707835	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	NE	TQ383840	Carpenters Rd, opposite junction with Rowse Close
160	27707836	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	E-NE	TQ383840	Carpenters Rd, opposite junction with Rowse Close
161	27707837	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	E	TQ383840	Carpenters Rd, opposite junction with Rowse Close
162	27707838	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	ES	TQ383840	Carpenters Rd, opposite junction with Rowse Close
163	27707839	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SE-E	TQ383840	Carpenters Rd, opposite junction with Rowse Close
164	27707840	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SE-S	TQ383840	Carpenters Rd, opposite junction with Rowse Close
165	27707841	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SE	TQ383840	Carpenters Rd, opposite junction with Rowse Close
166	27707842	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
167	27707843	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SW-S	TQ383840	Carpenters Rd, opposite junction with Rowse Close
168	27707844	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SW-W	TQ383840	Carpenters Rd, opposite junction with Rowse Close
169	27707845	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W-SW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
170	27707846	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W	TQ383840	Carpenters Rd, opposite junction with Rowse Close
171	27707847	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W-NW	TQ383840	Carpenters Rd, opposite junction with Rowse Close

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
172	27707848	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	NW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
173	27707849	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	N-NW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
174	27707850	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	N	TQ383840	Carpenters Rd, opposite junction with Rowse Close
175	27707851	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
176	27707852	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W-SW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
177	27707853	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W-NW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
178	27707854	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W-NW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
179	27707855	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	E-NE	TQ383840	Carpenters Rd, opposite junction with Rowse Close
180	27707856	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	N-NW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
181	27707857	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SE-S	TQ383840	Carpenters Rd, opposite junction with Rowse Close
182	27707858	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	SE-S	TQ383840	Carpenters Rd, opposite junction with Rowse Close
183	27707859	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W-SW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
184	27707860	Site wide photo survey, location 52	Digital Cannon 400D	26-Jul-07	W-NW	TQ383840	Carpenters Rd, opposite junction with Rowse Close
185	27707861	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	N	TQ381835	Laker Rd, NW end
186	27707862	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	N-NE	TQ381835	Laker Rd, NW end
187	27707863	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	NE	TQ381835	Laker Rd, NW end
188	27707864	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	E-NE	TQ381835	Laker Rd, NW end
189	27707865	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	E	TQ381835	Laker Rd, NW end
190	27707866	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	ES	TQ381835	Laker Rd, NW end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
191	27707867	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE-E	TQ381835	Laker Rd, NW end
192	27707868	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE-S	TQ381835	Laker Rd, NW end
193	27707869	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE	TQ381835	Laker Rd, NW end
194	27707870	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SW	TQ381835	Laker Rd, NW end
195	27707871	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SW-S	TQ381835	Laker Rd, NW end
196	27707872	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SW-W	TQ381835	Laker Rd, NW end
197	27707873	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W-SW	TQ381835	Laker Rd, NW end
198	27707874	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W	TQ381835	Laker Rd, NW end
199	27707875	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W-NW	TQ381835	Laker Rd, NW end
200	27707876	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	NW	TQ381835	Laker Rd, NW end
201	27707877	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	NW	TQ381835	Laker Rd, NW end
202	27707878	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	N-NW	TQ381835	Laker Rd, NW end
203	27707879	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	N	TQ381835	Laker Rd, NW end
204	27707880	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	NW	TQ381835	Laker Rd, NW end
205	27707881	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	NW	TQ381835	Laker Rd, NW end
206	27707882	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	N-NW	TQ381835	Laker Rd, NW end
207	27707883	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	E	TQ381835	Laker Rd, NW end
208	27707884	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE-S	TQ381835	Laker Rd, NW end
209	27707885	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE-E	TQ381835	Laker Rd, NW end
210	27707886	Site wide photo survey,	Digital Cannon	26-Jul-	SE-E	TQ381835	Laker Rd, NW end

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 53	400D	07			
211	27707887	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SW	TQ381835	Laker Rd, NW end
212	27707888	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	S	TQ381835	Laker Rd, NW end
213	27707889	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE	TQ381835	Laker Rd, NW end
214	27707890	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE	TQ381835	Laker Rd, NW end
215	27707891	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SW-S	TQ381835	Laker Rd, NW end
216	27707892	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W-SW	TQ381835	Laker Rd, NW end
217	27707893	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W	TQ381835	Laker Rd, NW end
218	27707894	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W-NW	TQ381835	Laker Rd, NW end
219	27707895	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W	TQ381835	Laker Rd, NW end
220	27707896	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	W-NW	TQ381835	Laker Rd, NW end
221	27707897	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	S	TQ381835	Laker Rd, NW end
222	27707898	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE-E	TQ381835	Laker Rd, NW end
223	27707899	Site wide photo survey, location 53	Digital Cannon 400D	26-Jul-07	SE-S	TQ381835	Laker Rd, NW end
224	27707900	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N	TQ387847	Angel Lane, just N of railway bridge
225	27707901	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N-NE	TQ387847	Angel Lane, just N of railway bridge
226	27707902	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	NE	TQ387847	Angel Lane, just N of railway bridge
227	27707903	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	E-NE	TQ387847	Angel Lane, just N of railway bridge
228	27707904	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	E	TQ387847	Angel Lane, just N of railway bridge
229	27707905	Site wide photo survey,	Digital Cannon	26-Jul-	ES	TQ387847	Angel Lane, just N of railway bridge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 54	400D	07			
230	27707906	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SE-E	TQ387847	Angel Lane, just N of railway bridge
231	27707907	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SE-S	TQ387847	Angel Lane, just N of railway bridge
232	27707908	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SE	TQ387847	Angel Lane, just N of railway bridge
233	27707909	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SW	TQ387847	Angel Lane, just N of railway bridge
234	27707910	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SW-S	TQ387847	Angel Lane, just N of railway bridge
235	27707911	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SW-W	TQ387847	Angel Lane, just N of railway bridge
236	27707912	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	W-SW	TQ387847	Angel Lane, just N of railway bridge
237	27707913	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	W	TQ387847	Angel Lane, just N of railway bridge
238	27707914	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	W-NW	TQ387847	Angel Lane, just N of railway bridge
239	27707915	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	NW	TQ387847	Angel Lane, just N of railway bridge
240	27707916	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N-NW	TQ387847	Angel Lane, just N of railway bridge
241	27707917	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N	TQ387847	Angel Lane, just N of railway bridge
242	27707918	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N	TQ387847	Angel Lane, just N of railway bridge
243	27707919	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N	TQ387847	Angel Lane, just N of railway bridge
244	27707920	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N-NE	TQ387847	Angel Lane, just N of railway bridge
245	27707921	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	E-NE	TQ387847	Angel Lane, just N of railway bridge
246	27707922	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	ES	TQ387847	Angel Lane, just N of railway bridge
247	27707923	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SE-S	TQ387847	Angel Lane, just N of railway bridge
248	27707924	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SE-E	TQ387847	Angel Lane, just N of railway bridge

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
249	27707925	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SE	TQ387847	Angel Lane, just N of railway bridge
250	27707926	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	ES	TQ387847	Angel Lane, just N of railway bridge
251	27707927	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	S-SE	TQ387847	Angel Lane, just N of railway bridge
252	27707928	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SW-S	TQ387847	Angel Lane, just N of railway bridge
253	27707929	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	W	TQ387847	Angel Lane, just N of railway bridge
254	27707930	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	NW	TQ387847	Angel Lane, just N of railway bridge
255	27707931	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	W-NW	TQ387847	Angel Lane, just N of railway bridge
256	27707932	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N-NW	TQ387847	Angel Lane, just N of railway bridge
257	27707933	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	N-NW	TQ387847	Angel Lane, just N of railway bridge
258	27707934	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	W-SW	TQ387847	Angel Lane, just N of railway bridge
259	27707935	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SW-S	TQ387847	Angel Lane, just N of railway bridge
260	27707936	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SW-S	TQ387847	Angel Lane, just N of railway bridge
261	27707937	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	SW-S	TQ387847	Angel Lane, just N of railway bridge
262	27707938	Site wide photo survey, location 54	Digital Cannon 400D	26-Jul-07	NE	TQ387847	Angel Lane, just N of railway bridge
263	27707939	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
264	27707940	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N-NE	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
265	27707941	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	NE	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
266	27707942	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	E-NE	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
267	27707943	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	E	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
268	27707944	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	ES	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
269	27707945	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SE-E	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
270	27707946	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SE-S	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
271	27707947	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SE	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
272	27707948	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SW	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
273	27707949	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SW-S	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
274	27707950	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SW-W	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
275	27707951	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	W-SW	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
276	27707952	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	W	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
277	27707953	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	W-NW	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
278	27707954	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	NW	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
279	27707955	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N-NW	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
280	27707956	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
281	27707957	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
282	27707958	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
283	27707959	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N-NE	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
284	27707960	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	E-NE	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
285	27707961	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	E	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
286	27707962	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	ES	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
287	27707963	Site wide photo survey,	Digital Cannon	26-Jul-	SE-S	TQ373856	Recreation ground, N of Ruckholt Rd, NE of

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 55	400D	07			River Lea Navigation
288	27707964	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SE-S	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
289	27707965	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SW	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
290	27707966	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	S-SW	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
291	27707967	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
292	27707968	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	SE	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
293	27707969	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
294	27707970	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
295	27707971	Site wide photo survey, location 55	Digital Cannon 400D	26-Jul-07	N	TQ373856	Recreation ground, N of Ruckholt Rd, NE of River Lea Navigation
296	27707972	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	N	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
297	27707973	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	N-NE	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
298	27707974	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	NE	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
299	27707975	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	NE-N	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
300	27707976	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	EN	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
301	27707977	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	ES	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
302	27707978	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	E-SE	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
303	27707979	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SE	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
304	27707980	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	S-SE	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
305	27707981	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	S	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
306	27707982	Site wide photo survey,	Digital Cannon	26-Jul-	S-SW	TQ374857	Recreation ground. Opposite Quarter-Mile

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 56	400D	07			Lane
307	27707983	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
308	27707984	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SW-W	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
309	27707985	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SW-W	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
310	27707986	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	WS	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
311	27707987	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	WN	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
312	27707988	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	W-NW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
313	27707989	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	NW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
314	27707990	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	N-NW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
315	27707991	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	N	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
316	27707992	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	NE-N	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
317	27707993	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SE	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
318	27707994	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
319	27707995	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
320	27707996	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	S-SE	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
321	27707997	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	SW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
322	27707998	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	WS	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
323	27707999	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	N-NW	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
324	27807001	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	N	TQ374857	Recreation ground. Opposite Quarter-Mile Lane
325	27807002	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
							picker operator
326	27807003	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-picker operator
327	27807004	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-picker operator
328	27807005	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-picker operator
329	27807006	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-picker operator
330	27807007	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-picker operator
331	27807008	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-picker operator
332	27807009	Site wide photo survey, location 56	Digital Cannon 400D	26-Jul-07	-	TQ374857	Working shot-archaeologist Phil Frickers and cherry-picker operator
333	27807010	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N	TQ373837	Iceland Rd, outside Lighthouse Public House
334	27807011	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N-NE	TQ373837	Iceland Rd, outside Lighthouse Public House
335	27807012	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NE	TQ373837	Iceland Rd, outside Lighthouse Public House
336	27807013	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NE-E	TQ373837	Iceland Rd, outside Lighthouse Public House
337	27807014	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	EN	TQ373837	Iceland Rd, outside Lighthouse Public House
338	27807015	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	ES	TQ373837	Iceland Rd, outside Lighthouse Public House
339	27807016	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	SE-E	TQ373837	Iceland Rd, outside Lighthouse Public House
340	27807017	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	SE	TQ373837	Iceland Rd, outside Lighthouse Public House
341	27807018	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	S-SE	TQ373837	Iceland Rd, outside Lighthouse Public House

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
342	27807019	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	S	TQ373837	Iceland Rd, outside Lighthouse Public House
343	27807020	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	S-SW	TQ373837	Iceland Rd, outside Lighthouse Public House
344	27807021	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	SW	TQ373837	Iceland Rd, outside Lighthouse Public House
345	27807022	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	SW-W	TQ373837	Iceland Rd, outside Lighthouse Public House
346	27807023	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	WS	TQ373837	Iceland Rd, outside Lighthouse Public House
347	27807024	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	WN	TQ373837	Iceland Rd, outside Lighthouse Public House
348	27807025	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NW-W	TQ373837	Iceland Rd, outside Lighthouse Public House
349	27807026	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NW	TQ373837	Iceland Rd, outside Lighthouse Public House
350	27807027	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N-NW	TQ373837	Iceland Rd, outside Lighthouse Public House
351	27807028	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N	TQ373837	Iceland Rd, outside Lighthouse Public House
352	27807029	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N	TQ373837	Iceland Rd, outside Lighthouse Public House
353	27807030	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N-NE	TQ373837	Iceland Rd, outside Lighthouse Public House
354	27807031	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N-NE	TQ373837	Iceland Rd, outside Lighthouse Public House
355	27807032	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NE	TQ373837	Iceland Rd, outside Lighthouse Public House
356	27807033	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NE	TQ373837	Iceland Rd, outside Lighthouse Public House
357	27807034	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	EN	TQ373837	Iceland Rd, outside Lighthouse Public House
358	27807035	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	EN	TQ373837	Iceland Rd, outside Lighthouse Public House
359	27807036	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	ES	TQ373837	Iceland Rd, outside Lighthouse Public House
360	27807037	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	SE	TQ373837	Iceland Rd, outside Lighthouse Public House
361	27807038	Site wide photo survey,	Digital Cannon	26-Jul-	NNE	TQ373837	Iceland Rd, outside Lighthouse Public

ID	IMAGE NUMBER	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
		location 57	400D	07			House
362	27807039	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	SW	TQ373837	Iceland Rd, outside Lighthouse Public House
363	27807040	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	WS	TQ373837	Iceland Rd, outside Lighthouse Public House
364	27807041	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	WN	TQ373837	Iceland Rd, outside Lighthouse Public House
365	27807042	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NW	TQ373837	Iceland Rd, outside Lighthouse Public House
366	27807043	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NW	TQ373837	Iceland Rd, outside Lighthouse Public House
367	27807044	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N	TQ373837	Iceland Rd, outside Lighthouse Public House
368	27807045	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NW-W	TQ373837	Iceland Rd, outside Lighthouse Public House
369	27807046	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	N-NE	TQ373837	Iceland Rd, outside Lighthouse Public House
370	27807047	Site wide photo survey, location 57	Digital Cannon 400D	26-Jul-07	NE	TQ373837	Iceland Rd, outside Lighthouse Public House

22.6 River Lea and Lea Navigation photo register

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407745	03-May-07	NE	Post: TQ 37381 BNG 84182	Footpath signpost, banks of Lea Navigation
2	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407746	03-May-07	N	Camera: TQ 37385 BNG 84202	Up Lea Navigation, towpath with rails set into it
3	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407747	03-May-07	S	Camera: TQ 37386 BNG 84211	Towpath with rails set into it
4	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407748	03-May-07	SW	Camera: TQ 37383 BNG 84226	W bank of river
5	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407749	03-May-07	W	Camera: TQ 37383 BNG 84226	W bank of river and barge saying "Waste by Waste Pilot scheme"
6	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407750	03-May-07	W	Camera: TQ 37383 BNG 84226	W bank of river and barge saying "Waste by Waste Pilot scheme"
7	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407751	03-May-07	N	Camera: TQ 37383 BNG 84226	W bank of river, black and white railings visible in undergrowth
8	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407752	03-May-07	NE	Camera: TQ 37383 BNG 84226	Up Lea Navigation, towards Carpenter's Road bridge
9	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407753	03-May-07	NE	Camera: TQ 37385 BNG 84253	E bank and towpath wall, Bow Industrial Park in background
10	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407754	03-May-07	E		Modified E towpath wall
11	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407755	03-May-07	N	Camera: TQ 37378 BNG 84299	Carpenter's Road bridge, confluence with Hertford

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
								Union Canal
12	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407756	03-May-07	W	Camera: 37378 TQ BNG 84300	Rail and concrete bump on towpath
13	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407757	03-May-07	NE	Camera: 37367 TQ BNG 84328	Change in construction of E revetment
14	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407758	03-May-07	NE	Camera: 37367 TQ BNG 84328	Change in construction of E revetment
15	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407759	03-May-07	N	Pipe: TQ 37366 BNG 84334	Pipe in E bank
16	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407760	03-May-07	W	Camera: 37367 TQ BNG 84331	W bank: new buildings
17	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407761	03-May-07	W	Camera: 37367 TQ BNG 84331	W bank: new buildings, men in cage lift
18	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407762	03-May-07	S	Camera: 37361 TQ BNG 84338	Down Lea Navigation, Canary Wharf in distance
19	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407763	03-May-07	N	Camera: 37361 TQ BNG 84345	Carpenter's Road bridge, confluence with Hertford Union Canal
20	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407764	03-May-07	N	Camera: 37361 TQ BNG 84345	Confluence with Hertford Union Canal
21	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407765	03-May-07	NE	Camera: 37362 TQ BNG 84367	Damaged (?) E bank
22	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407766	03-May-07	SE	Camera: 37346 TQ BNG 84386	E towpath wall repair

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
23	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407767	03-May-07	W	Camera: 37331 84438 TQ BNG	Down Hertford Union Canal, Swiss Re building in distance
24	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407768	03-May-07	W	Camera: 37331 84438 TQ BNG	Confluence of Lea Navigation and Hertford Union Canal
25	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407769	03-May-07	W	Camera: 37331 84438 TQ BNG	Confluence of Lea Navigation and Hertford Union Canal
26	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407770	03-May-07	NW	Camera: 37331 84438 TQ BNG	NW bank corner of confluence with Hertford Union Canal
27	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407771	03-May-07	N	Camera: 37331 84438 TQ BNG	Up Lea Navigation to Carpenter's Road bridge
28	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407772	03-May-07	SW	Camera: 37323 84455 TQ BNG	SW bank corner of confluence with Hertford Union Canal
29	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407773	03-May-07	SW	Camera: 37323 84455 TQ BNG	Confluence of Lea Navigation and Hertford Union Canal
30	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407774	03-May-07	SW	Camera: 37323 84455 TQ BNG	Confluence of Lea Navigation and Hertford Union Canal
31	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407775	03-May-07	W		Wall of W towpath, W bank
32	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407776	03-May-07	S	Camera: 37304 84515 TQ BNG	Down Lea Navigation, showing confluence with Hertford Union Canal
33	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407777	03-May-07	NW	Camera: 37280 84511 TQ BNG	Wall alongside W towpath, Carpenter's Road behind
34	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407778	03-May-07	SW	Camera: 37280 84511 TQ BNG	Wall alongside W towpath

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
35	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407779	03-May-07	NE	Camera: 37285 BNG TQ 84483	Carpenter's Road bridge
36	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407780	03-May-07	NE	Camera: 37285 BNG TQ 84483	Carpenter's Road bridge, with barge
37	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407781	03-May-07	E	Camera: 37288 BNG TQ 84480	Change in construction of E revetment
38	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407782	03-May-07	E	Camera: 37288 BNG TQ 84480	Change in construction of E revetment
39	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407783	03-May-07	SW	Object: 37295 BNG TQ 84457	Iron object in wall alongside W towpath
40	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407784	03-May-07	E	Camera: 37278 BNG TQ 84417	Looking along N bank of Canal, with E bank of Lea Nave' in background
41	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407785	03-May-07	SE	Camera: 37278 BNG TQ 84417	S bank of Hertford Union Canal, E bank of Lea Navigation
42	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407786	03-May-07	E	Camera: 37278 BNG TQ 84417	Confluence of Hertford Union Canal and Lea Navigation
43	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407787	03-May-07	S	Camera: 37278 BNG TQ 84417	Iron structure attached to S bank of Hertford Union Canal
44	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407788	03-May-07	S	Camera: 37278 BNG TQ 84417	Iron structure attached to S bank of Hertford Union Canal
45	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407789	03-May-07	S	Camera: 37278 BNG TQ 84417	Iron structure attached to S bank of Hertford Union Canal
46	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407790	03-May-07	NE	Camera: 37256 BNG TQ 84391	Wall alongside N towpath of Canal

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
47	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407791	03-May-07	N	Camera: 37253 TQ BNG 84397	Bricked-up doorway in wall alongside N towpath of Canal
48	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407792	03-May-07	W	Camera: 37253 TQ BNG 84397	Down Hertford Union Canal, showing footbridge
49	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407793	03-May-07	NE	Camera: 37214 TQ BNG 84356	Up Hertford Union Canal to confluence with Lea Navigation
50	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407794	03-May-07	NE	Camera: 37214 TQ BNG 84356	Wall alongside N towpath of Canal, slope from towpath to footbridge
51	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407795	03-May-07	E	Camera: 37222 TQ BNG 84344	Up Hertford Union Canal to confluence with Lea Navigation
52	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407796	03-May-07	W	Camera: 37214 TQ BNG 84350	Down Hertford Union Canal towards lock
53	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407797	03-May-07	W	Camera: 37214 TQ BNG 84350	Down Hertford Union Canal towards lock, Swiss Re building in distance
54	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407798	03-May-07	E	Camera: 37214 TQ BNG 84350	Up Hertford Union Canal to confluence with Lea Navigation
55	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407799	03-May-07	NE	Camera: 37217 TQ BNG 84353	N Canal bank construction
56	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407800	03-May-07	NE	Camera: 37217 TQ BNG 84353	N Canal bank
57	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407801	03-May-07	SW	Camera: 37282 TQ BNG 84549	Carpenter's Road bridge, from E bank of Lea Navigation

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
58	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407802	03-May-07	SW	Camera: TQ 37278 BNG 84549	W bank of Lea Navigation, with NW corner of Carpenter's Road bridge
59	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407803	03-May-07	NW	Camera: TQ 37268 BNG 84605	Up river from under footbridge
60	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407804	03-May-07	S	Camera: TQ 37256 BNG 84663	Footbridge N of Carpenter's Road bridge
61	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407805	03-May-07	W	Camera: TQ 37256 BNG 84663	W bank
62	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407806	03-May-07	W	Camera: TQ 37243 BNG 84700	W bank
63	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407807	03-May-07	W	Camera: TQ 37243 BNG 84700	W bank
64	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407808	03-May-07	NW	Camera: TQ 37243 BNG 84700	W bank
65	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407809	03-May-07	SE	Gate Centre: TQ 37238 BNG 84736	Iron gates on E bank
66	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407810	03-May-07	S	Camera: TQ 37238 BNG 84736	Down river
67	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407811	03-May-07	W	Camera: TQ 37227 BNG 84744	W bank, with benches
68	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407812	03-May-07	W	Camera: TQ 37215 BNG 84753	W bank
69	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407813	03-May-07	W		W bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
70	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407814	03-May-07	W		W bank with timber feature
71	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407815	03-May-07	W	Camera: 37124 84867 TQ BNG	W bank with large concrete 'slot'
72	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407816	03-May-07	W	Camera: 37124 84867 TQ BNG	W bank with large concrete 'slot'
73	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407817	03-May-07	W	Camera: 37068 84896 TQ BNG	W bank, shot under covered concrete footbridge (?)
74	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407818	03-May-07	NW	Camera: 37067 84943 TQ BNG	W bank, E bank towpath in foreground
75	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407819	03-May-07	S	Camera: 37053 84959 TQ BNG	Down river towards concrete footbridge (?)
76	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407820	03-May-07	N	Camera: 37053 84959 TQ BNG	Up river towards Eastway bridge
77	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407821	03-May-07	SW	Camera: 36982 85104 TQ BNG	Across river, shot from path leading from towpath to Eastway bridge
78	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407822	03-May-07	SE	Camera: 36935 85091 TQ BNG	Down river towards concrete footbridge (?), shot from Eastway bridge
79	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407823	03-May-07	SE	Camera: 36935 85091 TQ BNG	Down river towards concrete footbridge (?), shot from Eastway bridge
80	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407824	03-May-07	SE	Camera: 36935 85091 TQ BNG	Down river towards concrete footbridge (?), shot from Eastway

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
								bridge
81	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407825	03-May-07	SE	Camera: 36935 85091 TQ BNG	Down river towards concrete footbridge (?), shot from Eastway bridge
82	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407826	03-May-07	SE	Camera: 36935 85091 TQ BNG	Down river towards concrete footbridge (?), shot from Eastway bridge
83	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407827	03-May-07	E	Camera: 36935 85091 TQ BNG	E bank and Down river, shot from Eastway bridge
84	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407828	03-May-07	SE	Camera: 36922 85083 TQ BNG	Across and Down river, shot from W end of Eastway bridge
85	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407829	03-May-07	N	Camera: 36967 85088 TQ BNG	SE corner of Eastway bridge, on E bank of Lea Navigation
86	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407830	03-May-07	W	Camera: 36920 85116 TQ BNG	Under Eastway bridge
87	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407831	03-May-07	S	Camera: 36902 85162 TQ BNG	Eastway bridge, shot from under East Cross Route bridge
88	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407832	03-May-07	S	Camera: 36883 85188 TQ BNG	East Cross Route and Eastway bridges - N extent of Olympic site
89	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407833	03-May-07	SW	Camera: 37001 85026 TQ BNG	Horizontal timber shuttering on W bank S of Eastway bridge

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
90	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407834	03-May-07	SW	Camera: TQ 37001 BNG 85026	Horizontal timber shuttering on W bank S of Eastway bridge
91	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407835	03-May-07	SW	Camera: TQ 37001 BNG 85026	Horizontal timber shuttering on W bank S of Eastway bridge
92	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407836	03-May-07	E	Rail S end: TQ 37160 BNG 84835	Blue rail with timber posts running alongside E towpath
93	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407837	03-May-07	SE	N end: TQ 37167 BNG 84829	Black railing alongside E towpath
94	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407838	03-May-07	E		Join in black railings alongside E towpath
95	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407839	03-May-07	S	Camera: TQ 37321 BNG 84394	Down Lea Navigation
96	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407840	03-May-07	E	Post: TQ 37367 BNG 83983	Signpost on E bank of Old Ford Lock
97	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407841	03-May-07	E	Post: TQ 37367 BNG 83983	Signpost on E bank of Old Ford Lock
98	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407842	03-May-07	E	Camera: TQ 37342 BNG 83973	Old Ford Lock S edge and footbridge over River Lea
99	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407843	03-May-07	E	Camera: TQ 37319 BNG 83975	W street entrance to Old Ford Lock, from Dace Road
100	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407844	03-May-07	NE	Camera: TQ 37331 BNG 83973	Old Ford Lock, shot from W bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
101	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407845	03-May-07	NE	Camera: 37378 TQ BNG 83942	Up River Lea, steps Down from footbridge in foreground
102	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407846	03-May-07	N	Camera: 37360 TQ BNG 83919	Old Ford Lock and building on W bank with iron structure attached
103	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407847	03-May-07	N	Camera: 37360 TQ BNG 83919	Old Ford Lock
104	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407848	03-May-07	NE	Camera: 37360 TQ BNG 83919	Middle bank of Lea-Lea Navigation confluence
105	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407849	03-May-07	N	Camera: 37360 TQ BNG 83919	W bank of Lea Navigation beside Old Ford Lock
106	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407850	03-May-07	N	Camera: 37360 TQ BNG 83919	W bank of Lea Navigation beside Old Ford Lock
107	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407851	03-May-07	N	Camera: 37360 TQ BNG 83919	SW gate of Old Ford Lock
108	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407852	03-May-07	NE	Camera: 37360 TQ BNG 83919	Timber buffer between SW and SE gates of Old Ford Lock
109	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407853	03-May-07	NE	Camera: 37360 TQ BNG 83919	SE gate of Old Ford Lock
110	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407854	03-May-07	SE	Camera: 37337 TQ BNG 83976	E bank of Lea-Lea Navigation confluence
111	OL-01207	Waterways, River Lea and Lea Navigation	Digital Cannon 400D	14407855	03-May-07	E	Camera: 37337 TQ BNG 83976	Footbridge over River Lea

22.7 Bow Back River photo register

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	COMMENTS
1	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407579	01-May-07	NNE	Looking up City Mill River, at confluence with Bow Back
2	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407580	01-May-07	NNE	Looking up City Mill River, at confluence with Bow Back
3	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407581	01-May-07	E	Lock between Waterworks and Bow Back
4	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407582	01-May-07	NW	West bank of City Mill/ start of Bow Back
5	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407583	01-May-07	W	West bank of City Mill/ start of Bow Back
6	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407584	01-May-07	SW	West bank of City Mill/ start of Bow Back
7	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407585	01-May-07	S	South east bank of Bow Back, with steps
8	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407586	01-May-07	S	South east bank of Bow Back, with steps
9	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407587	01-May-07	SE	South east bank of Bow Back, with steps
10	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407588	01-May-07	S	Gate of Waterworks-Bow Back Lock
11	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407591	01-May-07	W	Dam and walkway of Waterworks-Bow Back Lock
12	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407592	01-May-07	W	Down Bow Back river
13	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407593	01-May-07	SW	Down Bow Back towards Pudding Mill Lane bridge
14	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407594	01-May-07	NE	End of City Mill/ start of Bow Back, Waterworks Locks
15	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407595	01-May-07	NW	Buildings and revetment of NW bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	COMMENTS
16	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407596	01-May-07	NW	Join in concrete of revetment of NW bank
17	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407597	01-May-07	W	Pudding Mill Lane bridge
18	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407598	01-May-07	N	Locks from Waterworks to City Mill and Bow Back
19	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407599	01-May-07	N	NW bank of Bow Back
20	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407600	01-May-07	NW	NW bank of Bow Back
21	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407601	01-May-07	W	Pudding Mill Lane bridge
22	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407602	01-May-07	NW	Groove in NW bank with iron fitting and chain - one of several along bank
23	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407603	01-May-07	W	Pudding Mill Lane bridge and railing on SE bank leading to steps to water
24	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407604	01-May-07	NW	NW bank near Pudding Mill Lane bridge
25	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407605	01-May-07	NE	Railings around steps to water on SE bank
		Waterways, Bow Back River					
		Waterways, Bow Back River					
26	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407606	01-May-07	NE	Railing and girder attached to edge of SE bank
27	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407609	01-May-07	N	Hook on NE end of iron girder attached to SE bank
28	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407610	01-May-07	NW	Pudding Mill Lane bridge and Maryland Plastics building
29	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407611	01-May-07	NE	Up Bow Back river, shot from Pudding Mill Lane bridge
30	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407612	01-May-07	E	Up Bow Back river, shot from Pudding Mill Lane bridge

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	COMMENTS
31	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407613	01-May-07	NE	Bow Back river, shot through railings at NE corner of P Mill Lane bridge
32	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407615	01-May-07	S	Two chains attached to SE bank of Bow Back river
33	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407616	01-May-07	NE	Metal fittings attached to NW bank beside Pudding Mill lane bridge
34	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407617	01-May-07	NE	Metal fittings attached to NW bank beside Pudding Mill lane bridge
35	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407619	01-May-07	NE	Metal fittings attached to NW bank beside Pudding Mill lane bridge
36	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407620	01-May-07	SE	Down river, towpath on NW bank leading from P Mill Lane bridge
37	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407621	01-May-07	NW	Maryland Plastics building on NW bank, shot from SE bank
38	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407623	01-May-07	SW	Down river to Cook's Road bridge
39	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407627	01-May-07	N	NW bank and Pudding Mill Lane bridge
40	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407628	01-May-07	N	NW bank and Pudding Mill Lane bridge
41	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407629	01-May-07	NW	NW bank
42	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407630	01-May-07	NW	NW bank
43	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407631	01-May-07	W	Change in construction of NW revetment
44	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407632	01-May-07	N	Iron hook in NW revetment
45	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407633	01-May-07	NE	Up Bow Back river
46	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407634	01-May-07	NW	Damage to metal NW revetment
47	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407635	01-May-07	NW	Damage to metal NW revetment

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	COMMENTS
48	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407636	01-May-07	SW	Change in construction of NW revetment
49	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407637	01-May-07	SW	Change in construction of NW revetment
50	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407638	01-May-07	NW	Iron pipe cover in NW revetment
51	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407639	01-May-07	N	Iron hook in NW revetment
52	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407640	01-May-07	SW	Down Bow Back, shot from NW bank
53	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407641	01-May-07	S	Down Bow Back, shot from NW bank
54	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407642	01-May-07	E	Buildings on NW bank, Pudding Mill Lane bridge
55	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407643	01-May-07	E	Up Bow Back towards Pudding Mill Lane bridge
56	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407644	01-May-07	S	Change in construction of SE revetment, new building
57	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407645	01-May-07	S	Change in construction of SE revetment
58	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407646	01-May-07	W	Top of NW revetment: timber and concrete
59	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407647	01-May-07	SW	Down river to Cook's Road bridge
60	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407648	01-May-07	S	Iron pipe cover in NW revetment
61	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407649	01-May-07	E	Pudding Mill Lane bridge and railings with evidence of previous railings
62	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407650	01-May-07	SE	Evidence of previous railing, alongside current railing base
63	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407651	01-May-07	SW	Evidence of previous railing, alongside current railing base
64	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407652	01-May-07	N	Up Bow Back, shot from middle of Cook's Road bridge

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	COMMENTS
65	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407653	01-May-07	NE	SE bank of Bow Back and site at 14-26 High Street
66	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407654	01-May-07	N	NW bank, shot from Telford Homes site at 14-26 High Street
67	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407655	01-May-07	NW	NW bank, shot from Telford Homes site at 14-26 High Street
68	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407656	01-May-07	NW	NW bank, shot from Telford Homes site at 14-26 High Street
69	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407657	01-May-07	N	Up Bow Back river
70	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407658	01-May-07	W	Down Bow Back river towards Cook's Road bridge
71	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407659	01-May-07	NW	Change in NW bank construction (top of revetment changes)
72	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407660	01-May-07	SW	Collapse of NW revetment, near Cook's Road bridge
73	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407661	01-May-07	SW	Collapse of NW revetment, near Cook's Road bridge
74	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407662	01-May-07	SW	Cook's Road bridge
75	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407663	01-May-07	W	Collapse of NW revetment, near Cook's Road bridge
76	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407664	01-May-07	W	Cook's Road bridge
77	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407665	01-May-07	N	Up Bow Back, showing NW revetment
78	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407666	01-May-07	W	NW revetment directly next to Cook's Road bridge
79	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407667	01-May-07	W	SE revetment directly next to Cook's Road bridge
80	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407668	01-May-07	SW	Down Bow Back, shot from Cook's Road bridge
81	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407669	01-May-07	W	Brick wall on NW bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	COMMENTS
82	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407670	01-May-07	SW	NW bank
83	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407671	01-May-07	SW	Change in NW revetment next to footbridge at end of Bow Back
84	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407672	01-May-07	SW	Change in NW revetment next to footbridge at end of Bow Back
85	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407673	01-May-07	S	SE revetment, with building directly on bank edge
86	OL-01207	Waterways, Bow Back River	Digital Cannon 400D	14407674	01-May-07	NE	Up Bow Back to Cook's Road bridge, shot from footbridge at end of river

22.8 City Mill River photo register

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407349	26-Apr-07	SW		Marshgate Lane bridge (NW side) and iron footbridge (SE side)
2	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407350	26-Apr-07	NW		Marshgate Lane bridge (SE side)
3	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407351	26-Apr-07	E		SW bank
4	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407352	26-Apr-07	SE		City Mill river, from top of slope beside Marshgate Lane bridge
5	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407353	26-Apr-07	E		Pylon on SW bank, near Marshgate Lane bridge
6	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407354	26-Apr-07	NW		NE bank towpath with 2 sets of railings
7	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407355	26-Apr-07	S		First mooring post SE of railings beside bridge
8	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407356	26-Apr-07	NW	Post: 37703 TQ 84326 BNG	Last mooring post between bank-side railings and towpath railings
9	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407357	26-Apr-07	NW	Post: 37703 TQ 84326 BNG	Last mooring post between bank-side railings and towpath railings
10	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407358	26-Apr-07	S		Second mooring post SE of railings
11	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407359	26-Apr-07	S		Ladder attached to NE bank
12	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407360	26-Apr-07	NW		NE bank and Marshgate Lane bridge

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
13	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407361	26-Apr-07	SE		NE bank
14	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407362	26-Apr-07	NW		Marshgate Lane bridge
15	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407363	26-Apr-07	NE		Bench on NE bank of city mill river
16	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407364	26-Apr-07	SW	Post: TQ 37772 BNG 84250	Mooring post
17	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407365	26-Apr-07	NW	Camera: TQ 37815 BNG 84204	Marshgate Lane bridge
18	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407366	26-Apr-07	SE	Camera: TQ 37815 BNG 84204	First bend in river (river turns SW)
19	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407367	26-Apr-07	SE	Camera: TQ 37815 BNG 84205	NE revetment at first bend
20	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407368	26-Apr-07	S		First bend in river
21	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407369	26-Apr-07	SW		Downriver, shot from N of first bend
22	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407370	26-Apr-07	W		W revetment of first bend in river
23	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407371	26-Apr-07	W		Timbers of W revetment of first bend
24	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407372	26-Apr-07	NW		Up river
25	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407373	26-Apr-07	NW		W bank of first bend
26	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407374	26-Apr-07	W		W bank of first bend
27	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407375	26-Apr-07	W		W bank of first bend
28	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407376	26-Apr-07	N		First bend (S side)
29	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407377	26-Apr-07	N		First bend (S side)

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
30	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407378	26-Apr-07	NW	Camera: TQ 37837 BNG 84005	Long building on NW bank
31	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407379	26-Apr-07	NW	Camera: TQ 37837 BNG 84005	NW bank
32	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407380	26-Apr-07	SW	Camera: TQ 37837 BNG 84005	Second bend in river (river turns SE)
33	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407381	26-Apr-07	W		Pipe cover in W revetment of second bend
34	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407382	26-Apr-07	W		W bank of second bend
35	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407383	26-Apr-07	W		Timber and iron structure attached to W bank at second bend
36	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407384	26-Apr-07	S		Change in SW bank construction, damaged NE bank in foreground
37	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407385	26-Apr-07	S		Change in SW bank construction, damaged NE bank in foreground
38	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407386	26-Apr-07	NW		NE bank showing damaged revetment, with Lucy
39	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407387	26-Apr-07	NW		NE bank showing damaged revetment, with Lucy
40	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407388	26-Apr-07	SW		Change in SW bank construction
41	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407389	26-Apr-07	SW		Change in SW bank construction
42	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407390	26-Apr-07	SW		Change in SW bank construction and buildings on bank
43	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407391	26-Apr-07	SW		Change in SW bank construction and ladder

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
44	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407392	26-Apr-07	S		Metal tanks on SW bank
45	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407393	26-Apr-07	NE		Up river to second bend
46	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407394	26-Apr-07	W		SW bank
47	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407395	26-Apr-07	NW	Camera: TQ 37857 BNG 83872	Up river to second bend
48	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407396	26-Apr-07	SW	Camera: TQ 37857 BNG 83872	SW bank
49	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407397	26-Apr-07	S	Camera: TQ 37857 BNG 83872	SW bank
50	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407398	26-Apr-07	SW	Camera: TQ 37867 BNG 83863	Timber and iron structure attached to SW bank
51	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407457		SW	Camera: TQ 37863 BNG 83857	Iron ring attached to SW bank
52	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407458	27-Apr-07	SW		Iron ring attached to SW bank
53	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407459	27-Apr-07	SW		Filled-in pipes in SW bank
54	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407460	27-Apr-07	W		Building on SW bank
55	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407461	27-Apr-07	SW		Buildings on SW bank
56	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407462	27-Apr-07	S	Camera: TQ 37879 BNG 83810	Buildings on SW bank
57	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407463	27-Apr-07	NW	Camera: TQ 37879 BNG 83810	Buildings on SW bank
58	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407464	27-Apr-07	SW	Camera: TQ 37879 BNG 83810	SW bank - timber revetment
59	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407465	27-Apr-07	SW	Camera: TQ 37879 BNG 83810	SW bank - timber revetment

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
60	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407466	27-Apr-07	SW	Camera: TQ 37903 BNG 83812	SW bank - collapsing timber revetment
61	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407467	27-Apr-07	SW	Camera: TQ 37903 BNG 83812	SW bank - timber revetment
62	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407468	27-Apr-07	SW	Camera: TQ 37903 BNG 83812	SW bank - timber revetment
63	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407469	27-Apr-07	S	Camera: TQ 37903 BNG 83812	Railway bridge, riverbanks
64	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407470	27-Apr-07	SSW	Camera: TQ 37903 BNG 83812	SW bank
65	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407471	27-Apr-07	SW	Camera: TQ 37903 BNG 83812	SW bank
66	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407472	27-Apr-07	SW	Camera: TQ 37903 BNG 83812	Concrete revetment repaired. Bench at water level.
67	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407473	27-Apr-07	SW	Camera: TQ 37918 BNG 83798	SW bank
68	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407474	27-Apr-07	NW	Camera: TQ 37918 BNG 83798	Unusual building roof on SW bank
69	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407475	27-Apr-07	SW		SW bank
70	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407476	27-Apr-07	SW		SW bank
71	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407477	27-Apr-07	SW		Boat mooring post in timber revetment
72	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407478	27-Apr-07	SSW		SW bank, with ladder
73	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407479	27-Apr-07	SW	Camera: TQ 37922 BNG 83783	Building on SW bank
74	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407480	27-Apr-07	SW	Camera: TQ 37922 BNG 83783	Buildings on SW bank, just NW of railway bridge
75	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407481	27-Apr-07	W		Timber revetment of SW bank, just NW of railway bridge

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
76	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407482	27-Apr-07	SWW		Timber revetment of SW bank, just NW of railway bridge
77	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407483	27-Apr-07	SW	Camera: TQ 37949 BNG 83765	Timber revetment of SW bank, just NW of railway bridge
78	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407484	27-Apr-07	SSW	Camera: TQ 37949 BNG 83765	Timber revetment of SW bank, just NW of railway bridge
79	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407485	27-Apr-07	S	Camera: TQ 37949 BNG 83765	Railway bridge, riverbanks
80	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407486	27-Apr-07	SW	Camera: TQ 37949 BNG 83765	SW bank, just NW of railway bridge
81	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407487	27-Apr-07	SW	Camera: TQ 37949 BNG 83765	SW bank, just NW of railway bridge
82	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407488	27-Apr-07	W		Upriver, mooring post in foreground on NE bank
83	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407489	27-Apr-07	SW		Beside railway bridge. Ring on pole to right of photo
84	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407490	27-Apr-07	W	Post: TQ 37963 BNG 83749	Close-up of ring on pole - attached to bank?
85	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407491	27-Apr-07	SW		SW bank and railway bridge
86	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407492	27-Apr-07	W		Riverbanks, from under railway bridge
87	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407493	27-Apr-07	SE		Under railway bridge, NE revetment visible
88	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407494	27-Apr-07	SE		Under railway bridge, NE revetment
89	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407495	27-Apr-07	SE		Under railway bridge, NE revetment visible
90	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407496	27-Apr-07	NW		Top of timber on NE revetment (NW of railway bridge)

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
91	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407497	27-Apr-07	NW		Black and white railings, NE bank, NW of railway bridge
92	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407498	27-Apr-07	NW	NW end: TQ 37987 BNG 83718	SE end of B & W railings
93	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407499	27-Apr-07	SE	SE end: TQ 37976 BNG 83732	Railings, Lucy and railway bridge
94	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407500	27-Apr-07	SE	SE end: TQ 37976 BNG 83733	Railings, Lucy and railway bridge
95	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407501	27-Apr-07	NW		Upriver, under railway bridge
96	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407502	27-Apr-07	SE		Greenway bridge, from under railway bridge
97	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407503	27-Apr-07	SW		SW wall of railway bridge - phases of construction
98	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407504	27-Apr-07	SW		SW wall of railway bridge - phases of construction
99	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407505	27-Apr-07	SW		SW wall of railway bridge - phases of construction
100	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407506	27-Apr-07	SW		SW wall of railway bridge - phases of construction
101	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407507	27-Apr-07	SSW		SW bank, SE side of railway bridge
102	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407508	27-Apr-07	SE		Greenway bridge, from under railway bridge
103	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407509	27-Apr-07	N		Red brick revetment of E bank between railway bridge and Greenway
104	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407510	27-Apr-07	NW		Red brick revetment of E bank between railway bridge and Greenway

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
105	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407511	27-Apr-07	NW		Railway bridge SE side
106	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407512	27-Apr-07	NW		Railway bridge SE side
107	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407513	27-Apr-07	NW		Railway bridge SE side
108	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407514	27-Apr-07	NW	Camera: TQ 38052 BNG 83645	Greenway S side, shot standing at water level, Down steps
109	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407515	27-Apr-07	NW	Camera: TQ 38052 BNG 83646	Greenway S side, shot standing at water level, Down steps
110	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407516	27-Apr-07	W	Camera: TQ 38052 BNG 83647	Greenway S side and SW bank, from base of steps
111	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407517	27-Apr-07	SW	Camera: TQ 38052 BNG 83648	SW bank, from base of steps beside Greenway
112	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407518	27-Apr-07	SE		Downriver, shot from top of bank beside Greenway
113	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407519	27-Apr-07	SE		Downriver, shot from top of bank beside Greenway
114	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407520	27-Apr-07	SE		Down stairs from bank beside Greenway
115	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407521	27-Apr-07	SW		SW bank shot from wall between towpath and river, beside Greenway
116	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407522	27-Apr-07	NW		SW bank shot from wall between towpath and river, beside Greenway
117	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407523	27-Apr-07	SW		SW bank shot from wall between towpath and river, beside Greenway
118	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407524	27-Apr-07	NW		Greenway shot from wall between towpath and river

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
119	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407525	27-Apr-07	SW		SW bank
120	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407526	27-Apr-07	W		SW bank
121	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407527	27-Apr-07	S		Downriver
122	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407528	27-Apr-07	NW		Towpath, railings and Greenway
123	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407529	27-Apr-07	NW	Railings S end: TQ 38100 BNG 83607	Towpath, railings and Greenway, with Lucy
124	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407530	27-Apr-07	W		SW bank
125	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407531	27-Apr-07	S		Bend in river
126	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407533	27-Apr-07	S	Camera: TQ38114 BNG 83601	Bend in river
127	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407534	27-Apr-07	S	Camera: TQ38114 BNG 83601	Revetment of E bank of bend in river
128	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407535	27-Apr-07	S	Camera: TQ38114 BNG 83601	Revetment of E bank of bend in river
129	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407536	27-Apr-07	SW		Wattle and trees in front of SW bank - <i>probably for aesthetics</i>
130	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407537	27-Apr-07	SW		Wattle and trees in front of SW bank - <i>probably for aesthetics</i>
131	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407538	27-Apr-07	S	Camera: TQ 38127 BNG 83583	SW bank, with and without wattle fronting
132	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407539	27-Apr-07	S	Camera: TQ 38127 BNG 83583	SW bank, stretch without wattle fronting
133	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407540	27-Apr-07	SW	Camera: TQ 38127 BNG 83583	SW bank, end of wattle fronting
134	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407541	27-Apr-07	W	Camera: TQ 38139 BNG 83563	Second stretch of wattle fronting, on W bank of bend

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
135	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407542	27-Apr-07	W	Camera: TQ 38139 BNG 83563	Iron ring attached to W bank, between wattle panels
136	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407543	27-Apr-07	SE	Camera: TQ 38162 BNG 83519	Bend where river turns S, next to confluences with Waterworks
137	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407544	27-Apr-07	W	Camera: TQ 38162 BNG 83519	Revetment of W bank of bend in river
138	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407545	27-Apr-07	S	Camera: TQ 38162 BNG 83519	Coot in front of revetment of E bank of bend
139	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407546	27-Apr-07	S	Camera: TQ 38162 BNG 83519	Revetment of E bank of bend
140	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407547	27-Apr-07	SW		W bank of bend - revetment changes
141	OL-01207	Waterways, City Mill River	Digital Cannon 400D	14407548	27-Apr-07	SW		W bank of bend - revetment changes

22.9 Waterworks River photo register

Note: No GPS on 19/04/2007: No co-ordinates, directions are approximate

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
1	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407025	19-Apr-07	SE	SW bank		First of two mooring posts SE of Marshgate Lane bridge
2	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407026	19-Apr-07	SE	SW bank		Down river and towpath
3	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407027	19-Apr-07	N	SW bank		Pylons and site 1A Carpenter's Road
4	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407028	19-Apr-07	NW	SW bank		Towpath and NE bank
5	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407029	19-Apr-07	NW	SW bank		Overgrown bench (bottom left of shot), artwork on railings
6	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407030	19-Apr-07	N	SW bank		Artwork on railings, Murphy site on NE bank in background
7	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407031	19-Apr-07	N	SW bank		NE bank, four timbers in middle of river (only seen at low tide)
8	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407032	19-Apr-07	N	SW bank		Four timbers in middle of river, ladder on NE bank
9	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407033	19-Apr-07	SE	SW bank		Bench and towpath, buildings on NE bank
10	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407034	19-Apr-07	NW	SW bank		Towpath and pylon, with Lucy
11	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407035	19-Apr-07	N	SW bank		Murphy site on NE bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
12	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407036	19-Apr-07	NE	SW bank		Murphy site on NE bank, debris on shore
13	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407037	19-Apr-07	NE	SW bank		Murphy site on NE bank, debris on shore
14	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407038	19-Apr-07	N	SW bank		Banks of river
15	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407039	19-Apr-07	SE	SW bank		Footbridge, with railway bridge behind
16	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407040	19-Apr-07	SE	SW bank		Footbridge, with railway bridge behind
17	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407041	19-Apr-07	SE	SW bank		Round-topped mooring post, footbridge behind
18	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407042	19-Apr-07	E	SW bank		Round-topped mooring post
19	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407043	19-Apr-07	SE	SW bank		Towpath, second round-top mooring post in undergrowth
20	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407044	19-Apr-07	W	SW bank		Waterworks History information board, beside footbridge (NW side)
21	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407045	19-Apr-07	NW	SW bank		Signpost and information board, beside footbridge (NW side)
22	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407046	19-Apr-07	NW	SW bank		Revetment of SW bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
23	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407047	19-Apr-07	N	Top of path beside footbridge		Path with railings leading from towpath to footbridge
24	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407048	19-Apr-07	SE	SW bank		Footbridge, buildings on NE bank
25	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407049	19-Apr-07	NE	SW bank		Central structure of footbridge - rotten timbers visible at waterline
26	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407050	19-Apr-07	NE	SW bank		Central structure of footbridge - rotten timbers visible at waterline
27	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407051	19-Apr-07	NW	SW bank		Graffiti on SW wall of footbridge
28	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407052	19-Apr-07	NE	SW bank		Pipe running along both sides of footbridge - shot shows NW side
29	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407053	19-Apr-07	N	SW bank		Pipe attached to SE side of footbridge
30	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407054	19-Apr-07	NE	SW bank		Wooden buffer of footbridge central structure (SE side)
31	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407055	19-Apr-07	N	SW bank		Construction of footbridge (shot shows SW end of SE side)
32	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407057	19-Apr-07	NW	SW bank		Footbridge and river
33	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407058	19-Apr-07	NE	SW bank		Timbers attached to NE wall of footbridge structure

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34	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407060	19-Apr-07	N	SW bank		Centre of footbridge, SE side
35	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407061	19-Apr-07	NE	SW bank		Top of central timber buffer on SE side of footbridge
36	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407062	19-Apr-07	NE	SW bank		Timbers on NE shore, beside footbridge (NW side)
37	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407063	19-Apr-07	NE	SW bank		Timbers on NE shore, beside footbridge (NW side)
38	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407064	19-Apr-07	NE	SW bank		Timbers on NE shore, beside footbridge (NW side)
39	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407065	19-Apr-07	NE	SW bank		Unusual NE revetment, beside railway bridge (NW side)
40	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407066	19-Apr-07	NE	SW bank		Unusual NE revetment, beside railway bridge (NW side)
41	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407067	19-Apr-07	SE	SW bank		Railway bridge, NE bank, building on NE bank
42	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407068	19-Apr-07	SE	SW bank		SW revetment leading under railway bridge (NW side)
43	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407069	19-Apr-07	SE	SW bank		SW revetment leading under railway bridge (NW side)

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
44	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407070	19-Apr-07	NW	SW bank		Footbridge, SW towpath wall in foreground
45	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407071	19-Apr-07	NW	SW bank		Timber post next to SW bank near railway bridge (NW side)
46	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407072	19-Apr-07	E	SW bank		Railway bridge (NW side)
47	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407073	19-Apr-07	S	SW bank		SW wall of railway bridge, shot on NW side on bridge
48	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407074	19-Apr-07	S	SW bank		Iron fittings on SW wall of railway bridge (NW side)
49	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407075	19-Apr-07	NE	SW bank		Central structure of railway bridge, shot under bridge
50	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407076	19-Apr-07	S	SW bank		SW wall of railway bridge under bridge
51	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407077	19-Apr-07	SW	SW bank		One of the iron fittings attached to girders of railway bridge underside
52	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407078	19-Apr-07	N	SW bank		Railings and path on SW bank, SE side of railway bridge
53	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407079	19-Apr-07	NW	SW bank		Revetment of SW bank, SE side of railway bridge
54	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407080	19-Apr-07	NE	SW bank		NE revetment beside SE corner of railway

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
									bridge
55	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407081	19-Apr-07	NE	SW bank		Change in NE revetment
56	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407082	19-Apr-07	SE	SW bank		Buildings on NE bank
57	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407083	19-Apr-07	E	SW bank		Buildings on NE bank, NE revetment
58	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407084	19-Apr-07	N	SW bank		Railway bridge (SE side)
59	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407085	19-Apr-07	N	SW bank		Railway bridge (SE side)
60	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407086	19-Apr-07	E	SW bank		Buildings on NE bank, NE revetment
61	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407087	19-Apr-07	SE	SW bank		Bridgewater Road bridge
62	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407088	19-Apr-07	E	SW bank		Central trestle of Bridgewater Road bridge
63	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407089	19-Apr-07	NW	SW bank		Footbridge, seen from under railway bridge
64	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407091	19-Apr-07	NE	SW bank		Small mooring post near Marshgate Lane, SE of 2 cylindrical posts
65	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407092	19-Apr-07	NE	SW bank		Central timber buffer of Bridgewater Road bridge (NW side)
66	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407093	19-Apr-07	E	SW bank		Central timber buffer of Bridgewater Road bridge (SE side)

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
67	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407094	19-Apr-07	S	SW bank		SW wall of Bridgewater Road bridge
68	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407095	19-Apr-07	NE	SW bank		Iron fittings running along underside of Bridgewater Road bridge
69	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407096	19-Apr-07	N	SW bank		Bridgewater Road bridge (SE side), buildings on NE bank
70	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407097	19-Apr-07	N	SW bank		Plaque on Bridgewater Road bridge (SE side)
71	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407098	19-Apr-07	N	SW bank		Central structure of Bridgewater Road bridge
72	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407099	19-Apr-07	N	SW bank		Central structure of Bridgewater Road bridge
73	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407100	19-Apr-07	NE	SW bank		NE bank and SE corner of Bridgewater Road bridge
74	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407101	19-Apr-07	NE	SW bank		NE revetment with iron pipe coverings, also wire/cable across river
75	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407102	19-Apr-07	SE	SW bank		Towpath with wheelchair users notice (spray-painted over)
76	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407103	19-Apr-07	SE	SW bank		Bench, wheelchair notice and Lucy
77	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407104	19-Apr-07	SE	SW bank		Buildings on NE bank, wire/cable running across river

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
78	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407105	19-Apr-07	NE	SW bank		Buildings on NE bank
79	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407106	19-Apr-07	N	SW bank		Bridgewater Road bridge
80	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407107	19-Apr-07	SE	SW bank		Covered pipe on SW bank towpath
81	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407108	19-Apr-07	N	SW bank		Covered pipe on SW bank towpath
82	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407109	19-Apr-07	E	SW bank		NE revetment with square openings/ holes in it
83	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407110	19-Apr-07	NE	SW bank		NE revetment with square openings/ holes in it
84	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407111	19-Apr-07	N	SW bank		Overgrown towpath on SW bank, buildings on NE bank
85	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407112	19-Apr-07	N	W bank of bend		Buildings on NE bank, river bending S
86	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407113	19-Apr-07	N	W bank of bend		Buildings on NE bank, river bending S
87	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407114	19-Apr-07	E	W bank of bend		Building on E bank of bend
88	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407115	19-Apr-07	E	W bank of bend		Building on E bank of bend and Greenway bridge
89	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407116	19-Apr-07	S	W bank of bend		Greenway bridge and banks of bend in Waterworks
90	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407117	19-Apr-07	S	W bank of bend		Greenway bridge and banks of bend in

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									Waterworks
91	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407118	19-Apr-07	S	W bank of bend		Greenway bridge and W bank of bend in Waterworks
92	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407119	19-Apr-07	NE	Greenway bridge (NE side, middle)		Bend in Waterworks river
93	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407120	19-Apr-07	NE	Greenway bridge (NE side, E end)		Bend in Waterworks river
94	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407121	19-Apr-07	SW	Greenway bridge (SW side, SE end)		Waterworks river, Blaker Road bridge in distance
95	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407122	19-Apr-07	SW	Greenway bridge (SW side, SE end)		Waterworks river, Blaker Road bridge in distance
96	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407123	19-Apr-07	SW	Greenway bridge (SW side, Middle)		River banks S of Greenway bridge
97	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407124	19-Apr-07	S	Greenway bridge (SW side, Middle)		SW bank, Canary Wharf in distance
98	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407125	19-Apr-07	NE	Greenway bridge (NE side, W end)		Signpost and railings on Greenway bridge - steps lead to towpath
99	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407126	19-Apr-07	NW	Beside Greenway bridge NW corner		Information board beside path from Greenway bridge to river towpath
100	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407127	19-Apr-07	NW	Beside Greenway bridge NW corner		Information board beside path from Greenway bridge to river towpath

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101	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407128	19-Apr-07	E	Beside Greenway bridge NW corner		Steps to river towpath from Greenway bridge (steps turn a corner)
102	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407129	19-Apr-07	E	NW bank		Greenway bridge (SW side) and SE bank of Waterworks
103	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407130	19-Apr-07	E	NW bank		Greenway bridge (SW side)
104	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407131	19-Apr-07	NE	NW bank		Greenway bridge (SW side) and banks of Waterworks
105	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407132	19-Apr-07	NE	NW bank		Greenway bridge (SW side) and towpath
106	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407133	19-Apr-07	NE	NW bank		Greenway bridge (SW side) and SE bank of Waterworks
107	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407134	19-Apr-07	SE	NW bank		Buildings on SE bank of river
108	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407135	19-Apr-07	SE	NW bank		High Street bridge: Waterworks bends SE, becomes Three Mills Well
109	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407136	19-Apr-07	S	NW bank		Fork in Waterworks, leading to Three Mills Well, Bow Back and City Mill
110	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407137	19-Apr-07	SE	NW bank		Steps in SE bank partly obscured by undergrowth
111	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407138	19-Apr-07	NE	NW bank		Gate design for bicycles on towpath

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
112	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407139	19-Apr-07	NE	NW bank of City Mill fork		Towpath beside river fork leading to City Mill river
113	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407140	19-Apr-07	NE	W end of Blaker Rd bridge (N side)		Waterworks river and fork leading to City Mill river
114	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407141	19-Apr-07	NE	E end of Blaker Rd bridge (N side)		Greenway bridge and Waterworks river, fork to City Mill
115	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407142	19-Apr-07	NE	W end of Blaker Rd bridge (S side)		Blaker Road bridge in foreground, Waterworks behind
116	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407143	19-Apr-07	E	W end of Blaker Rd bridge (N side)		Signpost on Blaker Road bridge
117	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407144	19-Apr-07	N	SW bank		One of two mooring posts on SW bank near Marshgate Lane bridge
		Waterways, Waterworks River							
118	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407399	27-Apr-07	SW	NE bank	Camera: TQ 37760 BNG 84440	Timbers attached to SW bank under Marshgate Lane bridge
119	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407400	27-Apr-07	SSW	NE bank	Camera: TQ 37758 BNG 84438	Construction of SW bank
120	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407401	27-Apr-07	SSW	NE bank	Camera: TQ 37758 BNG 84438	Construction of SW bank
121	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407402	27-Apr-07	W	NE bank	Camera: TQ 37766 BNG 84431	Railings on NE bank
122	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407403	27-Apr-07	W	NE bank	Camera: TQ 37766 BNG 84430	Footing for railing support

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
123	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407404	27-Apr-07	W	NE bank		Blue railing and NE bank, Marshgate Lane bridge in background
124	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407405	27-Apr-07	W	NE bank		SW bank and Marshgate Lane bridge
125	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407406	27-Apr-07	SW	NE bank		SW bank: pylon and building
126	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407407	27-Apr-07	S	NE bank	Camera: TQ 37782 BNG 84424	Gate in railings: leads to ladder attached to NE bank
		Waterways, Waterworks River						Gate: TQ 37783 BNG 84420	
127	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407408	27-Apr-07	W	NE bank		Concrete posts next to railings - remains of structure?
128	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407409	27-Apr-07	S	NE bank	Camera: TQ 37798 BNG 84409	Brick repair to edge of concrete SW bank
129	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407410	27-Apr-07	S	NE bank		Double gate in railings, with padlock
130	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407411	27-Apr-07	NW	NE bank		Different type of railing support (3 types altogether)
131	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407412	27-Apr-07	S	NE bank		Building on SW bank
132	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407413	27-Apr-07	W	NE bank		Building on SW bank
133	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407414	27-Apr-07	NW	NE bank	Camera: TQ 37822 BNG 84381	Railings and path within 1A Carpenter's Road, NE bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
134	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407415	27-Apr-07	S	NE bank	Railings end: TQ 37823 BNG 84381	End of blue railings and curved iron feature at right angle to railings
135	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407416	27-Apr-07	N	NE bank		End of blue railings and curved iron feature at right angle to railings
136	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407417	27-Apr-07	SW	NE bank	Tubes: TQ 37829 BNG 84375	Metal upright tubes with later metal fence built around them
137	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407418	27-Apr-07	SW	NE bank		SW bank, metal tubes in foreground
138	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407419	27-Apr-07	S	NE bank		Fences of NE bank at 1A Carpenter's Road
139	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407420	27-Apr-07	W	NE bank		Building on SW bank
140	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407421	27-Apr-07	W	NE bank		Buildings on SW bank
141	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407422	27-Apr-07	SW	NE bank		Buildings on SW bank
142	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407423	27-Apr-07	W	NE bank		Joins in concrete of SW revetment, building on SW bank
143	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407424	27-Apr-07	NW	NE bank		SW bank seen through fences on NE bank
144	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407425	27-Apr-07	S	NE bank		Base fitting of modern fence, screwed to concrete NE revetment

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
145	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407426	27-Apr-07	W	NE bank	Camera: TQ 37878 BNG 84339	Buildings on SW bank
146	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407427	27-Apr-07	S	NE bank	Camera: TQ 37878 BNG 84340	Buildings on SW bank
147	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407428	27-Apr-07	S	NE bank		Down river
148	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407429	27-Apr-07	S	NE bank		Down river
149	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407430	27-Apr-07	NW	NE bank		SW bank
150	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407431	27-Apr-07	NW	NE bank		SW bank
151	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407432	27-Apr-07	S	NE bank		Iron handle attached to concrete of NE revetment
152	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407433	27-Apr-07	W	NE bank		Holes in concrete of path on NE bank
153	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407434	27-Apr-07	SW	NE bank		Damage to concrete of path on NE bank
154	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407435	27-Apr-07	SW	NE bank		Artwork on railings of SW bank
155	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407436	27-Apr-07	W	NE bank		Rusted railing on NE bank
156	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407437	27-Apr-07	W	NE bank	Camera: TQ 37986 BNG 84228	Metal fitting attached to NE side of NE bank
157	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407438	27-Apr-07	W	NE bank	Camera: TQ 37986 BNG 84229	Join in concrete of NE revetment
158	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407439	27-Apr-07	S	NE bank		SW bank, with trains
159	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407440	27-Apr-07	W	NE bank		Pylon on SW bank

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
160	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407441	27-Apr-07	NW	NE bank		Up river
161	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407442	27-Apr-07	SW	NE bank		SW bank
162	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407443	27-Apr-07	SW	NE bank		SW bank
163	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407444	27-Apr-07	NE	NE bank	Camera: TQ 38008 BNG 84189	River and 1A Carpenter's Road
164	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407445	27-Apr-07	N	NE bank	Camera: TQ 38008 BNG 84189	1A Carpenter's Road
165	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407446	27-Apr-07	NE	NE bank	Camera: TQ 38008 BNG 84189	SW bank and pylon
166	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407447	27-Apr-07	SW	NE bank		Rusty railing attached to NE bank, with evidence of previous railings
167	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407448	27-Apr-07	S	NE bank	Railing end: TQ 37957 BNG 84266*	N end of rusty railing
168	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407449	27-Apr-07	S	NE bank		Iron gate (?) tied to N end of rusty railing
169	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407450	27-Apr-07	SW	NE bank		Iron gate (?) tied to N end of rusty railing
170	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407451	27-Apr-07	SW	NE bank	Camera: TQ 37842 BNG 84368	Metal fittings attached to NE bank, evidence of earlier fence/railing
171	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407452	27-Apr-07	NW	NE bank		Hole in wall of Marshgate bridge, NE bank
172	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407454	27-Apr-07	N	SW bank		New building on NE bank, SE of railway bridge

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	SHOTS TAKEN FROM	IDENTIFIER	COMMENTS
173	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407455	27-Apr-07	W	SW bank		Gate on SW towpath, Marshgate Lane bridge in background
174	OL-01207	Waterways, Waterworks River	Digital Cannon 400D	14407456	27-Apr-07	E	SW bank		Gate on SW towpath, SE of Marshgate Lane bridge

*Reading taken on NE side of chain link fence, 1.6m away from actual N end of railing

22.10 Waterways boat trip photo register

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407856	Bridge a north end of river Lea, by Lesney Building TQ 36649
2	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	14407857	Detailed shot of bridge
3	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407858	General shot of Lea Navigation
4	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407859	Shot of Lea Navigation showing Larson type camp shedding on west bank
5	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407860	Shot of Lea Navigation showing Larson type camp shedding on west bank
6	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407861	Working shot
7	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407862	Shot of Lea Navigation, Homerton Road Bridge and Lesney Matchbox toy factory
8	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407863	Shot of Lea Navigation, Homerton road bridge and Lesney Matchbox toy factory
9	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407864	Shot of Lea Navigation, Homerton Road Bridge and Lesney Matchbox toy factory
10	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	14407865	Shot showing Homerton Road Bridge, eastern towpath, and access stairwell
11	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407866	Shot of east bank showing Larson type camp shedding and metal bollards
12	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407867	Close up shot of stairwell access from eastern towpath to Homerton Road Bridge
13	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407868	Shot of western underside of Homerton Road Bridge showing brick and ragstone walling and timber bumping piece
14	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407869	Shot of Eastern towpath with rag stone capping and outer brick wall of stairwell access to Homerton Road Bridge
15	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407870	Shot o south eastern underside of Homerton Road Bridge showing ragstone and brick walling and stone quoin bumping piece

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
16	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407871	Close up shot of timber bumping piece on western side of Homerton Road Bridge
17	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407872	Shot of timber bumping piece south western side of Homerton Road Bridge
18	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407873	Shot of horizontal timber brace to western side of canal edge immediately south of Homerton Road Bridge
19	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407874	Shot of canal towpath edging showing change in material from concrete capping to Larson coffering
20	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407875	Shot of Larson coffering with reinforcing metal bracing and brackets on west bank of Lea Navigation
21	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407876	Close up shot of Larson coffering with reinforcing metal bracing and bracketing on west bank of Lea Navigation
22	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407877	Close up shot of horizontal timber brace to western side of canal edge immediately south of Homerton Road Bridge
23	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407878	Close up shot of Larson coffering with reinforcing metal bracing and bracketing on west bank of Lea Navigation
24	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407879	Detailed showing of Larson coffering with reinforcing metal bracing and bracket on west bank of Lea Navigation
25	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407880	Close up shot of Larson coffering with reinforcing metal bracing and bracketing on west bank of Lea Navigation
26	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407881	General shot of Lea Navigation west bank
27	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407882	Shot of eastern canal towpath showing Larson coffering with poured concrete capping
28	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407883	General shot of Lea Navigation
29	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407884	General shot of east bank showing state of Larson coffering and metal bracing
30	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407885	General shot of east bank showing state of Larson coffering and metal bracing
31	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407886	Close up shot of west bank showing concrete capping

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
32	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407887	Close up shot of west bank showing concrete capping
33	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407888	General shot of west bank
34	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407889	Shot of overgrown poured concrete ramp on east bank of Lea Navigation
35	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407890	Close up shot of damaged concrete banking caused by tree growth
36	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407891	General shot of damaged concrete banking caused by tree growth
37	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407892	Shot of overgrown poured concrete ramp on east bank of Lea Navigation
38	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407893	General shot of Lea Navigation with East Cross Route bridges in background
39	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407894	General shot of Lea Navigation with East Cross Route bridges in background
40	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407895	Shot showing both tended and overgrown lengths of western bank of Lea Navigation
41	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407896	General shot of Lea Navigation with East Cross Route bridges in background
42	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407897	Shot showing eastern side of East Cross Route Bridge and east bank
43	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407898	Shot showing western side of East Cross Route Bridge and west bank
44	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407899	Shot showing western side of East Cross Route Bridge and west bank
45	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407900	Shot showing underside of East Cross Route Bridges, east and west banking of Lea Navigation and Eastway Road Bridge
46	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407901	Shot showing underside of East Cross Route Bridges and east banking of Lea Navigation
47	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407902	Shot showing underside of East Cross Route Bridges, east and west banking of Lea Navigation and Eastway Road Bridge
48	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407903	General shot of Eastway Road Bridge and Lea Navigation

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
49	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407904	Shot of Lea Navigation's east bank showing Larson camp shedding with metal bracketing and cobbled capping
50	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407905	Shot of east bank showing change from Larson type camp shedding to granite block capping
51	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407906	Shot showing underside of north west side of Eastway Road Bridge with metal bumping piece
52	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407907	Shot of east bank and north east side of Eastway Road Bridge
53	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407908	Shot showing underside of Eastway Road Bridge and eastern bank
54	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407909	Close up shot showing underside of north west side of Eastway Road Bridge with metal bumping piece
55	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407910	Shot showing granite block capping and cobbled towpath on east bank Lea Navigation
56	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407911	Shot showing cobbled towpath and change from Larson type granite block capping to Larson type camp shedding on east bank Lea Navigation
57	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407912	Shot showing change from granite capping to Larson type camp shedding
58	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407913	General shot east bank
59	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407914	Close up shot of east bank showing Larson type camp shedding
60	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407915	Close up shot of east bank showing Larson type camp shedding
61	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407916	General shot of Lea Navigation and covered concrete bridge
62	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407917	General shot of Lea Navigation and covered concrete bridge
63	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407918	General shot of Lea Navigation and covered concrete bridge
64	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407919	Shot showing eastern side of covered concrete bridge and east bank

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
65	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407920	Shot showing western side of covered concrete bridge and west bank
66	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407921	Shot showing western side of covered concrete bridge and west bank
67	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407922	Shot showing western side of covered concrete bridge and west bank
68	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407923	Shot showing covered concrete bridge underside and east bank
69	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407924	Shot showing covered concrete bridge underside and east bank
70	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407925	Shot showing covered concrete bridge underside and east bank
71	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407926	Shot showing covered concrete bridge underside and west bank
72	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407927	Shot showing covered concrete bridge underside and east bank
73	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407928	Shot showing south eastern side of covered concrete bridge and eastern towpath
74	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407929	Shot of concrete sluice on west bank of Lea Navigation
75	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407930	Shot of concrete sluice on west bank of Lea Navigation
76	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407931	Shot of concrete sluice on west bank of Lea Navigation
77	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407932	Shot of concrete sluice on west bank of Lea Navigation
78	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407933	Shot of concrete sluice on west bank of Lea Navigation
79	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407934	Shot of concrete sluice on west bank of Lea Navigation
80	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407935	Detailed shot showing water pipe inset into west bank rag stone walling and blue engineering capping bricks
81	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407936	Placement shot for shot 14407935
82	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407937	Shot showing concrete repair to Larson type camp shedding on East bank

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
83	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407938	Shot showing concrete repair to Larson type camp shedding on East bank
84	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407939	Shot showing concrete repair to Larson type camp shedding on East bank
85	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407940	General shot of east bank showing Larson type camp shedding
86	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407941	Shot of west bank showing ragstone walling and Larson type camp shedding both capped with modern red bricks and modern bollards
87	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407942	Shot of west bank showing ragstone walling and Larson type camp shedding both capped with modern red bricks and modern bollards
88	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407943	Shot of 1st tipping wharf on eastern bank
89	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407944	Detailed shot of overflow water pipe set into tipping wharf on east bank
90	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407945	Detailed shot of southern end of tipping wharf, showing changing from poured concrete façade to Larson type camp shedding on east bank
91	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407946	Shot of east bank
92	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407947	Shot of east bank
93	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407948	Shot of west bank with moored barges in foreground
94	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407949	Shot of 2nd tipping wharf on east bank
95	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407950	Shot of western side of canal
96	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407951	General shot of Lea Navigation towards Old Ford Locks
97	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407952	Shot of 2nd tipping wharf on east bank
98	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407953	Shot of 3rd tipping wharf on east bank

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
99	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407954	Detailed shot as safety rail and Larson type camp shedding at northern end of 3rd tipping wharf
100	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407955	Shot of west bank showing ragstone walling and Larson type camp shedding both capped with modern red bricks and modern bollards
101	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407956	Working shot
102	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407957	Working shot
103	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407958	Shot of Larson type camp shedding inset with water sluice with riveted timber sleeper and capped with modern red brick and modern bollards
104	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407959	Shot of Larson type camp shedding inset with water sluice with riveted timber sleeper and capped with modern red brick and modern bollards
105	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407960	Shot showing height difference in Larson type camp shedding on east bank
106	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407961	Detailed shot of two different types of banking, Larson type camp shedding and poured concrete
107	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407962	General shot of Larson type camp shedding on east bank
108	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407963	General shot of showing towpath and associated wall with graffiti and Larson type camp shedding on east bank
109	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407964	Detailed shot of west bank showing Larson type camp shedding
110	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407965	Shot of small concrete wharf/jetty associated with John Stone Boat House on West Bank
111	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407966	Detailed shot of stone plaque over river side entrance to boat house
112	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407967	Detailed shot showing change from Metal girder capping to Larson type camp shedding on west bank

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
113	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407968	Shot showing west bank of navigation
114	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407969	Shot showing west bank of navigation
115	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407970	Detailed shot of west banking
116	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407971	Detailed shot of west banking
117	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407972	Shot of Larson type camp shedding on east bank
118	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407973	Shot showing railway bridge over Lea navigation
119	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407974	Shot showing north west side of railway bridge over Lea Navigation
120	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407975	Shot showing north east side of railway bridge over Lea Navigation
121	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407976	Shot of towpath and east bank under railway bridge
122	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407977	Shot showing damage to west bank revealing either concrete filled or sand filled bags as infill for banking capped with poured concrete.
123	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407978	Shot showing eastern towpath with modern graffiti and Larson type camp shedding
124	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407979	Shot showing eastern towpath with Kings Yard behind
125	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407980	Shot showing eastern towpath with Kings Yard behind
126	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	14407981	Shot of White Post Lane Bridge
127	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407982	Shot of north east side of White post Lane Bridge and sewerage pipe
128	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407983	Shot of north west side of White post Lane Bridge and sewerage pipe
129	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407984	Shot showing cobbled towpath under Whit Post Lane Bridge
130	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407985	Shot showing cobbled towpath under Whit Post Lane Bridge

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
131	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407986	Shot showing west side of navigation under White Post Lane Bridge with possible running blocks attached to wall
132	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407987	Shot showing west side of navigation under White Post Lane Bridge with possible running blocks attached to wall
133	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	14407988	Shot of access ramp to White Boat Lane Bridge and eastern towpath
134	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407989	Shot showing entrance to Hertford Union/Duckett's canal on western side of Lea Navigation
135	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407990	Shot of modern dredging barge
136	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407991	Shot showing state of eastern bank
137	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	14407992	Shot showing western bank of navigation
138	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407993	Detailed shot showing eastern bank with inset overflow pipe
139	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407994	General shot showing eastern bank of with inset overflow water pipe
140	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407995	General shot showing eastern bank of with inset overflow water pipe
141	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	14407996	General shot showing eastern bank of with inset overflow water pipe
142	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	14407997	Shot of over grown west bank showing ragstone walling
143	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	14407998	Shot of over grown west bank showing ragstone walling
144	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	14407999	Detailed shot showing eastern bank with inset overflow pipe
145	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607000	Shot showing tipping wharves on eastern bank
146	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607001	Detailed shot showing top of Larson camp shedding
147	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607002	Shot of west bank of Navigation showing construction of smoked salmon warehouse/factory

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
148	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607003	Detailed shot showing change in banking type from Larson type camp shedding to ragstone blocking
149	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607004	General shot of northern end of Old Ford Locks
150	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607005	General shot of northern end of Old Ford Locks
151	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607006	Shot of west bank of navigation showing riverside warehousing and moored dredging barges
152	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607007	Shot of east bank showing remnants poured concrete capping and Larson type camp shedding
153	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607008	Shot of east bank showing remnants poured concrete capping and Larson type camp shedding
154	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607009	Shot showing Old Ford Lock and associated lock house
155	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607010	General shot of Old Ford Lock
156	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607011	General shot of Old Ford Lock
157	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607012	Shot of Old Ford Lock's western chamber and central dolphin island
158	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607013	Shot of Old Ford Lock's western chamber and central dolphin island
159	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607014	Shot of weir on north of Old Ford Lock
160	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607015	Shot showing east towpath and Old Ford Lock Houses
161	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607016	Detailed shot of east towpath showing mooring bollard, Larson type camp shedding and lock distance posts
162	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607017	Shot of east chamber of Old Ford Lock
163	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607018	Detailed shot showing base flood paddle on east side of east chamber
164	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607019	Placement shot showing inset mooring point of east chamber's east wall

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
165	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607020	Detailed shot of inset mooring point of east chamber's east wall
166	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607021	Shot of metal ladder inset into central toll island
167	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607022	Shot showing closed upper/north lock gates
168	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607023	Detailed shot of inset mooring point of east chamber's east wall
169	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607024	Shot of open lower/south lock gates and overhead footbridge
170	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607025	Shot of open lower/south lock gates and overhead footbridge
171	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607026	Shot of jetty at south tail end of lock
172	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607027	Shot of greenway bridge over River Lea
173	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607028	Shot of pedestrian bridge over river Lea
174	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607029	Shot of south tail end of old Ford locks, foot bridge and eastern chamber in use by pleasure boat
175	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607030	Shot of south tail end of old Ford locks, foot bridge and eastern chamber in use by pleasure boat
176	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607031	Shot of River Lea below old ford locks, towpath and moored barge
177	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607032	Shot of pedestrian bridge over River Lea east of Old Ford Locks
178	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607033	General shot of Old Ford Locks
179	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607034	Shot of south bank of River Lea showing position of overflow pipes
180	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607035	Detailed shot of overflow pipes
181	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607036	Shot of water pipes over River Lea
182	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607037	Shot showing remnant of Pudding Mill Lock on west bank of River Lea

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
183	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607038	General shot of River Lea showing south bank
184	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607039	Shot of City Mill River footbridge and confluence of Rivers Lea and City Mill
185	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607040	Shot Carpenters Lock on River Lea
186	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607041	Shot Carpenters Lock on River Lea
187	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607042	Shot Carpenters Lock on River Lea
188	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607043	Shot Carpenters Lock on River Lea
189	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607044	Shot showing south west side of carpenters Road Bridge
190	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607045	Shot showing north east bank of City Mill River
191	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607046	Shot showing north east bank of City Mill River with inset metal access ladder
192	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607047	General shot of City Mill River
193	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607048	General shot of City Mill River with overhead electricity pylons in background
194	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607049	Shot of City Mill River's north east bank
195	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607050	Shot of City Mill River's north east bank
196	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607051	Shot of City Mill River's north east bank
197	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607052	Shot of City Mill River's north east bank
198	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607053	Shot of City Mill River's north east bank and railway bridge
199	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607054	Shot of City Mill River's north east bank and railway bridge
200	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607055	Shot of City Mill River's north east bank and railway bridge
201	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607056	Shot of City Mill River under railway bridge with greenway bridge in background

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
202	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607057	Shot of protective timbers attached to north east bank of City Mill River
203	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607058	Shot of greenway bridge over City Mill River
204	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607059	General shot of City Mill River south of greenway bridge
205	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607060	Shot of mooring point immediately south of greenway bridge on north east bank of City Mill River
206	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607061	General shot of north east bank of City Mill River
207	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607062	General shot of north east bank of City Mill River with Marshgate Lock cottage in background
208	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607063	General shot of north east bank of City Mill River
209	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607064	General shot of north east bank of City Mill River
210	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607065	Detailed shot of north east bank showing floating plant beds
211	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607066	Shot showing disused section associated with of Marshgate lane lock system now heavily overgrown
212	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607067	Shot showing disused section associated with of Marshgate lane lock system now heavily overgrown
213	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607068	Shot showing disused section associated with of Marshgate lane lock system now heavily overgrown
214	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607069	Shot of southern tip of Marshgate Lane Lock island and lock itself
215	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607070	Shot of southern tip of Marshgate Lane Lock island and lock itself
216	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607071	Shot of Blaker Road over City Mill Lock
217	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607072	Shot of Blaker Road over City Mill Lock
218	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607073	Shot of north west bank of City Mill/Bow Back River

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
219	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607074	Shot of north west bank of City Mill/Bow Back River, towpath and Maryland Plastics Ltd in background
220	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607075	Shot of south east bank of Bow back River
221	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607076	Shot of south east banking showing poured concrete
222	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607077	Detailed shot of south east bank of bow back river showing poured concrete cement, underlying Larson type camp shedding and protective timber posts
223	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607078	Shot showing change in banking type from cement to older red brick
224	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607079	Shot showing change in banking type from cement to older red brick
225	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607080	General shot showing state south east brick banking of Bow Back River
226	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607081	Shot showing state of south east bank showing various repairs to banking
227	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607082	Shot showing change in banking type from red brick to poured cement
228	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607083	Shot showing change in banking type from red brick to poured cement
229	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607084	Shot showing area of Bow Back River's north west bank which has subsided
230	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607085	Shot showing area of Bow Back River's north west bank which has subsided
231	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607086	Shot of Bow Back River's north west bank showing cement construction material and attached metal mooring chains
232	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607087	Shot of Bow Back River's south east bank with timber guard posts
233	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607088	Detailed shot of timber guard posts on south east bank of Bow Bank River
234	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607089	Shot of Metal sheet piling on south east bank of Bow Back River immediately north of Marshgate Lane bridge

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
235	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607090	Shot showing south east side of Marshgate Lane Bridge
236	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607091	Shot showing south east side of Marshgate Lane Bridge
237	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607092	Shot of south east metal coffered banking on Bow Back River immediately south of Marshgate Lane bridge
238	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607093	Shot showing inset sluices with safety bars across on north west bank of Bow Back River
239	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607094	Close up shot showing inset sluices with safety bars across on north west bank of Bow Back River
240	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607095	Close up shot showing inset sluices with safety bars across on north west bank of Bow Back River
241	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607096	Shot showing south east bank of Bow Back River south of Cooks Road Bridge
242	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607097	Shot taken from River Lea showing confluence with Bow Back River
243	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607098	Shot taken from River Lea showing confluence with Bow Back River
244	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607099	Shot of Cooks Road bridge over Bow Back river
245	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607100	Shot of Bow Back River south east bank
246	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607101	Shot of Bow Back River south east bank
247	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607102	Shot of Bow Back River south east bank
248	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607103	General shot of Bow Back River
249	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607104	General shot of Bow Back River
250	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607105	Detailed shot of south east bank with timber guards and attached mooring rope
251	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607106	Shot of south east bank showing change of material type from poured shuttered concrete to red brick covered with cement render

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
252	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607107	Shot of south east bank showing change of material type from poured shuttered concrete to red brick covered with cement render
253	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607108	Shot of south east bank showing change of material type from poured shuttered concrete to red brick covered with cement render
254	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607109	Shot of north west bank showing change in material type from poured shutter concrete to steel coffered banks
255	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607110	Shot of Bow Back River showing Marshgate Lane Bridge
256	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607111	Shot of Bow Back River showing Marshgate Lane Bridge
257	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607112	Shot of south east bank of Bow Back River
258	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607113	Shot of Marshgate Lane Bridge
259	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607114	Shot of south east bank of Bow Back River
260	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607115	Shot of south east bank of Bow Back River
261	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607116	Close up shot of south east bank of bow back river showing
262	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607117	Shot of north west bank of Bow Back River showing concrete over steel coffered banks
263	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607118	Shot of Bow Back River towards change into City Mill River and Marshgate Lane Lock
264	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607119	Detail shot of south east concrete bank with timber guard post
265	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	1760120	Shot of mooring point composed of inset steps on south east bank of Bow Back River
266	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	1760121	Shot of southern end of Marshgate Lane Lock island showing east bank of City Mill River
267	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	1760122	Detailed shot of City Mill River eastern bank showing timber guard post and inset metal ladder

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
268	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	1760123	Shot of City Mill River's east bank showing disused section associated with of Marshgate lane lock system now heavily overgrown with protective timber guard post in front
269	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	1760124	Shot City Mill River's east bank
270	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	1760125	Shot City Mill River's east bank heading towards Greenway bridge
271	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	1760126	Shot of City Mill River heading towards Greenway bridge
272	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	1760127	Shot of City Mill River west bank
273	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	1760128	Shot of City Mill River heading towards Greenway bridge
274	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	1760129	Shot of City Mill River west bank
275	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	1760130	Detailed shot of City Mill River east bank showing imprints of wooden shuttering marks on concrete
276	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	1760131	Detailed shot showing base of safety rail on east bank of City Mill River
277	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607132	Shot of mooring point south of Greenway bridge on east bank of City Mill River
278	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607133	Shot of Greenway bridge's eastern side
279	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607134	Shot of City Mill River under Greenway bridge
280	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607135	Shot of City Mill River and North-Eastern Railway bridge
281	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607136	Shot of City Mill River and North-Eastern Railway bridge
282	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607137	Shot of City Mill River and North-Eastern Railway bridge
283	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607138	Shot of City Mill river under North Eastern Railway Bridge
284	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607139	Close up shot of timber pile attached to east bank of City Mill River
285	OL-01207	Waterways, boat trip	Canon Digital	14-May-	SE	17607140	Shot of timber whale under water connecting timber piles

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400D	07			
286	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607141	Shot of timber whale under water connecting timber piles
287	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607142	Shot of timber whale under water connecting timber piles
288	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607143	Shot of City Mill River's eastern concrete bank with timber guard post attached
289	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607144	Shot of timber fencing on west bank of City Mill River
290	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607145	Shot of City Mill River's eastern concrete battered and shuttered bank
291	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607146	Shot of City Mill River's eastern concrete battered and shuttered bank
292	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607147	Shot of inset ladder on east bank of City Mill River
293	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607148	Shot of overflow pipe in east bank of City Mill River
294	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607149	Shot of City Mill river toward Marshgate Lane Bridge
295	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607150	Shot of City Mill river toward Marshgate Lane Bridge
296	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607151	Shot of City Mill river toward Marshgate Lane Bridge
297	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607152	Shot showing west bank of City Mill River with row of drainage holes immediately above waterline
298	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607153	Shot showing west bank of City Mill River with row of drainage holes immediately above waterline
299	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607154	Shot showing confluence of both City Mill and Lea Rivers, and Marshgate Lane Bridge
300	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607155	Shot showing north eastern side of City Mill River footbridge
301	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607156	Shot showing south western side of City Mill River footbridge, underside of Marshgate Lane Bridge and confluence with River Lea
302	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607157	Shot showing River Lea's eastern bank and Carpenters Lock

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
303	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607158	Detailed shot showing timber guard posts attached to River Lea's eastern bank
304	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607159	Detailed shot showing timber guard posts attached to River Lea's eastern bank and east side of Carpenters Lock
305	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607160	Shot showing City Mill footbridge, Marshgate Lane Bridge and confluence of City Mill and Lea Rivers
306	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607161	Shot showing City Mill footbridge, Marshgate Lane Bridge and confluence of City Mill and Lea Rivers
307	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607162	Shot showing City Mill footbridge, Marshgate Lane Bridge and confluence of City Mill and Lea Rivers
308	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607163	Shot of south east bank of River Lea showing change from concrete banking with timber guard posts to steel coffered banking, both heavily overgrown
309	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607164	Shot of south east bank of River Lea showing change from concrete banking with timber guard posts to steel coffered banking, both heavily overgrown
310	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607165	Shot of south east bank of River Lea showing change from concrete banking with timber guard posts to steel coffered banking, both heavily overgrown
311	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607166	Shot of south east bank of River Lea showing change from concrete banking with timber guard posts to steel coffered banking, both heavily overgrown
312	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607167	Shot showing overhead electric pylons on east bank of River Lea
313	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607168	Detail shot of mooring point inset in east bank of River Lea
314	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607169	Detail shot of mooring point inset in east bank of River Lea
315	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607170	Detail shot of mooring point inset in east bank of River Lea

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
316	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607171	Detail shot showing drainage pipe inset to east bank of River Lea
317	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607172	Shot showing wattling on west bank of River Lea TQ 37559
318	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607173	Shot showing wattling on west bank of River Lea TQ 37559
319	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607174	Shot showing wattling on west bank of River Lea
320	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607175	Shot showing wattling on west bank of River Lea
321	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607176	Shot of River Lea towards confluence with Pudding Mill River
322	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607177	Shot of River Lea's east bank showing imprints of timber shuttering and sockets for mooring rings
323	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607178	Shot of Pudding Mill Lock on River Lea
324	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607179	Shot of Pudding Mill Lock's west side
325	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607180	Shot showing change from poured cement baking to ragstone wall banking on south east bank of River Lea, immediately north of Pudding Mill Lock
326	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607181	Shot showing change from poured cement baking to ragstone wall banking on south east bank of River Lea, immediately north of Pudding Mill Lock
327	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607182	Shot showing west side of Pudding Mill Lock and original opening for lock gate
328	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607183	Detail shot showing original opening for lock gate on south east bank of River Lea
329	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607184	Detail shot showing original opening for lock gate on south east bank of River Lea
330	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607185	Detail shot showing original opening for lock gate on north west side of River Lea
331	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607186	Detail shot showing original opening for lock gate on north west side of River Lea

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
332	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607187	Shot showing state River Lea's west bank
333	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607188	Shot showing state River Lea's east bank
334	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607189	Shot showing footbridge over entrance to Pudding Mill River
335	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607190	Shot showing wattling on west bank of River Lea
336	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607191	Shot showing north side of Pudding Mill River footbridge
337	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607192	Shot showing south side of footbridge over Pudding Mill River at confluence with the River Lea
338	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607193	Shot of footbridge over Pudding Mill River at confluence with River Lea
339	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607194	Shot of footbridge over Pudding Mill River at confluence with River Lea
340	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607195	Shot of footbridge over Pudding Mill River at confluence with River Lea
341	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607196	Shot of footbridge over Pudding Mill River at confluence with River Lea
342	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607197	Shot of footbridge over Pudding Mill River at confluence with River Lea
343	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607198	Shot showing sewerage pipes over River Lea towards Old Ford Locks
344	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607199	Close up shot showing sewerage pipes over River Lea towards Old Ford Locks
345	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607200	Shot showing south eastern side of footbridge over River Lea at confluence with the Lea Navigation
346	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607201	Wide shot of River Lea showing footbridge in background
347	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607202	Shot of wooden jetty on north west bank of River Lea at south end of Old Ford Lock House garden
348	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607203	Shot of wooden jetty on north west bank of River Lea at south end of Old Ford Lock House garden

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
349	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607204	Close up shot showing south eastern access steps to footbridge over River Lea
350	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607205	General shot of foot bridge over River Lea at confluence with the Lea Navigation
351	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607206	Detail shot of south east bank of River Lea showing inset overflow pipes
352	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607207	Shot showing brick and concrete banking on south east bank of River Lea
353	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607208	Shot of west bank of River Lea immediately south of Old Ford Locks
354	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607209	Detail shot of Metal bumping post inset into concrete attached to east bank of River Lea immediately south of Old Ford Locks
355	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607210	Detailed shot of steel coffered west bank of River Lea showing rivets and attached metal ladder
356	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607211	General shot of River Lea south of Old Ford Locks
357	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607212	General shot of River Lea south of Old Ford Locks
358	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607213	Shot of east bank of the River Lea showing damage/repair to steel coffered bank
359	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607214	Shot of east bank of the River Lea showing damage/repair to steel coffered bank
360	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607215	Shot of west bank of River Lea showing riverside building and beached/abandoned boat
361	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607216	Shot of west bank of River Lea showing steel coffered bank
362	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607217	Shot of east bank of River Lea showing steel coffered bank
363	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607218	Shot of east bank of River Lea showing steel coffered bank
364	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607219	Shot showing railway bridge over River Lea
365	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607220	Shot showing railway bridge over River Lea
366	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607221	Shot showing railway bridge over River Lea

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
367	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607222	Shot of bridge support with protective dolphin
368	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607223	Detailed shot of metal cladding on west side of protective dolphin
369	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607224	Shot of west side of bridge over river Lea
370	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607225	Shot of Great Eastern and Northern Railway bridge over River Lea
371	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607226	Shot of Great Eastern and Northern Railway bridge over River Lea
372	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607227	Shot of River Lea under Great Eastern and Northern Railway bridge
373	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607228	Shot of River Lea showing east and west bank with different types of protective cladding
374	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607229	Shot of River Lea showing east and west banks
375	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607230	Shot of River Lea showing east bank
376	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607231	Shot of River Lea showing east bank
377	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E-NE	17607232	Shot of footbridge over confluence with the Bow Back River
378	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E-SE	17607233	Shot of east stone bank at confluence with Bow Back River at north end of footbridge
379	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607234	Shot of west steel coffered bank at confluence with Bow Back River at south end of footbridge
380	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607235	General shot of River Lea
381	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607236	General shot of River Lea
382	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607237	General shot of River Lea
383	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SE	17607238	General shot of River Lea
384	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607239	Shot of poured and shuttered concrete west banking
385	OL-01207	Waterways, boat trip	Canon Digital	14-May-	NW	17607240	Shot of poured and shuttered concrete west banking

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400D	07			
386	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607241	Shot of River Lea under Great Northern and Eastern Railway bridge
387	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607242	Shot of River Lea under Great Northern and Eastern Railway bridge
388	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607243	Shot of River Lea under Great Northern and Eastern Railway bridge showing confluence with Bow Back River
389	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607244	Shot of River Lea under Great Northern and Eastern Railway bridge showing confluence with Bow Back River
390	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607245	Shot of steel coffered east banking on River Lea
391	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607246	Shot of east towpath and associated steel coffered bank
392	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607247	Shot of western steel coffered bank
393	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607248	Shot of River Lea showing east and west bank with differing constructional materials
394	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607249	Shot of east towpath and associated steel coffered bank
395	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607250	Shot of covered footbridge and Great Northern and Eastern Railway bridge over the River Lea
396	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607251	Shot of covered footbridge and Great Northern and Eastern Railway bridge over the River Lea
397	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607252	Shot of covered footbridge and Great Northern and Eastern Railway bridge over the River Lea
398	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607253	Shot showing the River Lea under Great Northern and Eastern Railway bridge
399	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607254	Shot showing the River Lea under Great Northern and Eastern Railway bridge
400	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607255	Shot showing Shot of River Lea's east and west banks with railway bridge in background
401	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	S	17607256	Shot showing Shot of River Lea's east and west banks with railway bridge in background

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
402	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607257	Shot of telephone mast on east bank
403	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607258	Shot showing western side of railway bridge over River Lea
404	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607259	Shot of bridge support with protective dolphin
405	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607260	General shot of River Lea
406	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607261	Detailed shot of dolphin with protective metal cladding
407	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607262	Detailed shot of dolphin with protective metal cladding
408	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607263	General shot of River Lea
409	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607264	Detailed shot of steel coffered east bank of River Lea showing rivets and attached metal ladder
410	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607265	General shot of River Lea
411	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607266	General shot of River Lea
412	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607267	Shot of steel coffered western banking showing protruding overflow pipes
413	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607268	Detailed shot showing steel coffered west bank of River Lea with inset overflow pipe
414	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607269	General shot of River Lea
415	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607270	Shot of River Lea's west bank showing riverside factory/warehouse building and beached boat
416	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607271	Shot of east bank of the River Lea showing repair to steel coffered bank
417	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607272	Shot of east bank of the River Lea showing repair to steel coffered bank
418	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607273	Shot of east bank of the River Lea showing repair to steel coffered bank
419	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607274	Shot of east bank of the River Lea showing repair to steel coffered bank

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
420	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607275	Shot showing new riverside flat development on River Lea north of Wick Lane site
421	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607276	Shot showing new riverside flat development on River Lea north of Wick Lane site
422	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607277	Shot showing west bank of River Lea (Wick Lane Site)
423	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607278	Shot showing west bank of River Lea with new riverside flats and sewerage pipes crossing river
424	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607279	Shot of pipes associated with northern outfall sewer crossing River Lea
425	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607280	Shot of culvert entrance in west bank of River Lea
426	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607281	Close up shot of pipes associated with northern outfall sewer crossing River Lea and Greenway bridge in background
427	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607282	Detailed shot of plaque on south side of Greenway bridge across the River Lea
428	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607283	Shot showing western extent of greenway bridge underside
429	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607284	Shot showing western extent of greenway bridge underside
430	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	SW	17607285	Shot showing western extent of greenway bridge underside
431	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607286	Shot showing west bank of River Lea north of Greenway bridge
432	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607287	Shot showing steel coffered west bank of River Lea north of Greenway bridge
433	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	E	17607288	Shot showing River Lea's eastern steel coffered bank, mooring bollard and ramp access to footbridge east of Old Ford Locks
434	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607289	Detailed shot showing west bank of the River Lea immediately south of Old Ford Lock
435	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607290	General shot of west bank south of Old Ford Locks
436	OL-01207	Waterways, boat trip	Canon Digital	14-May-	W	17607291	General shot of west bank south of Old Ford Locks

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400D	07			
437	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607292	General shot of west bank south of Old Ford Locks
438	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607293	Shot showing riverside apartments on west bank of River Lea south of Old Ford Lock
439	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607294	Shot showing riverside apartments on west bank of River Lea south of Old Ford Lock
440	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607295	Shot of footbridge immediately east of Old Ford Locks
441	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607296	General shot of Old Ford Locks
442	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607297	General shot of Old Ford Locks
443	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607298	Shot of brick and stone west bank immediately south of Old Ford Locks
444	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607299	Shot of brick and stone west bank immediately south of Old Ford Locks
445	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	W	17607300	Shot of brick and stone west bank immediately south of Old Ford Locks
446	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NE	17607301	Shot of east bank ragstone immediately south of Old Ford Locks
447	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607302	Shot showing closed western chamber of Old Ford Locks
448	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607303	General shot of Old Ford Locks showing eastern chamber's upper gate closing and western chamber closed
449	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607304	General shot of Old Ford Locks showing eastern chamber's upper gate closing and western chamber closed
450	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607305	Shot of wooden jetty at northern tail end and western chamber of Old Ford Locks
451	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607306	Shot of eastern chamber upper lock gates
452	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607307	Shot of wooden jetty at northern tail end of Old Ford Locks

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
453	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607308	Close up shot showing north eastern end of wooden jetty and southern end of eastern chamber
454	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	NW	17607309	Shot of open lock gate in eastern chamber
455	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607310	Shot of eastern chamber's lower lock gates closing
456	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607311	Shot of upper eastern chamber lock opening
457	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607312	Shot of upper eastern chamber lock opening
458	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607313	Shot of upper eastern chamber lock opening
459	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607314	Shot of upper eastern chamber lock opening
460	OL-01207	Waterways, boat trip	Canon Digital 400D	14-May-07	N	17607315	Shot of upper eastern chamber lock open

22.11 OL-03007: Carpenter's Lock photo register

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-03007	Carpenters Lock	Digital Cannon 400D	14407145	19-Apr-07	E		West side of Lock through fence of Carpenter's Road Business Park
2	OL-03007	Carpenters Lock	Digital Cannon 400D	14407146	19-Apr-07	E		West side of Lock through fence of Carpenter's Road Business Park
3	OL-03007	Carpenters Lock	Digital Cannon 400D	14407147	19-Apr-07	E		West side of Lock through fence of Carpenter's Road Business Park
4	OL-03007	Carpenters Lock	Digital Cannon 400D	14407148	19-Apr-07	E		West side of Lock through fence of Carpenter's Road Business Park
5	OL-03007	Carpenters Lock	Digital Cannon 400D	14407149	19-Apr-07	E		West side of Lock through fence of Carpenter's Road Business Park
6	OL-03007	Carpenters Lock	Digital Cannon 400D	14407150	19-Apr-07	N		Shot of south side of Lock taken from City Mill River footbridge
7	OL-03007	Carpenters Lock	Digital Cannon 400D	14407151	19-Apr-07	N		Shot of south side of Lock taken from City Mill River footbridge
8	OL-03007	Carpenters Lock	Digital Cannon 400D	14407152	19-Apr-07	N		Shot of south side of Lock taken from City Mill River footbridge
9	OL-03007	Carpenters Lock	Digital Cannon 400D	14407153	19-Apr-07	N		Shot of south side of Lock taken from City Mill River footbridge
10	OL-03007	Carpenters Lock	Digital Cannon 400D	14407154	19-Apr-07	N		Shot of south side of Lock taken from City Mill River footbridge
11	OL-03007	Carpenters Lock	Digital Cannon 400D	14407155	19-Apr-07	N		Shot of south side of Lock taken from City Mill River footbridge
12	OL-03007	Carpenters Lock	Digital Cannon 400D	14407156	19-Apr-07	N		Shot of south side of Lock taken from City Mill River footbridge
13	OL-03007	Carpenters Lock	Digital Cannon 400D	14407157	19-Apr-07	NE		City Mill footbridge and south side of lock taken from south east bank of River Lea
14	OL-03007	Carpenters Lock	Digital Cannon 400D	14407158	19-Apr-07	NE		East bank of lock (south side) taken from south east bank of River Lea
15	OL-	Carpenters	Digital	14407159	19-	NE		East bank of lock

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
	03007	Lock	Cannon 400D		Apr-07			(south side) taken from south east bank of River Lea
16	OL-03007	Carpenters Lock	Digital Cannon 400D	14407160	19-Apr-07	N		East bank of lock (south side) taken from south east bank of River Lea
17	OL-03007	Carpenters Lock	Digital Cannon 400D	14407255	26-Apr-07	S	Sign: TQ 37624 BNG 84543	Wildlife Area Information board near Carpenter's Road
18	OL-03007	Carpenters Lock	Digital Cannon 400D	14407256	26-Apr-07	S		Wildlife Area Information board near Carpenter's Road
19	OL-03007	Carpenters Lock	Digital Cannon 400D	14407257	26-Apr-07	S		Wildlife Area signage Information Board
20	OL-03007	Carpenters Lock	Digital Cannon 400D	14407258	26-Apr-07	NE	Camera: TQ 37649 BNG 84436	North east revetment of Rivers Lea and Waterworks junction taken from west end of lock north walkway
21	OL-03007	Carpenters Lock	Digital Cannon 400D	14407259	26-Apr-07	NE		North east revetment of Rivers Lea and Waterworks junction taken from west end of lock north walkway
22	OL-03007	Carpenters Lock	Digital Cannon 400D	14407260	26-Apr-07	NE		North east revetment of Rivers Lea and Waterworks junction taken from west end of lock north walkway
23	OL-03007	Carpenters Lock	Digital Cannon 400D	14407261	26-Apr-07	E	Post: TQ 37658 BNG 84442	Shot taken of lamp post on east bank of Lock (north side), from east end of north walkway
24	OL-03007	Carpenters Lock	Digital Cannon 400D	14407262	26-Apr-07	E		Shot of lamp post top on east bank of lock (north side)
25	OL-03007	Carpenters Lock	Digital Cannon 400D	14407263	26-Apr-07	NW	Camera: TQ 37668 BNG 84457 Post: TQ 37655 BNG 84474	Shot of timber mooring post on west bank of Lea, just north of lock taken from south bank of River Lea and Waterworks junction
26	OL-03007	Carpenters Lock	Digital Cannon 400D	14407264	26-Apr-07	NW	Camera: TQ 37668 BNG 84457 Post: TQ 37655 BNG 84474	Timber mooring post on west bank of Lea, just north of lock taken from south bank of the River Lea and Waterworks junction

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
27	OL-03007	Carpenters Lock	Digital Cannon 400D	14407265	26-Apr-07	W	Camera: TQ 37668 BNG 84458	Shot of steps set into west bank of Lea, just north of lock taken from south bank of Lea and Waterworks junction
28	OL-03007	Carpenters Lock	Digital Cannon 400D	14407266	26-Apr-07	W		Shot of hook and chain set into west bank of River Lea taken from east bank of Lea, just north of lock
29	OL-03007	Carpenters Lock	Digital Cannon 400D	14407267	26-Apr-07	NW		Timber mooring post on west bank of Lea, just north of Lock
30	OL-03007	Carpenters Lock	Digital Cannon 400D	14407268	26-Apr-07	N		Shot of Carpenter's road bridge and west bank of Lea taken from south bank of Lea and Waterworks river junction
31	OL-03007	Carpenters Lock	Digital Cannon 400D	14407269	26-Apr-07	SE	Camera: TQ 37665 BNG 84458	Shot of Carpenter's lock (north side) taken from south bank of Lea- and Waterworks Rivers junction
32	OL-03007	Carpenters Lock	Digital Cannon 400D	14407270	26-Apr-07	SE	Camera: TQ 37665 BNG 84458	Shot of Carpenter's lock (north side) taken from south bank of Lea- and Waterworks Rivers junction
33	OL-03007	Carpenters Lock	Digital Cannon 400D	14407271	26-Apr-07	W	Camera: TQ 37663 BNG 84450	Shot of railings and water outlet pipes in west bank of River Lea, taken from north end of lock on east bank of River Lea
34	OL-03007	Carpenters Lock	Digital Cannon 400D	14407272	26-Apr-07	W	Camera: TQ 37663 BNG 84450	Shot of railings and water outlet pipes in west bank of River Lea, taken from north end of lock on east bank of River Lea
35	OL-03007	Carpenters Lock	Digital Cannon 400D	14407273	26-Apr-07	E	Camera: TQ 37708 BNG 84451	Shot of Marshgate Lane bridge (north west side), taken from south bank of Rivers Lea and Waterworks junction
36	OL-03007	Carpenters Lock	Digital Cannon 400D	14407274	26-Apr-07	E	Camera: TQ 37708 BNG 84452	Shot of underside of Marshgate Lane bridge taken from south bank of rivers Lea- and Waterworks junction

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
37	OL-03007	Carpenters Lock	Digital Cannon 400D	14407275	26-Apr-07	E	Camera: TQ 37713 BNG 84445	Shot of Marshgate Lane bridge and north east bank of Waterworks River taken from south west bank
38	OL-03007	Carpenters Lock	Digital Cannon 400D	14407276	26-Apr-07	NE	Camera: TQ 37713 BNG 84445	Shot of Marshgate Lane bridge and north east bank of Waterworks River taken from south west bank
39	OL-03007	Carpenters Lock	Digital Cannon 400D	14407277	26-Apr-07	N	Camera: TQ 37713 BNG 84445	Shot of Rivers Lea and Waterworks junction and Carpenter's Rd bridge taken from south west bank of Waterworks River
40	OL-03007	Carpenters Lock	Digital Cannon 400D	14407278	26-Apr-07	NE	Camera: TQ 37713 BNG 84445	Shot of ladder in north east bank of Waterworks River taken from south west bank
41	OL-03007	Carpenters Lock	Digital Cannon 400D	14407279	26-Apr-07	E	Camera: TQ 37713 BNG 84445	Shot of ladder in north east bank of Waterworks River taken from south west bank
42	OL-03007	Carpenters Lock	Digital Cannon 400D	14407280	26-Apr-07	E	Camera: TQ 37713 BNG 84445	Shot of ladder in north east bank of Waterworks River taken from south west bank
43	OL-03007	Carpenters Lock	Digital Cannon 400D	14407281	26-Apr-07	NE	SE end of black railing: TQ 37706 BNG 84441	Shot of railings on south west bank of Waterworks
44	OL-03007	Carpenters Lock	Digital Cannon 400D	14407282	26-Apr-07	NW		Shot of Lea-Waterworks junction and Carpenter's Rd bridge taken from south west bank of Waterworks River
45	OL-03007	Carpenters Lock	Digital Cannon 400D	14407283	26-Apr-07	N		Shot of north east bank of Rivers Lea and Waterworks junction taken from south west bank of waterworks
46	OL-03007	Carpenters Lock	Digital Cannon 400D	14407284	26-Apr-07	NW		Shot of Rivers Lea and Waterworks junction and Carpenter's Rd bridge taken from south west bank of Waterworks

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
								River
47	OL-03007	Carpenters Lock	Digital Cannon 400D	14407285	26-Apr-07	N		Shot of west bank of Rivers Lea and Waterworks junction
48	OL-03007	Carpenters Lock	Digital Cannon 400D	14407286	26-Apr-07	NE		Shot of north east bank of Lea Waterworks junction
49	OL-03007	Carpenters Lock	Digital Cannon 400D	14407287	26-Apr-07	N		Shot of north east bank of Lea Waterworks junction
50	OL-03007	Carpenters Lock	Digital Cannon 400D	14407288	26-Apr-07	S		Shot of Carpenter's Lock north side taken from East bank of River Lea
51	OL-03007	Carpenters Lock	Digital Cannon 400D	14407289	26-Apr-07	S		Shot of Carpenter's Lock north side taken from East bank of River Lea
52	OL-03007	Carpenters Lock	Digital Cannon 400D	14407290	26-Apr-07	S		Shot of Carpenter's Lock north side taken from East bank of River Lea
53	OL-03007	Carpenters Lock	Digital Cannon 400D	14407291	26-Apr-07	SW		Shot of Carpenters lock north gates taken from east bank of River Lea
54	OL-03007	Carpenters Lock	Digital Cannon 400D	14407292	26-Apr-07	SW		Shot of Carpenters lock north gates taken from east bank of River Lea
55	OL-03007	Carpenters Lock	Digital Cannon 400D	14407293	26-Apr-07	NW		Shot of 1st north gate and gate control taken from east bank of River Lea
56	OL-03007	Carpenters Lock	Digital Cannon 400D	14407294	26-Apr-07	SW		Shot of north gates of Carpenter's Lock taken from east bank of River Lea
57	OL-03007	Carpenters Lock	Digital Cannon 400D	14407295	26-Apr-07	E		Shot of information board beside lock on east bank of River Lea
58	OL-03007	Carpenters Lock	Digital Cannon 400D	14407296	26-Apr-07	E		Shot of information board beside lock on east bank of River Lea
59	OL-03007	Carpenters Lock	Digital Cannon 400D	14407297	26-Apr-07	W		Shot of west wall of lock (north section) from east bank of River Lea
60	OL-03007	Carpenters Lock	Digital Cannon 400D	14407298	26-Apr-07	W		Shot of west wall of lock (north section) from east bank of River Lea

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
61	OL-03007	Carpenters Lock	Digital Cannon 400D	14407299	26-Apr-07	W		Shot of west wall of lock north section and 2nd set of lock gates taken from east bank of River Lea
62	OL-03007	Carpenters Lock	Digital Cannon 400D	14407300	26-Apr-07	S		Shot of second set of lock gates taken from east bank of carpenter's lock
63	OL-03007	Carpenters Lock	Digital Cannon 400D	14407301	26-Apr-07	W		Shot gearing mechanisms on south side of footbridge over Carpenter's lock taken from east end.
64	OL-03007	Carpenters Lock	Digital Cannon 400D	14407302	26-Apr-07	SW		Main gearing mechanism on north side of footbridge over Carpenter's lock
65	OL-03007	Carpenters Lock	Digital Cannon 400D	14407303	26-Apr-07	SE		Main gearing mechanism on north side of footbridge over lock
66	OL-03007	Carpenters Lock	Digital Cannon 400D	14407304	26-Apr-07	E		Shot of gearing mechanisms on south edge of footbridge of Carpenter's lock.
67	OL-03007	Carpenters Lock	Digital Cannon 400D	14407305	26-Apr-07	E		Shot of gearing mechanisms on south edge of footbridge of Carpenter's lock.
68	OL-03007	Carpenters Lock	Digital Cannon 400D	14407306	26-Apr-07	SE		Shot of main gearing mechanism's west side on foot bridge over Carpenter's lock
69	OL-03007	Carpenters Lock	Digital Cannon 400D	14407307	26-Apr-07	E		Shot of two gearing mechanisms on footbridge over walkway.
70	OL-03007	Carpenters Lock	Digital Cannon 400D	14407308	26-Apr-07	SW		Shot of main gearing mechanism's east side on footbridge over Carpenter's lock
71	OL-03007	Carpenters Lock	Digital Cannon 400D	14407309	26-Apr-07	N		Overhead shot of first north lock gate taken from centre from footbridge
72	OL-03007	Carpenters Lock	Digital Cannon 400D	14407310	26-Apr-07	NE		Overhead shot of east end of first north lock gate and gate mechanism taken from centre of footbridge
73	OL-03007	Carpenters Lock	Digital Cannon 400D	14407311	26-Apr-07	NW		Overhead shot of west end of first north gate and gate mechanism taken from centre of

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
								footbridge
74	OL-03007	Carpenters Lock	Digital Cannon 400D	14407312	26-Apr-07	E		Shot of east wall of lock from north section taken from stairs on west side of footbridge
75	OL-03007	Carpenters Lock	Digital Cannon 400D	14407313	26-Apr-07	SE		Shot of second north lock gates (?) taken from west bank of River Lea
76	OL-03007	Carpenters Lock	Digital Cannon 400D	14407314	26-Apr-07	NE		Shot of north gate gearing mechanism taken from west bank of River Lea
77	OL-03007	Carpenters Lock	Digital Cannon 400D	14407315	26-Apr-07	E		Shot of lock's first north taken from west bank of River Lea
78	OL-03007	Carpenters Lock	Digital Cannon 400D	14407316	26-Apr-07	SE		Shot of lock's north gate taken from west bank of River Lea
79	OL-03007	Carpenters Lock	Digital Cannon 400D	14407317	26-Apr-07	SE	Camera: TQ 37652 BNG 84473	Shot of south bank showing the Rivers Lea and Waterworks junction
80	OL-03007	Carpenters Lock	Digital Cannon 400D	14407318	26-Apr-07	SE	Camera: TQ 37652 BNG 84473	Shot of south bank showing the Rivers Lea and Waterworks junction
81	OL-03007	Carpenters Lock	Digital Cannon 400D	14407319	26-Apr-07	E	Camera: TQ 37652 BNG 84478	Shot of Marshgate Lane bridge and south bank of Rivers Lea and Waterworks junction taken from north bank of River Lea
82	OL-03007	Carpenters Lock	Digital Cannon 400D	14407320	26-Apr-07	E	Camera: TQ 37652 BNG 84478	Shot of Marshgate Lane bridge and south bank of Rivers Lea and Waterworks junction taken from north bank of River Lea
83	OL-03007	Carpenters Lock	Digital Cannon 400D	14407321	26-Apr-07	SE		Shot showing top of slope leading up to north footbridge taken from east end
84	OL-03007	Carpenters Lock	Digital Cannon 400D	14407322	26-Apr-07	S		Shot of slope from towpath to top of bridge with granite risers, taken from east end of north walkway over lock
85	OL-03007	Carpenters Lock	Digital Cannon 400D	14407323	26-Apr-07	S		Shot of section of lock (north side) taken from east bank of River Lea

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
86	OL-03007	Carpenters Lock	Digital Cannon 400D	14407324	26-Apr-07	NW		Shot of section of lock (south side) taken from east bank of River Lea
87	OL-03007	Carpenters Lock	Digital Cannon 400D	14407325	26-Apr-07	N		Shot of section of lock (south side) taken from east bank of River Lea
88	OL-03007	Carpenters Lock	Digital Cannon 400D	14407326	26-Apr-07	N		Shot of south lock gates taken from east bank of River Lea
89	OL-03007	Carpenters Lock	Digital Cannon 400D	14407327	26-Apr-07	W	SE corner of E pipe support: TQ 37655 BNG 84386	Shot showing west wall of "Thames Water Sludge Mains Bridge No. 7", taken from east bank of River Lea
90	OL-03007	Carpenters Lock	Digital Cannon 400D	14407328	26-Apr-07	S		Shot of the Rivers Lea and City Mill junction from east bank of River Lea
91	OL-03007	Carpenters Lock	Digital Cannon 400D	14407329	26-Apr-07	S		Shot of Iron footbridge and Marshgate Lane bridge over City Mill River taken from River Lea
92	OL-03007	Carpenters Lock	Digital Cannon 400D	14407330	26-Apr-07	SW		Shot of west bank of River Lea immediately south of carpenter's lock and Thames water pipes
93	OL-03007	Carpenters Lock	Digital Cannon 400D	14407331	26-Apr-07	SW		Shot of west bank of River Lea immediately south of carpenter's lock and Thames water pipes
94	OL-03007	Carpenters Lock	Digital Cannon 400D	14407332	26-Apr-07	W		Detailed shot of rope attached to west bank of Lea
95	OL-03007	Carpenters Lock	Digital Cannon 400D	14407333	26-Apr-07	W		Detailed shot of rope attached to west bank of Lea
96	OL-03007	Carpenters Lock	Digital Cannon 400D	14407334	26-Apr-07	N		Shot of water pipes and Carpenter's Lock taken from east bank of River Lea
97	OL-03007	Carpenters Lock	Digital Cannon 400D	14407335	26-Apr-07	N		Shot of water pipes and Carpenter's Lock taken from east bank of River Lea
98	OL-03007	Carpenters Lock	Digital Cannon 400D	14407336	26-Apr-07	N		Shot of water pipes and Carpenter's Lock taken from east bank of River Lea
99	OL-03007	Carpenters Lock	Digital Cannon	14407337	26-Apr-	SW		General shot River Lea south of

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400D		07			Carpenters lock
100	OL-03007	Carpenters Lock	Digital Cannon 400D	14407338	26-Apr-07	SW		General shot River Lea south of Carpenters lock
101	OL-03007	Carpenters Lock	Digital Cannon 400D	14407339	26-Apr-07	S		Shot of the Lea and City Mill rivers junction and iron footbridge
102	OL-03007	Carpenters Lock	Digital Cannon 400D	14407340	26-Apr-07	S		Shot of the Lea and City Mill rivers junction and iron footbridge
103	OL-03007	Carpenters Lock	Digital Cannon 400D	14407341	26-Apr-07	S		Shot of the Lea and City Mill rivers junction and iron footbridge
104	OL-03007	Carpenters Lock	Digital Cannon 400D	14407342	26-Apr-07	NW		General shot showing west bank of River Lea, Thames Water pipes and south end of Carpenter's Lock
105	OL-03007	Carpenters Lock	Digital Cannon 400D	14407343	26-Apr-07	W		Shot of south lock gates taken from east bank of River Lea
106	OL-03007	Carpenters Lock	Digital Cannon 400D	14407344	26-Apr-07	W		Shot of south lock gates taken from east bank of River Lea
107	OL-03007	Carpenters Lock	Digital Cannon 400D	14407345	26-Apr-07	S		Shot of Thames Water pipes and the Lea and City Mill Rivers junction.
108	OL-03007	Carpenters Lock	Digital Cannon 400D	14407346	26-Apr-07	W		Shot of west wall in south lock
109	OL-03007	Carpenters Lock	Digital Cannon 400D	14407347	26-Apr-07	W		Shot of west wall in south lock
110	OL-03007	Carpenters Lock	Digital Cannon 400D	14407348	26-Apr-07	E		Overhead shot of tide measuring ruler in E bank of N section of Lock, behind 1st N gate

22.12 OL-03507: City Mill River Foot Bridge photo register

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-03507	City Mill footbridge	Black and white	34207001	Sept-07	SE	-	Northern side of the City Mill river footbridge
2	OL-03507	City Mill footbridge	Black and white	34207002	Sept-07	SE	-	Northern side of the City Mill river footbridge
3	OL-03507	City Mill footbridge	Black and white	34207003	Sept-07	S	-	Northern side of the City Mill river footbridge and electricity pylons
4	OL-03507	City Mill footbridge	Black and white	34207004	Sept-07	SE	-	Northern side of the City Mill river footbridge
5	OL-03507	City Mill footbridge	Black and white	34207005	Sept-07	SE	-	Northern side of the City Mill river footbridge
6	OL-03507	City Mill footbridge	Black and white	34207006	Sept-07	SE	-	Northern side of the City Mill river footbridge
7	OL-03507	City Mill footbridge	Black and white	34207007	Sept-07	W	-	Northern side of the City Mill river footbridge
8	OL-03507	City Mill footbridge	Black and white	34207008	Sept-07	W	-	NOTE- This slide has been scanned back-to-front. Northern side of the City Mill river footbridge
9	OL-03507	City Mill footbridge	Black and white	34207009	Sept-07	NE	-	Western side of the City Mill river footbridge, from the River Lea towpath
10	OL-03507	City Mill footbridge	Black and white	34207010	Sept-07	NE	-	Western side of the City Mill river footbridge, from the River Lea towpath
11	OL-03507	City Mill footbridge	Black and white	34207011	Sept-07	SW	-	Detail of handrail at the eastern end of the south side of the city mill river footbridge
12	OL-03507	City Mill footbridge	Black and white	34207012	Sept-07	NE	-	Northern side of the City Mill river footbridge
13	OL-03507	City Mill footbridge	Black and white	34207013	Sept-07	W	-	Southern side of the City Mill river footbridge from Marshgate Lane
14	OL-03507	City Mill footbridge	Black and white	34207014	Sept-07	S	-	Northern side of City Mill footbridge
15	OL-03507	City Mill footbridge	Black and white	34207015	Sept-07	NE	-	The canalized river wall adjacent to the City Mill River
16	OL-03507	City Mill footbridge	Black and white	34207016	Sept-07	NE	-	The canalized river wall adjacent to the City Mill River

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
17	OL-03507	City Mill footbridge	Black and white	34207017	Sept-07	NE	-	The canalized river wall adjacent to the City Mill River
18	OL-03507	City Mill footbridge	Black and white	34207018	Sept-07	W	-	Detail of the eastern end of the City Mill river footbridge
19	OL-03507	City Mill footbridge	Black and white	34207019	Sept-07	SW	-	Detail of the west end of the City Mill river footbridge
20	OL-03507	City Mill footbridge	Black and white	34207020	Sept-07	S	-	Detail of handrail at the eastern end of the south side of the city mill river footbridge
21	OL-03507	City Mill footbridge	Black and white	34207021	Sept-07	NW	-	Detail of steel lattice panels on the southern side of the City Mill River Bridge,
22	OL-03507	City Mill footbridge	Black and white	34207022	Sept-07	N	-	Eastern end of the City Mill River footbridge
23	OL-03507	City Mill footbridge	Black and white	34207023	Sept-07	SW	-	Footpath carried on the City Mill river footbridge
24	OL-03507	City Mill footbridge	Black and white	34207024	Sept-07	NE	-	Footpath carried on the City Mill river footbridge
25	OL-03507	City Mill footbridge	Black and white	34207025	Sept-07	-	-	Detailed shot showing [CON] SETT lettering on I-shaped flange on City Mill River
26	OL-03507	City Mill footbridge	Black and white	34207026	Sept-07	-	-	Detail of riveting on City Mill river footbridge
27	OL-03507	City Mill footbridge	Black and white	34207027	Sept-07	SW	-	East end of City Mill river footbridge
28	OL-03507	City Mill footbridge	Black and white	34207028	Sept-07	-	-	Detailed shot showing 'BRITISH STEEL' lettering on t-shaped flange
29	OL-03507	City Mill footbridge	Black and white	34207029	Sept-07	N	-	Detail of L-shaped flange and steel lattice panels on north side of City Mill River footbridge
30	OL-03507	City Mill footbridge	Black and white	34207030	Sept-07	W	-	Detail of junction between steel plate panel and lattice panel on northern side of City Mill River footbridge
31	OL-03507	City Mill footbridge	Black and white	34207031	Sept-07	N	-	Detail of junction between steel plate panel and lattice panel on northern side of City Mill River footbridge
32	OL-03507	City Mill footbridge	Black and	34207032	Sept-07	NW	-	Detail of layered steel panels on northern side of

ID	SITE CODE	SITE NAME	FILM TYPE	NUMBERS REFER TO MOLAS SLIDE SYSTEM	DATE	DIRECTION	IDENTIFIER	COMMENTS
			white					City Mill River footbridge
33	OL-03507	City Mill footbridge	Black and white	34207033	Sept-07	NW	-	Detail of handrail at the northern side of the City Mill River footbridge
34	OL-03507	City Mill footbridge	Black and white	34207034	Sept-07	S	-	Shot showing northern side of City Mill River footbridge
35	OL-03507	City Mill footbridge	Black and white	34207035	Sept-07	S	-	Shot showing northern side of City Mill River footbridge
36	OL-03507	City Mill footbridge	Black and white	34207036	Sept-07	E	-	Shot showing western end of the City Mill River footbridge
37	OL-03507	City Mill footbridge	Black and white	34207037	Sept-07	SW	-	Shot showing eastern end of the City Mill River footbridge
38	OL-03507	City Mill footbridge	Black and white	34207038	Sept-07	SW	-	Shot showing eastern end of the City Mill river footbridge

22.13 OL-05407: Pudding Mill Lock photo register

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	W	Brick	Piers of locks
2	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N-NW	Placement shot	Shot showing Pudding Mill footbridge and Lock in background
3	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N	Placement shot	General view of Lock
4	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N	Placement shot	Close up view of Lock
5	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	SW	Placement shot	Shot of Pudding Mill lock showing eastern towpath and footbridge in background
6	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	SW	Placement shot	Zoomed in view of shot 5
7	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S-SW	Detail	Shot showing cement covered jetty of lock abutting poured concrete towpath
8	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S-SW	Detail	Shot showing cement covered jetty of lock abutting poured concrete towpath
9	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	SW	Central lock Island	General shot of central lock island
10	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	W	Detail	Detailed shot of stop gate slot on central lock island
11	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	NW	Detail	Detailed shot of metal bumping piece of east side of central lock island
12	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	W-NW	Detail	Zoomed in shot of metal bumping piece of east side of central lock island
13	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	NW	Detail	Shot showing Lock gate recess on east side of central lock island
14	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	NW	Detail	Zoomed in shot showing metal bumping piece on east side of central lock island and heel post and hollow quoin on west side of central lock island

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
15	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N-NW	Detail	Shot showing floating timber north of dolphin end of Pudding Mill lock
16	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N-NW	Detail	Zoomed in view of shot 15
17	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N-NW	Brick	Shot showing two brick piers, one on central lock island and the other on the west bank of the river lea
18	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N-NW	Brick	Shot showing furthest brick pier on west bank of River Lea
19	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	W	Detail	Close up shot showing damaged concrete with inset metal mooring post on east bank of lock
20	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N-NW	Detail	Close up shot showing damaged concrete with inset metal mooring post on east bank of lock
21	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S	Timber	Shot showing tops of timbers piles on corner of locks south eastern end
22	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	W	Detail	Shot showing granite block underlying concrete capping
23	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N	General	Shot of brick pier on east side of lock and poured concrete steps from main towpath to lock jetty
24	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N	General	Shot of brick pier on east side of lock and poured concrete steps from main towpath to lock jetty
25	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S	Gate	Shot of metal gate remnant on east side of lock
26	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S	Fence	Shot showing metal fencing on east side of lock
27	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S	Fence	Shot showing metal fencing on east side of lock
28	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N	Mooring post	Shot of mooring post at north east end of lock
29	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N	North east end of lock	Shot showing brick pier and granite edging n east side of lock

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
30	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N	North east end of lock	Shot showing damage to timber piles and granite edging on east side of lock caused by tree growth
31	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	N-NE	North east end of lock	Shot showing damage to timber piles and granite edging on east side of lock caused by tree growth
32	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S-SW	Brick Pier	Shot showing brick built pier on east side of lock
33	OL-05407	Pudding Mill Lock	Digital Canon 400	100	16-Oct-07	S-SW	Brick Pier	Shot showing brick built pier on east side of lock

22.14 OL-05007: Old Ford Locks photo register

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	General	General shot of canal
2	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	General	General shot of canal nearer to lock
3	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SW	General	General shot of lock zoomed in
4	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SW	General	General shot of lock zoomed in
5	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SW	General	General shot of lock zoomed in
6	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N-NW	Lock Gates	Shot of east chamber, south gates
7	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Island	Island jetty
8	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Island	Island jetty
9	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NW	Ladder	Ladder on jetty
10	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NE	Lock gates	East chamber, north gates
11	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NE	Lock gates	East chamber, north gates
12	OL-05007	Old Ford Lock	Digital Canon	100	23-Oct-	W-SW	Gate	Lock gate in recess

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400		07			
13	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Metal mooring point	Shot showing inset metal mooring point in west wall of east chamber
14	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Metal ladder	Metal ladder in wets wall of east chamber
15	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Metal mooring point	Detail shot of metal mooring point in west wall of east chamber
16	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Metal mooring point	Detail shot of metal mooring point in west wall of east chamber
17	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W-N/W	Metal edge protector	Metal bumping post and gate heel piece in east chamber
18	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Gate hinge	Detailed shot of heel post and associated quoin in east chamber
19	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Metal channel	Remnant of previous sluice gate in east chamber
20	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Context shot	Context shot for earlier lock gate in east chamber
21	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Context shot	Context shot for earlier lock gate in east chamber
22	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Decking/ jetty	Shot showing wooden jetty at north end of island and concrete foundation
23	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NW	Context shot	Context shot for decking/ jetty
24	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NW	Context shot	Context shot for decking/ jetty
25	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Wall	Shot of east wall in east chamber showing damaged and replaced bricks associated with removal of original quoin and in situ bumping piece
26	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NE	Wall and lock gate	Shot of east lock gate in east chamber fully open
27	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NE	Wall and lock gate	Shot of east lock gate in east chamber fully open
28	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N-NW	Brick wall	Shot showing central islands brick wall with granite capstones and damaged bricks
29	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SW	Concrete	West bank of lock at lower south pound end
30	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N-NW	Brick wall	Context shot for shot 28
31	OL-	Old Ford	Digital	100	23-	N	Lock	Shot of Lea Navigation with

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
	05007	Lock	Canon 400		Oct-07		channel	dredger in background
32	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	East chamber	Shot showing progress of narrow boat entering east chamber.
33	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	East chamber	Shot showing progress of narrow boat entering east chamber.
34	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	East chamber	Shot showing progress of narrow boat entering east chamber.
35	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	East chamber	Shot showing progress of narrow boat entering east chamber.
36	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	East chamber	Shot showing progress of narrow boat entering east chamber with north gates closed
37	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	East chamber	Shot showing progress of narrow boat entering east chamber with south gates open
38	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	East chamber	Shot showing progress of narrow boat entering east chamber with south gates open
39	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	River Lea	Narrow boat leaving lock and entering River Lea
40	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	River Lea	Narrow boat leaving lock and entering River Lea
41	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SE	East chamber	Hinge of southern lock gate
42	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Gate	Western half of south gate
43	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Gate	Close up shot of western half of south gate showing attached badge
44	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Metal Plate	Edge protector on western half of south gate in east chamber
45	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Metal alcove	Mooring alcove set into east wall of east chamber
46	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Metal ladder	Ladder set into recess of east wall of east chamber
47	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Metal ladder	Ladder set into recess of east wall of east chamber with different exposure
48	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Chamber wall	Shot of east wall in east chamber showing brick fabric type
49	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	Context shot	General shot of east wall in east chamber
50	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W-NW	Timber gate	Shot of south gate in west chamber

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
51	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	Mechanism	Close up shot of mechanism for hinge of west chambers south gate
52	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NE	Context shot	Shot showing empty east chamber and general shot of west bank
53	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	Lock Gates	Shot of east chambers closed north gates
54	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	General	Shot of the central island's north tip
55	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Lock hinge	West chambers north gate hinge
56	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	Metal grill	Shot of overlying metal grill at northern tip of island
57	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	Detail shot	Detail shot of navigation lamp at northern tip of island
58	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Timber buffer	Timber guard posts and rails timber buffers north of west chamber
59	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Timber buffer	Timber guard posts and rails timber buffers north of east chamber
60	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SW	Jigger lock gate	Jigger, hand crank and lock in recess of west chamber
61	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SW	General shot	Shot showing west bank of west chamber
62	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	Concrete raise	Housing for lock mechanism covered by metal access panels
63	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Lock mechanism	Detailed shot of lock quoin and anchoring straps on west bank of east chamber
64	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	Capstan	Shot of capstan attached to central island
65	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Capstan	Detail shot of capstan showing embossing
66	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Detail shot	Detail shot of metal strap inset into granite, remnant of earlier lock mechanism
67	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Detail shot	Detail shot of metal strap inset into granite, remnant of earlier lock mechanism
68	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Detail shot	Detail shot of fairlead
69	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	Central island	Shot of central island showing control/toll booth
70	OL-05007	Old Ford Lock	Digital Canon	100	23-Oct-	N	Central island	Shot of central island showing control/toll booth

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400		07			
71	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	Central island	Shot of 5 Mac
72	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	W	Bridge	Footbridge over south end of lock
73	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SW	Structure	Shot of iron framed structure attached to brick building immediately south of lock on west bank of River Lea
74	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NW	Lock	Shot showing both east and west chambers and foot bridge at south end of lock
75	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	General context shot	Shot showing both Old Ford Lock and River Lea junction
76	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	General context shot	Zoomed in shot showing both Old Ford Lock and River Lea junction
77	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	General context shot	Shot showing both east and west chambers and foot bridge at south end of lock
78	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Detail shot	Shot of metal alcove in east wall of east chamber
79	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Shot of east wall	Placement shot for shot 78
80	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Brick wall	Shot of east wall in east chamber showing brick fabric type
81	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Water	Shot showing base of east chamber when empty
82	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Water	Shot showing base of east chamber when empty
83	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Granite wall	Shot of granite wall on east bank, south of lock heading into River Lea junction
84	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N-NW	Lock gates	West chambers south timber lock gate
85	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	SE	Jiggers	Shot across foot bridge showing 4 sluice jiggers
86	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	General shot	Shot showing road on west bank of Lea Navigation with Lock and Lock house in background
87	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N	Jigger and crank	Shot of west bank and west chamber
88	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	E	Brick machine house	Shot of toll/control booth on central island

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
89	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	N-NE	Context Shot	General shot looking towards lock houses
90	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NE	Timber guard rails	Shot taken from west chamber looking east
91	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NE	Timber guard rails	Shot taken from west chamber looking east
92	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	S	Lock	Shot taken from west bank looking towards lock
93	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NW	Dredger	Dredger in east chamber
94	OL-05007	Old Ford Lock	Digital Canon 400	100	23-Oct-07	NW	Dredger	Dredger in east chamber

22.15 OL-07307: Old Ford Lock Houses photo register

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	House	South elevation
2	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	House	South elevation (zoomed in shot)
3	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	House	Western third of south elevation
4	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	House	Central third of south elevation
5	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	House	Eastern third of south elevation
6	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N-NE	House	Oblique angle of south elevation
7	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SE		Placement shot with pool in foreground of north garden
8	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SE	House	Oblique angled shot of north elevation
9	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S-SW	House	North elevation
10	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	Wall	Painted exterior wall and roof in north garden
11	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S	House	North elevation
12	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S	Garden	NE corner of garden next to modern extension
13	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	Garden	Overhead shot of garden taken from roof extension
14	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	W	Canal	Overhead shot of garden taken from roof extension
15	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S	House	Top half of eastern third of north elevation and modern roof
16	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	W	House	East elevation with modern extension in north garden
17	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Garden and House	East elevation and eastern side of south garden
18	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S-SW	Garden	Eastern side of south garden

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
19	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S-SW	Garden	Eastern side of south garden
20	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S	Garden	Shot of access way to south garden showing greenhouse and garden features
21	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	Roof	Shot of modern roof extension in north garden
22	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	Roof and breeze-block wall	Shot of modern roof with top of breeze-block wall in background
23	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	-	Cowling	Detail shot of 3 original chimney cowlings
24	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NE	Wall	Cyclorama with painted sunrise scene
25	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S	House	North elevation
26	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NE	House	Shot of west elevation taken from lock
27	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NE	House and Lock	Shot of west elevation and cyclorama in north garden taken from lock
28	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	Shot of west elevation and old ford lock in foreground
29	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	Shot of west elevation and old ford lock in foreground
30	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	Shot of old ford lock with west elevation in background
31	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	Shot of old ford lock with west elevation and towpath in background
32	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	Shot of old ford lock with west elevation and towpath in background
33	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	Shot of old ford lock with west elevation and towpath in background
34	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	Shot of old ford lock with west elevation and towpath in background
35	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	West elevation
36	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	West elevation
37	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	House and Lock	West elevation
38	OL-07307	Old Ford Lock Houses	Digital cannon	20-Nov-	E	House and Lock	West elevation

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400D	08			
39	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	House	East elevation
40	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	House	East elevation showing chimney
41	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	House	Oblique view of south elevation
42	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Sleepers	Detail of sleepers
43	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Garden	SE corner of garden
44	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	Garden	SE corner of garden
45	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Stable	East elevation
46	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	Chimney pots	Detailed shot of 3 chimney pots
47	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NW	Fretwork	Detailed shot of fretwork
48	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	Granite sets	Detailed shot of granite sets
49	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NE	Finials	Detailed shot of 3 finials
50	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Stables	North elevation
51	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	Door	Doorway on west elevation of main house
52	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	Door	Doorway on west elevation of main house
53	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Chimney	Shot of original brickwork from chimney on north elevation of main house
54	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Chimney	Shot showing full height of chimney stack
55	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	W	Chimney	Detailed shot of original iron fitting on chimney stack
56	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SW	Granite blocks	Shot of large worked granite blocks in south garden
57	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	S	Drain	Shot of modern drain cover

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
58	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	SE	Stables	Oblique shot of west elevation
59	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	E	Stables	West elevation
60	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	NE	Stables	Shot of south and west elevations
61	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	Stables	Shot of east end of south elevation
62	OL-07307	Old Ford Lock Houses	Digital cannon 400D	20-Nov-08	N	Stables	Shot of upper window on south elevation

22.16 OL-07407: Marshgate Lane Lock photo register

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407549	27-Apr-07	S		E bank of bend, mouth of Waterworks-City Mill lock
2	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407550	27-Apr-07	S		Mouth of Waterworks-City Mill lock, E bank of bend
3	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407551	27-Apr-07	E		Detail of Waterworks-City Mill lock gates
4	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407552	27-Apr-07	E		Detail of Waterworks-City Mill lock gates
5	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407553	27-Apr-07	SE		Detail of Waterworks-City Mill lock gates
6	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407554	27-Apr-07	NE		Blaker Road bridge, shot from gate of Waterworks-CM lock
7	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407555	27-Apr-07	NW		Detail of Waterworks-City Mill lock gates
8	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407556	27-Apr-07	S		Detail of Waterworks-City Mill lock gates
9	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407557	27-Apr-07	SW		Detail of Waterworks-City Mill lock gates
10	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407558	27-Apr-07	NW		Detail of Waterworks-City Mill lock gates
11	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407559	27-Apr-07	NW		Detail of Waterworks-City Mill lock gates
12	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407560	27-Apr-07	SW		Detail of Waterworks-City Mill lock gates
13	OL-07407	Marshgate Lane Lock	Digital Cannon	14407561	27-Apr-	W		Detail of Waterworks-City Mill lock gates

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO	DATE	DIRECTION	IDENTIFIER	COMMENTS
			400D		07			
14	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407562	27-Apr-07	W		Detail of Waterworks-City Mill lock gates
15	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407563	27-Apr-07	S		Timber at mouth of Waterworks-CM lock (N side)
16	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407564	27-Apr-07	N		Upriver towards bend before locks
17	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407565	27-Apr-07	S		End of City Mill/ Start of Bow Back river
18	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407566	27-Apr-07	S		End of City Mill/ Start of Bow Back river
19	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407567	27-Apr-07	S		End of City Mill/ Start of Bow Back river
20	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407568	27-Apr-07	W	Camera: TQ 38175 BNG 83509	Waterworks-City Mill lock, shot from Blaker Road
21	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407569	27-Apr-07	W	Camera: TQ 38175 BNG 83509	Maker's plate on Waterworks-City Mill lock, shot from Blaker Road
22	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407570	27-Apr-07	S		Waterworks-Bow Back lock, shot from Blaker Road
23	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407571	27-Apr-07	E	Camera: TQ 38182 BNG 83463	Waterworks-BB lock and Blaker Road, shot from SE bank of lock
24	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407572	27-Apr-07	SW		Bow Back river and Waterworks-BB lock, from SE bank of lock
25	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407573	27-Apr-07	SW		Bow Back river and Waterworks-BB lock, from SE bank of lock
26	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407574	27-Apr-07	W		Gate of Waterworks-Bow Back lock at SW end of lock
27	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407575	27-Apr-07	N	Camera: TQ 38156 BNG 83426	End of City Mill/ Start of Bow Back river, with Waterworks-BB lock
28	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407576	27-Apr-07	N		End of City Mill/ Start of Bow Back river, with Waterworks-BB lock
29	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407577	27-Apr-07	N		Buffer on point of intersection of Waterworks-BB lock and river
30	OL-07407	Marshgate Lane Lock	Digital Cannon 400D	14407578	28-Apr-07	N		Buffer on point of intersection of Waterworks-BB lock and river

22.17 OL-07207: Stone and Brick Riverbank Walls photo register

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	S	Lea Navigation	Shot of riverbank wall taken from greenway bridge over River Lea
2	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	S	Lea Navigation	Shot of riverbank wall taken from greenway bridge over River Lea
3	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	SW	Riverbank wall	Beginning of wall at northern end
4	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	SW	Riverbank wall	Shot showing continuation of wall
5	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	W-SW	Riverbank wall	Shot showing continuation of wall
6	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	W-SW	Riverbank wall	Shot showing continuation of wall
7	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	W-NW	Riverbank wall	Shot showing continuation of wall
8	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	W-NW	Riverbank wall	Shot showing continuation of wall
9	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	NW	Riverbank wall	Shot showing continuation of wall
10	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	NW	Riverbank wall	Shot showing continuation of wall
11	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	SW	Riverbank wall	Oblique view of wall covered in vegetation
12	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	NW	Riverbank wall	Shot showing south end of wall
13	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	NW	Riverbank wall	Close up shot of wall showing material type
14	OL-07207	Stone and brick riverbank walls	Digital Canon 400	20-Nov-07	NW	Riverbank wall	Shot showing south end of wall

23 Appendix 4: list of working drawings made on site

23.1 OL-01207: Waterways

Drawing Number	Drawing Description	Scale	Name	Date
1	Timber pull-up pile attached to west bank of River Lea, immediately to the north of Carpenters Lock	1:20	KB & HR	2/4/2007
2	Plan of culvert, Pudding Mill River	1:50	KB & HR	3/4/2007
3	Plan of culvert, Pudding Mill River	1:50	KB & HR	3/4/2007
4	North-west elevation of culvert, Pudding Mill River	1:10	KB & HR	3/4/2007
5	North-west elevation of culvert, Pudding Mill River	1:10	KB & HR	3/4/2007
6	North-west elevation of culvert, Pudding Mill River	1:10	KB & HR	3/4/2007
7	North-west elevation of culvert, Pudding Mill River	1:10	KB & HR	3/4/2007
8	South-east facing section through bank, Pudding Mill River	1:10	KB & HR	3/4/2007
9	Sample elevation of north-east bank, Pudding Mill River	1:10	KB & HR	3/4/2007
10	Sample plan of north-east bank, Pudding Mill River	1:50	KB & HR	3/4/2007
11	Plan and elevation: Mooring Post, MP1 & MP11	1:5	KB & HR	3/4/2007
12	Plan and elevation: Mooring Post, MP2	1:5	KB & HR	3/4/2007
13	Plan and elevation: Mooring Post, MP3 & MP8	1:5	KB & HR	4/4/2007
14	Plan and elevation: Mooring Post, MP5 & atypical MP	1:5	KB & HR	2/4/2007
15	Plan and elevation: Mooring Post, MP6 & atypical MP	1:5	KB & HR	2/4/2007
16	Plan and elevation: Mooring Post, MP5 & MP10 with flange	1:5	KB & HR	2/4/2007
17	Plan and elevation: Mooring Post, MP7 & atypical MP	1:5	KB & HR	2/4/2007
18	Plan and elevation: Mooring Post, atypical MP	1:5	KB & HR	2/4/2007
19	Plan and elevation: Mooring Post, MP9 & timber MP	1:5	KB & HR	2/4/2007
15	Plan and elevation: Mooring Post, timber MP	1:5	KB & HR	2/4/2007

23.2 OL-02007: Henniker's and Potters Ditches

Drawing Number	Drawing Description	Scale	Name	Date
1	West facing elevation of Potters Ditch bank	1:20	KB & HR	12/4/2007
2	West facing elevation of Potters Ditch bank	1:20	KB & HR	12/4/2007
3	West facing elevation of Potters Ditch and adjoining Channelsea bank	1:20	KB & HR	12/4/2007
4	West facing elevation of Potters Ditch and adjoining Channelsea bank	1:20	KB & HR	12/4/2007
5	North facing elevation of Channelsea bank	1:20	KB & HR	12/4/2007
6	North facing elevation of Channelsea bank	1:20	KB & HR	13/4/2007
7	North facing elevation of Channelsea bank	1:20	KB & HR	13/4/2007
8	North facing elevation of Channelsea bank	1:20	KB & HR	13/4/2007
9	South facing elevation of culvert at junction between Henniker's and Potters Ditches	1:20	KB & HR	13/4/2007
10	South facing elevation of culvert at junction between Henniker's and Potters Ditches	1:20	KB & HR	13/4/2007
11	West facing elevation of culvert at junction between Henniker's and Potters Ditches	1:20	KB & HR	13/4/2007
12	West facing elevation of culvert at junction between Henniker's and Potters Ditches	1:20	KB & HR	13/4/2007

23.3 OL-05007: Old Ford Lock

Drawing Number	Drawing Description	Scale	Name	Date
1	North facing sectional elevation through jetty at north end of island	1:20	J.H. & H.R.	22/10/2007
2	Plan of timber jetty at north end of island	1:50	J.H. & H.R.	22/10/2007
3	Plan of raised concrete, housing lock gates machinery	1:50	J.H. & H.R.	25/10/2007
4	Plan of northern half of lock chambers and island	1:50	J.H. & H.R.	23/10/2007
5	Plan of southern half of the lock chambers and island	1:50	J.H. & H.R.	23/10/2007
6	Plan of southern end of locks showing raised concrete footbridge and jetty	1:50	J.H. & H.R.	25/10/2007

23.4 OL-05407: Pudding Mill Lock

Drawing Number	Drawing Description	Scale	Name	Date
1	Plan of Pudding Mill Lock	1:50	JH & HR	15/10/2007
2	Plan of Pudding Mil Lock	1:50	JH & HR	15/10/2007
3	South-west facing sectional elevation, Pudding Mill Lock	1:20	JH & HR	16/10/2007
4	North-east facing sectional elevation, Pudding Mill Lock	1:20	JH & HR	16/10/2007

23.5 OL-07407: Marshgate Lane Lock:

Drawing Number	Drawing Description	Scale	Name	Date
1	Plan of the eastern extent of the lock	1:50	JH	16/11/07
2	Plan of the central section of the lock	1:50	JH	16/11/07
3	Plan of the further central section of the lock	1:50	JH	16/11/07
4	Plan of the western extent of the lock	1:50	JH	16/11/07

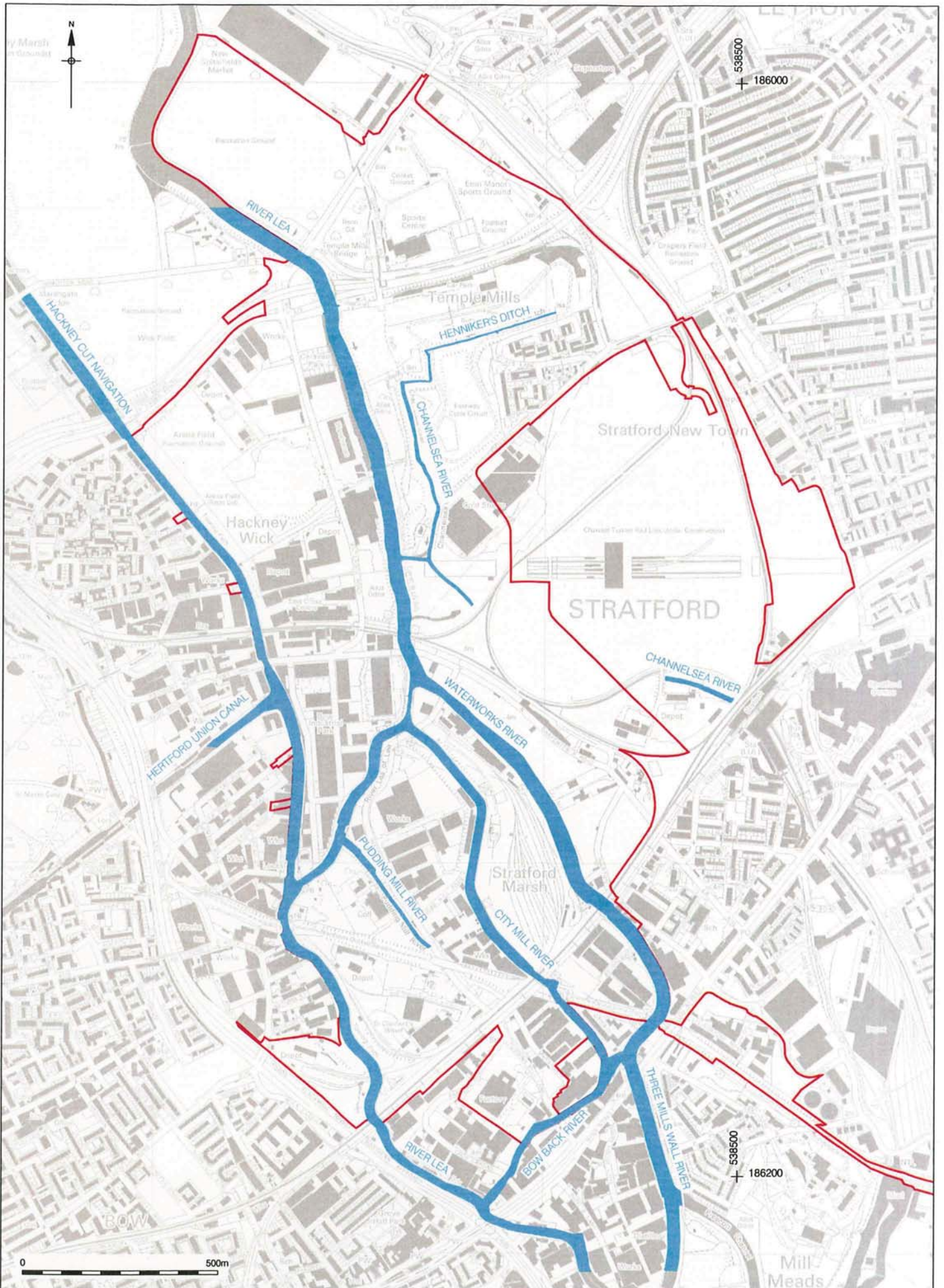
23.6 OL-03007: Carpenters Lock

Drawing Number	Drawing Description	Scale	Name	Date
1	Plan of Carpenters Lock	1:50	CH &HR	28/8/2007
2	Plan of Carpenters Lock	1:50	CH &HR	28/8/2007
3	Plan of Carpenters Lock	1:50	CH &HR	28/8/2007
4	Plan of Carpenters Lock	1:50	CH &HR	28/8/2007
5	Plan of Carpenters Lock	1:50	CH &HR	28/8/2007
6	South facing section through Carpenters Lock	1:50	CH &HR	28/8/2007
7	South facing section through Carpenters Lock	1:50	CH &HR	28/8/2007
8	South facing section through Carpenters Lock	1:50	CH &HR	28/8/2007
9	South facing section through Carpenters Lock	1:50	CH &HR	28/8/2007

23.7 OL-03507: City Mill River Footbridge

Drawing	Description	Name
1	Sketch elevation of the southern side of the City Mill River footbridge	ED
2	Annotated sketch elevation of the southern side of the City Mill River footbridge	ED
3	Annotated sketch elevation of the southern side of the City Mill River footbridge	ED
4	Measured sketch elevation of the southern side of the City Mill River footbridge	ED
5	Measured sketch drawings of structural details	ED
6	Measured sketch drawings of structural details	ED
7	Measured sketch plan of the eastern end of the City Mill River Bridge	ED
8	Measured sketch details and plan of the eastern end of the City Mill River Bridge	ED

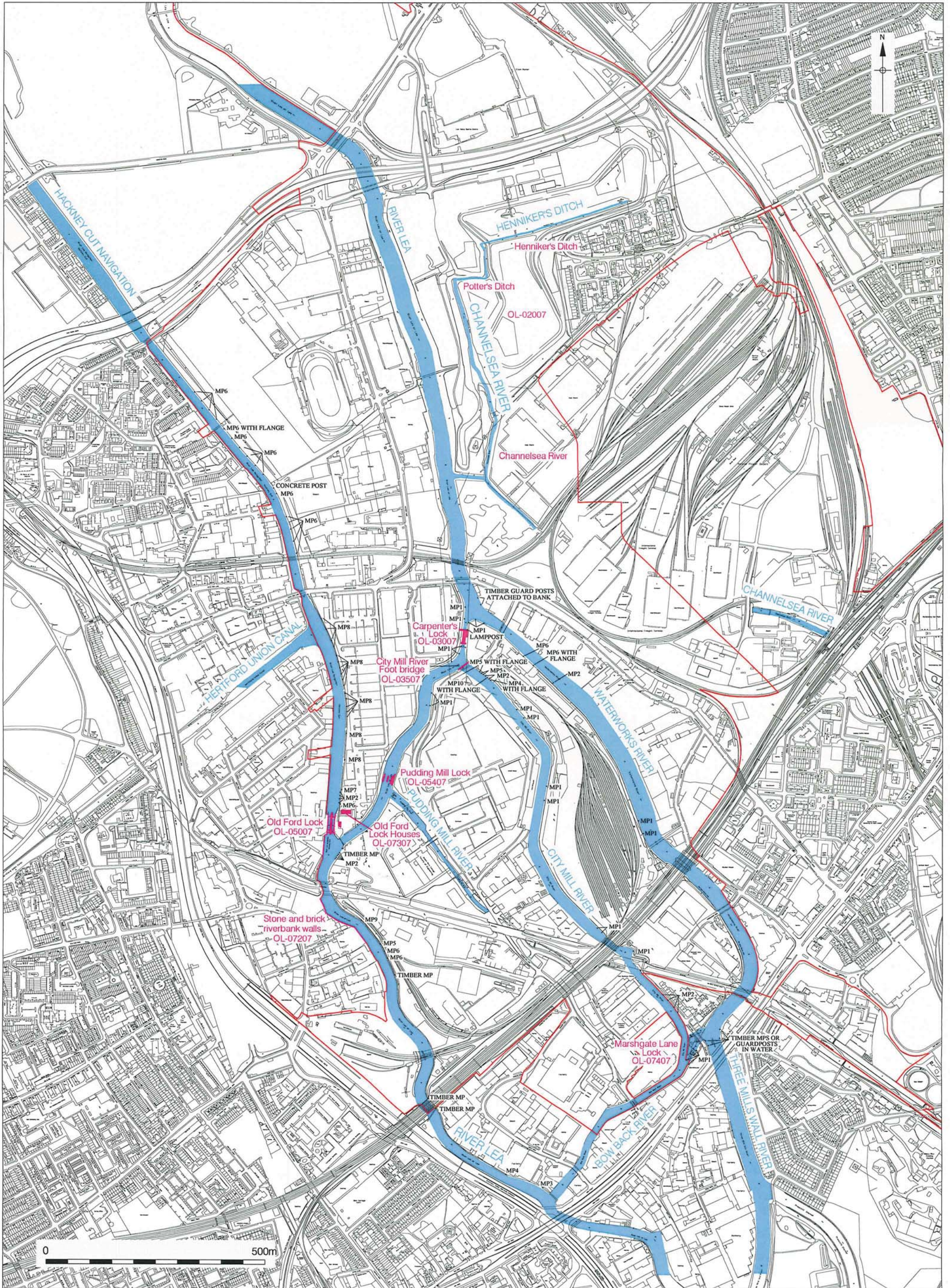
24 Appendix 5: Figures



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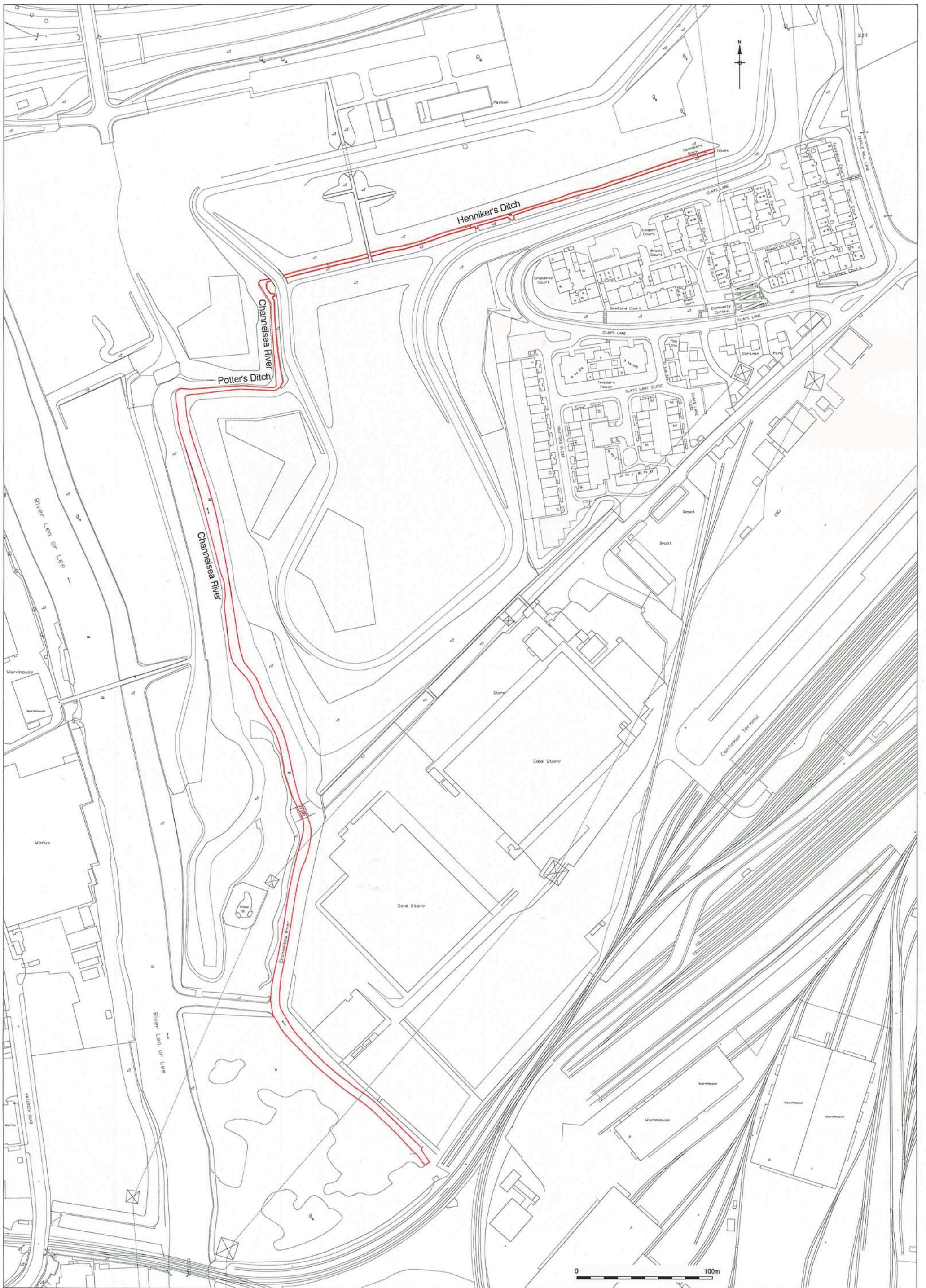
Figure 1
General Location Plan
1:12,500 at A4

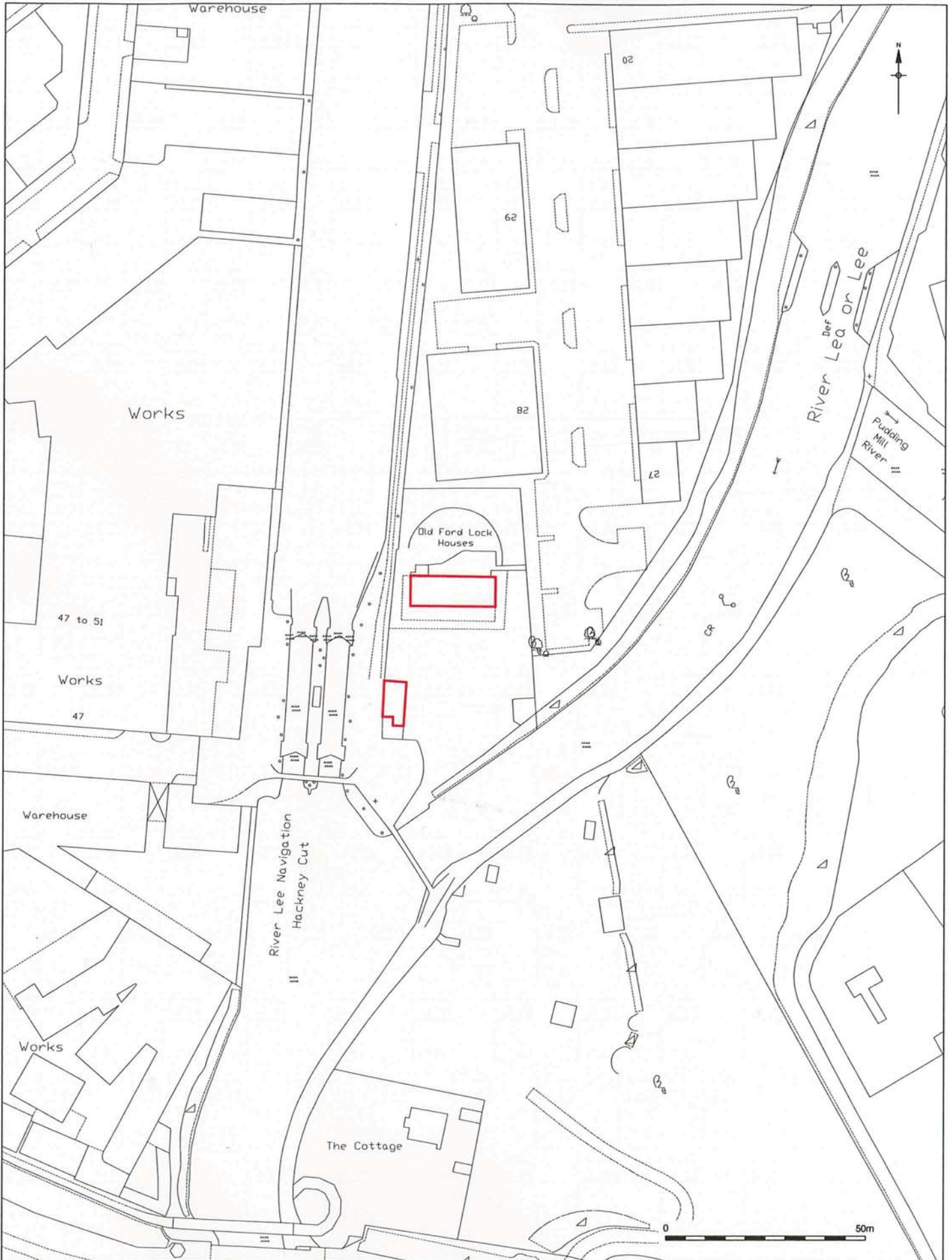


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Figure 2
 Location map of waterways and built heritage structures
 1:8,000 at A3

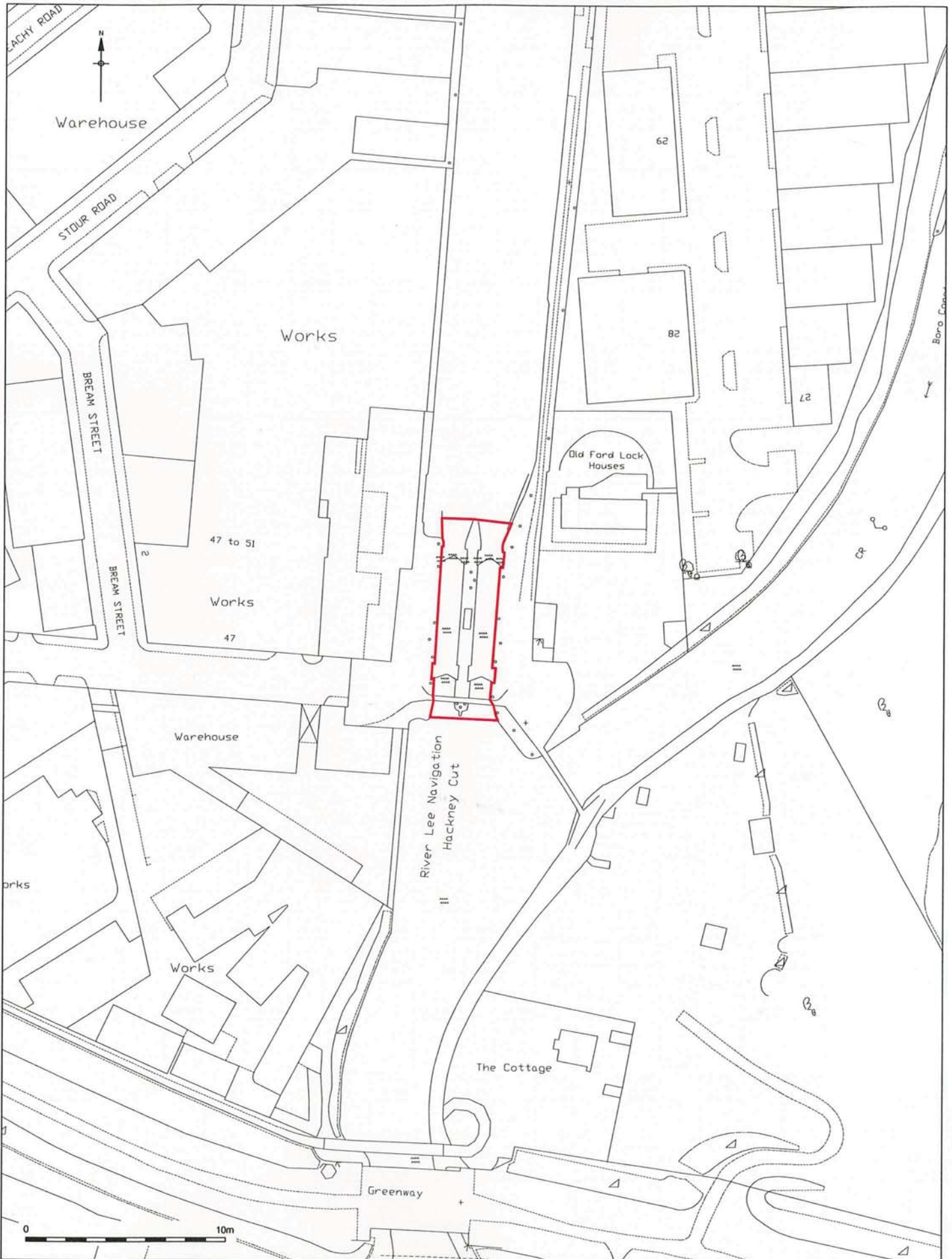




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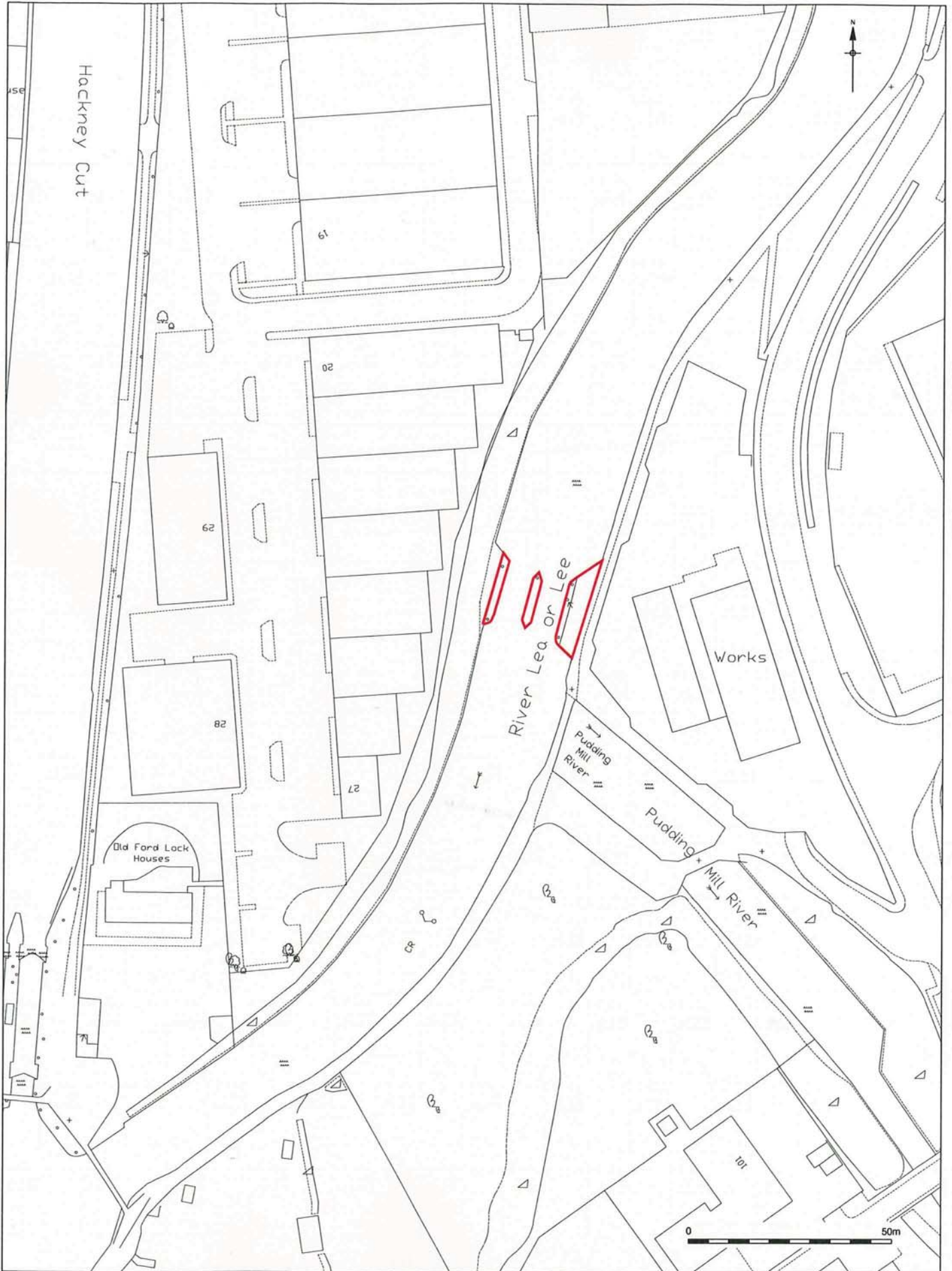
Figure 4
 Detailed location plan: OL-07307
 (Old Ford Lock Houses)
 1:1,250 at A4



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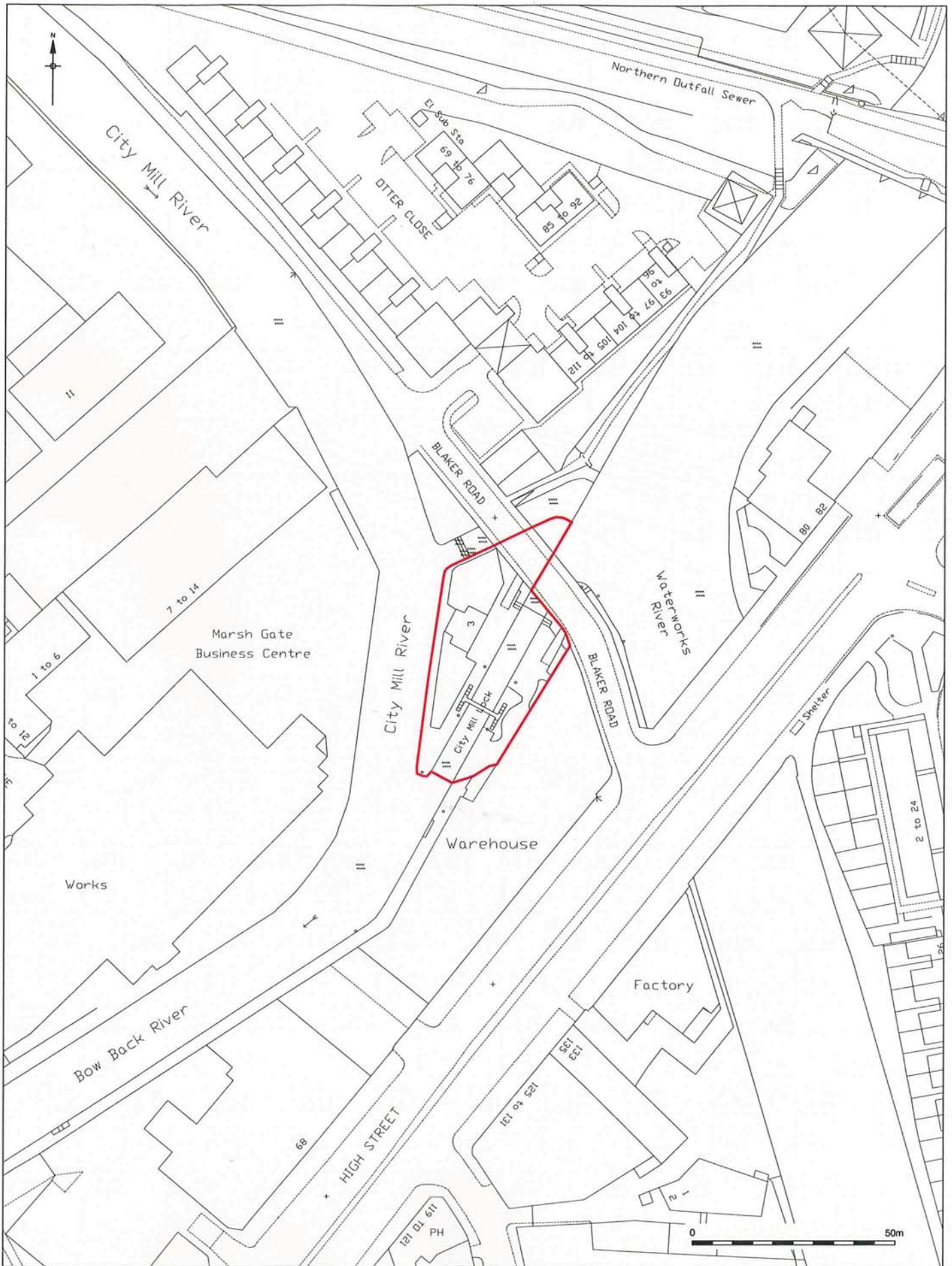
Figure 5
 Detailed location plan :OL-05007
 (Old Ford Lock)
 1:1,250 at A4



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Figure 6
 Detailed location plan: OL-05407
 (Pudding Mill Lock)
 1:1,250 at A4



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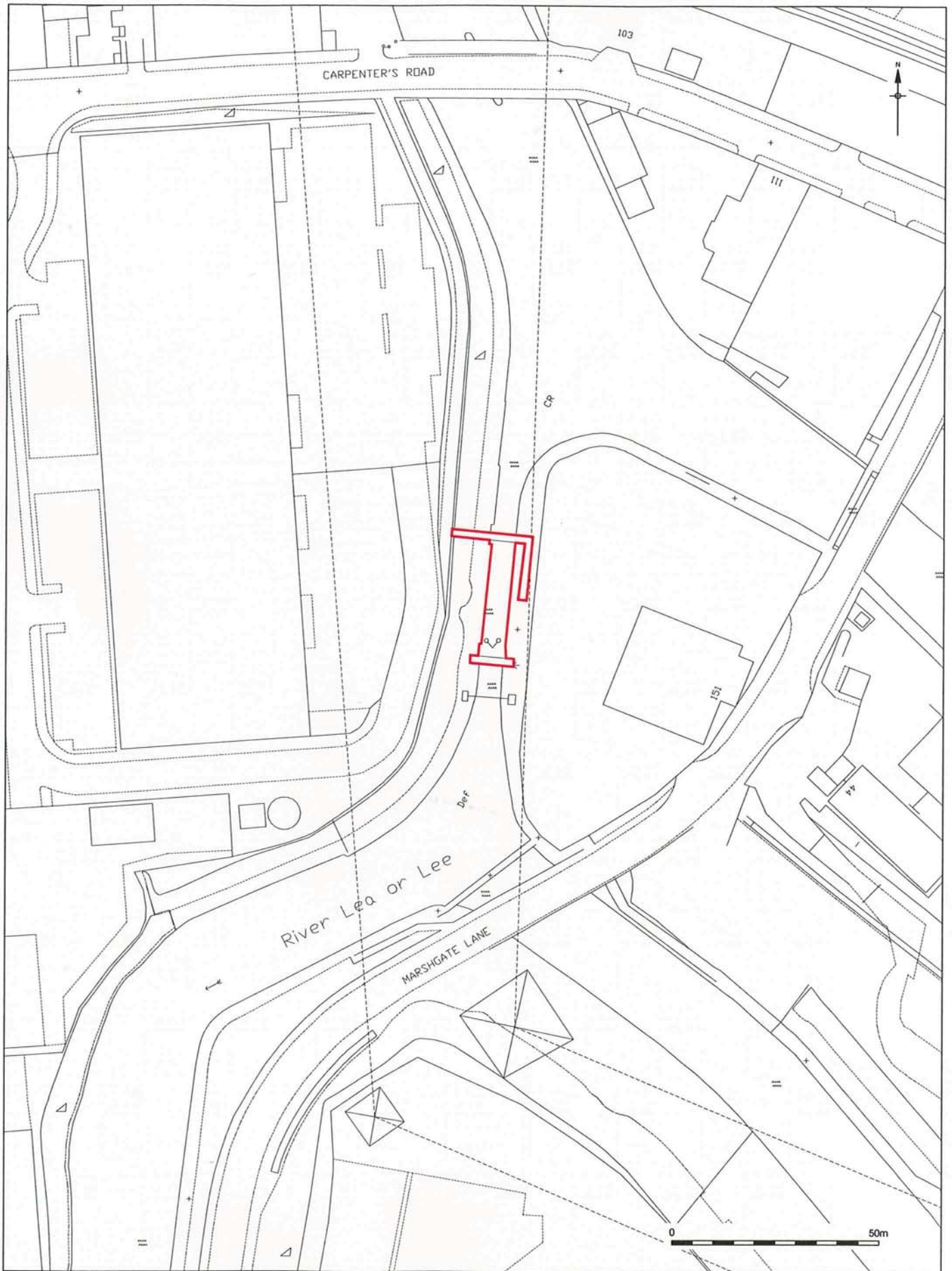
Figure 7
 Detailed location plan: OL-07407
 (Marshgate Lane Lock)
 1:1,250

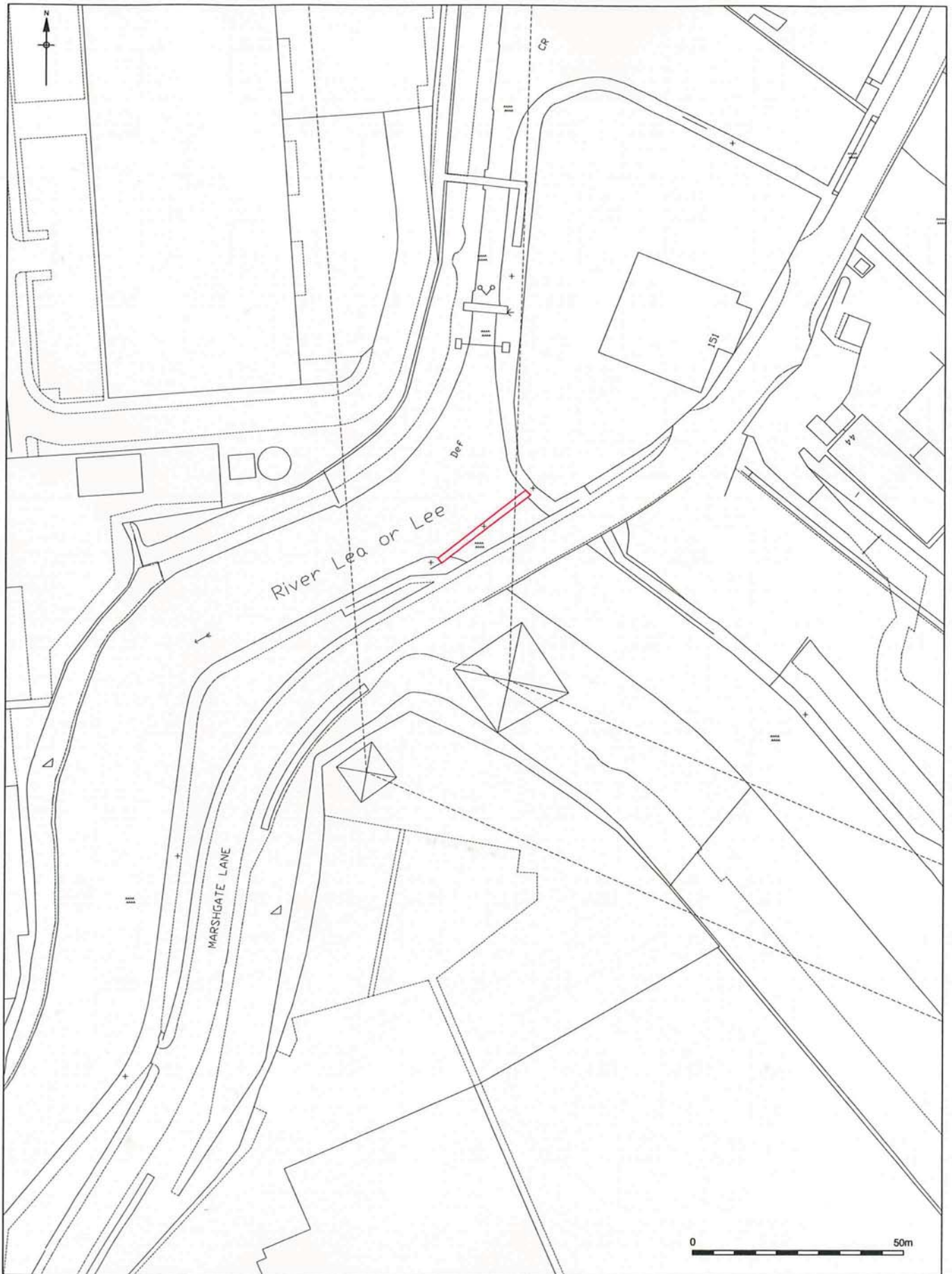


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Figure 8
 Detailed location plan: OL-07207
 (Stone and brick river bank walls)
 1:1,250 at A4





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Figure 10
 Detailed location plan: OL-03507
 (City Mill River Footbridge)
 1:1,250 at A4

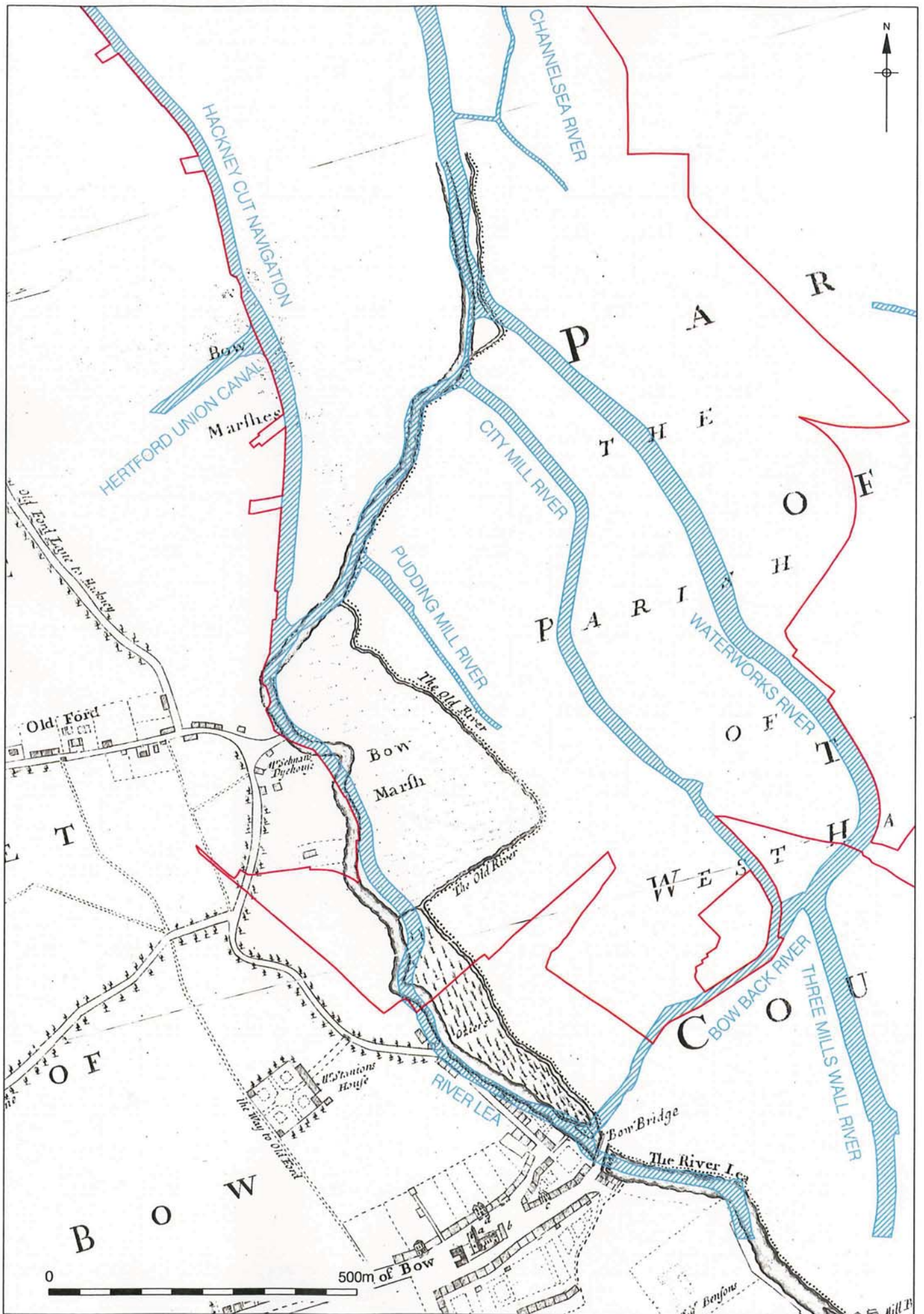


Figure 11
 Gascoigne's Map of Bow and Bromley, 1703
 1:8,000 at A4

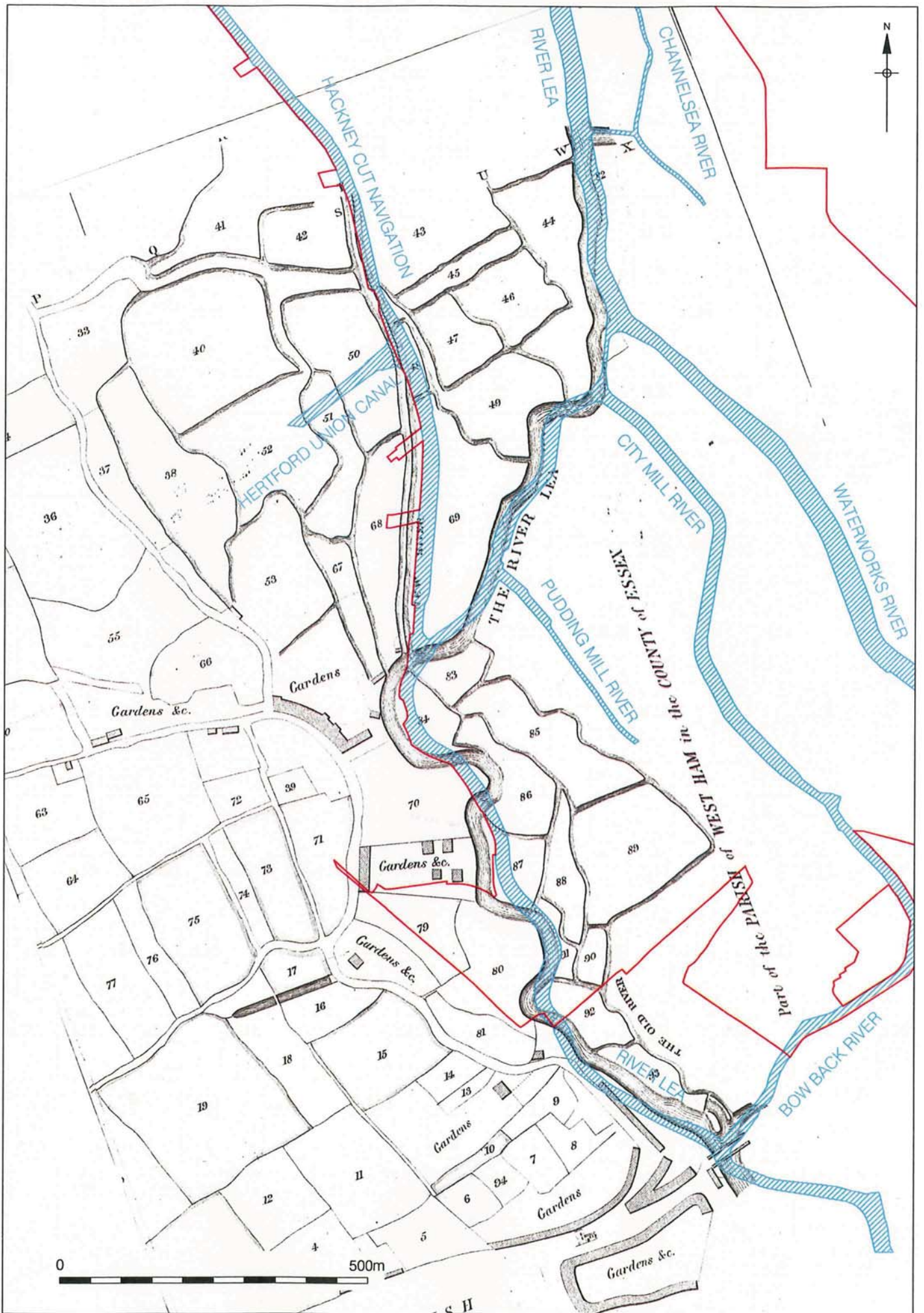
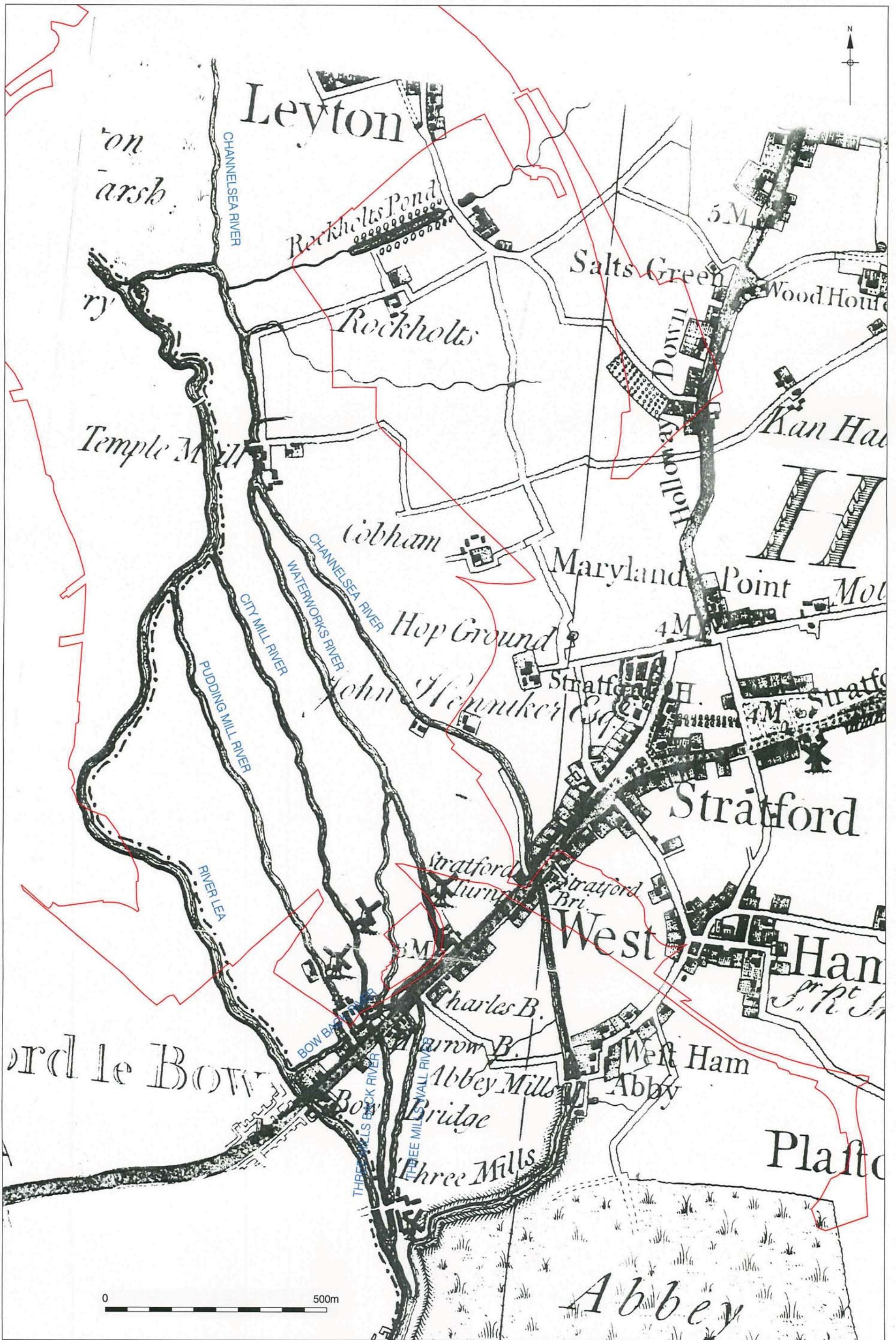
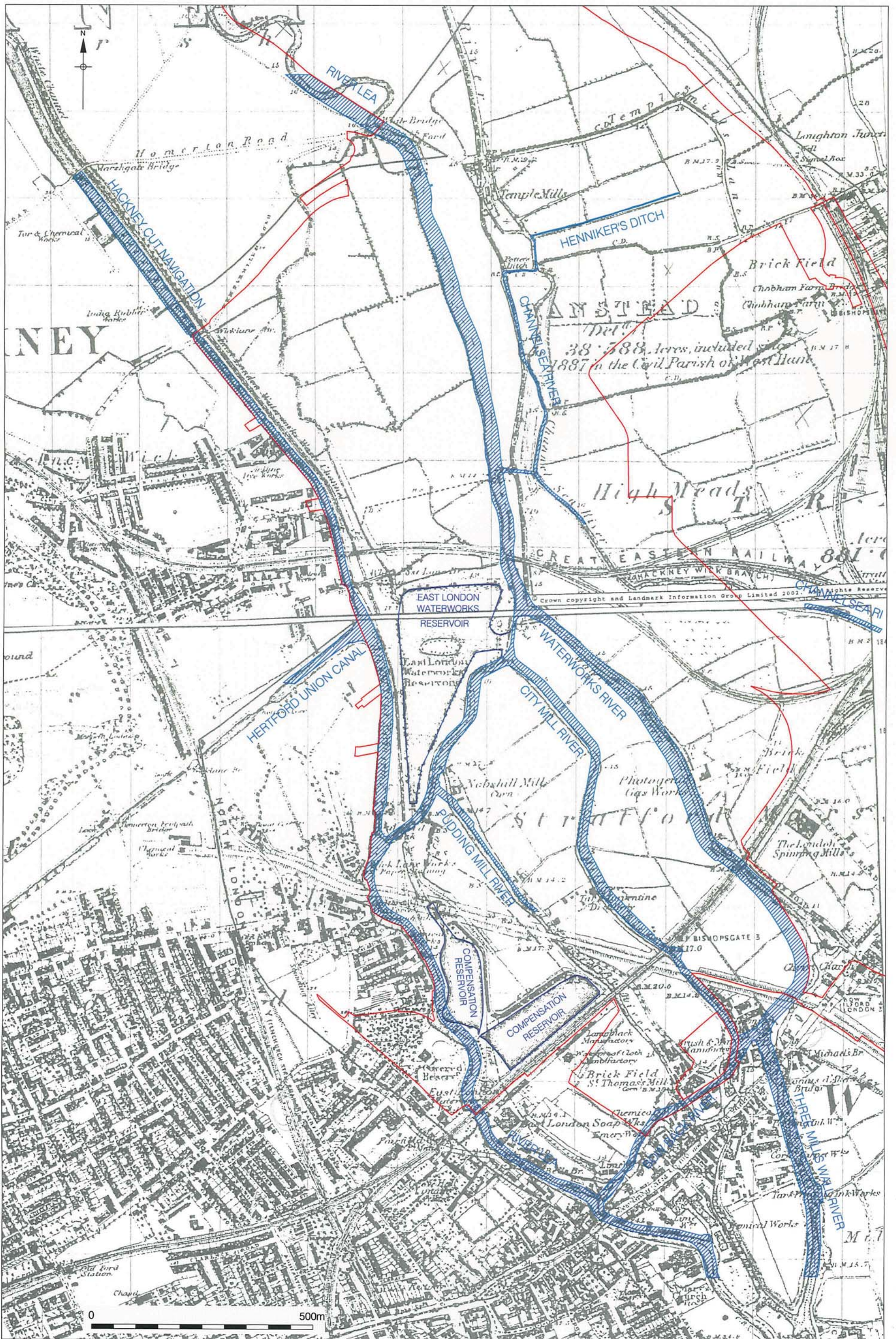
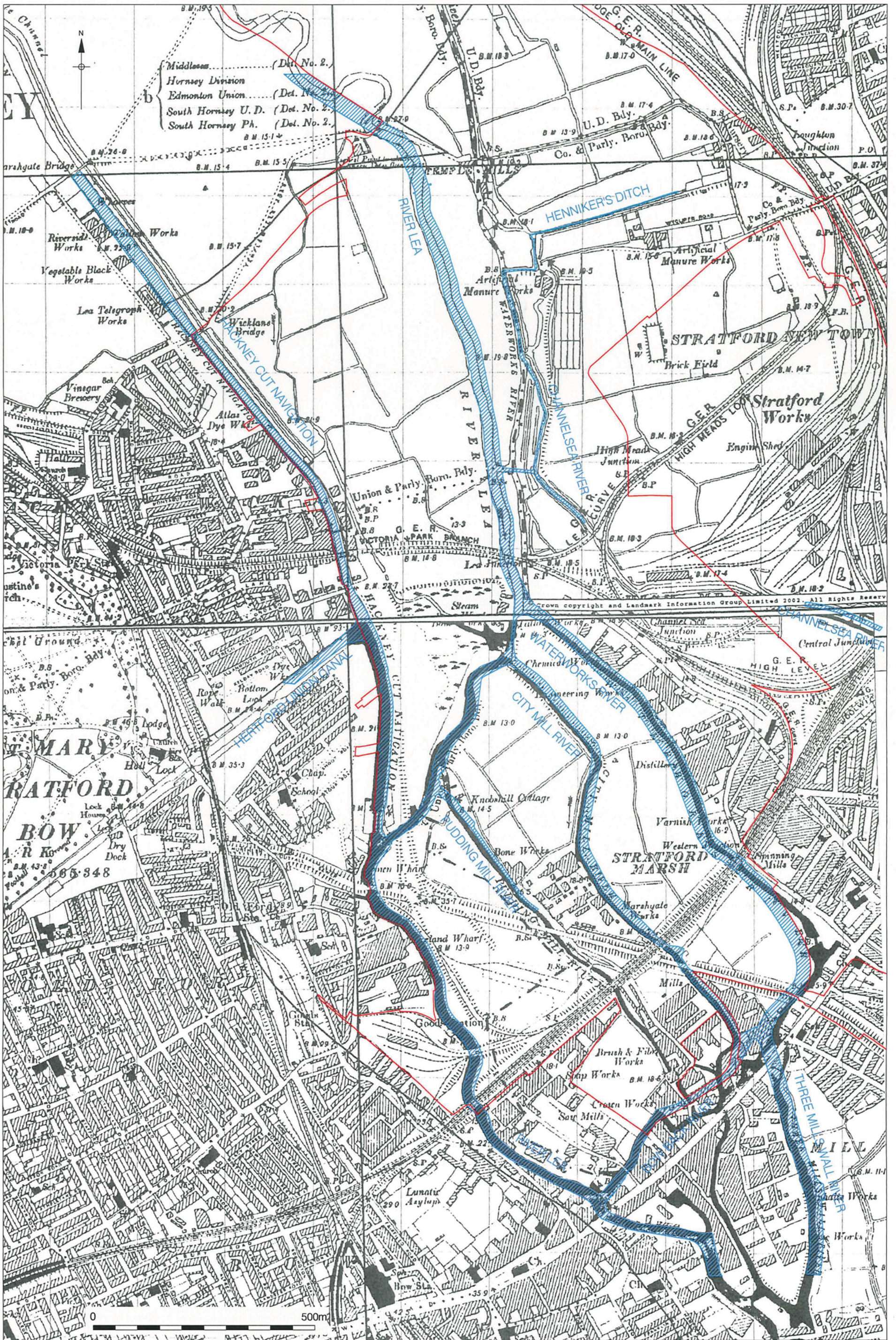


Figure 12
 Cardwell's Plan of the Parish of St Mary Stratford, Bow, 1768
 1:8,000 at A4







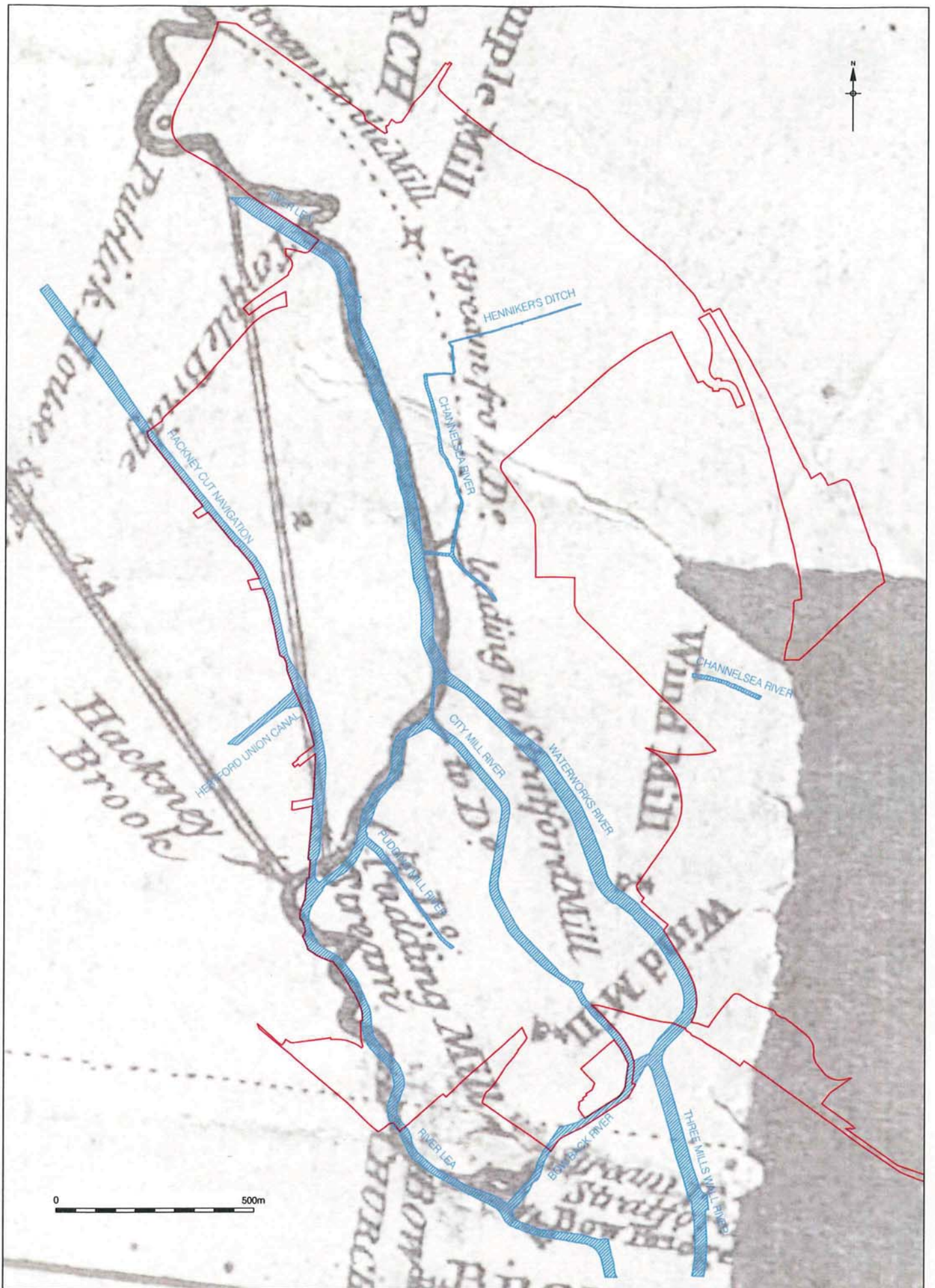


Figure 16
 Plan of the River Lea from Hartford to Bow Bridge, 1760/1767
 1:12,500 at A4

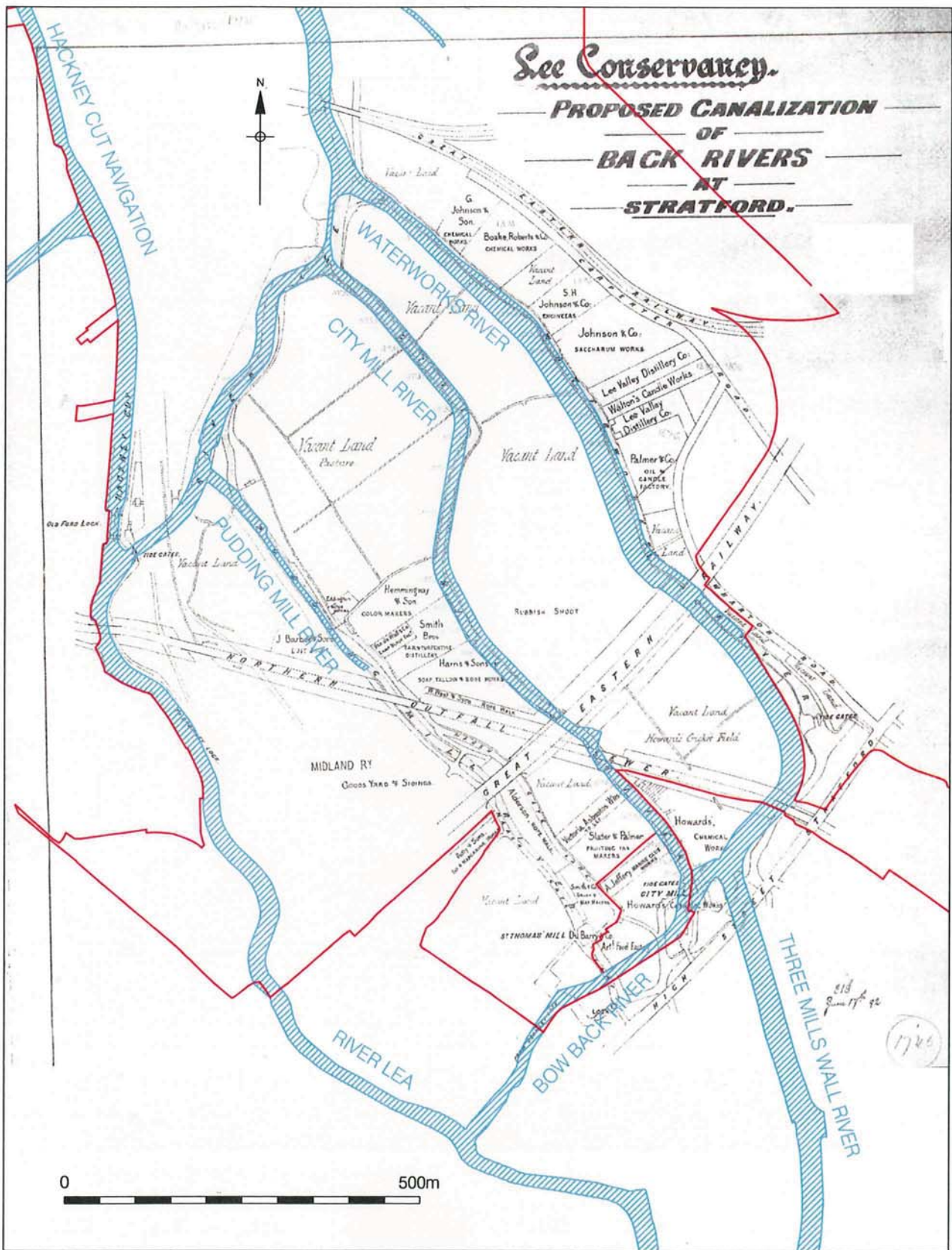
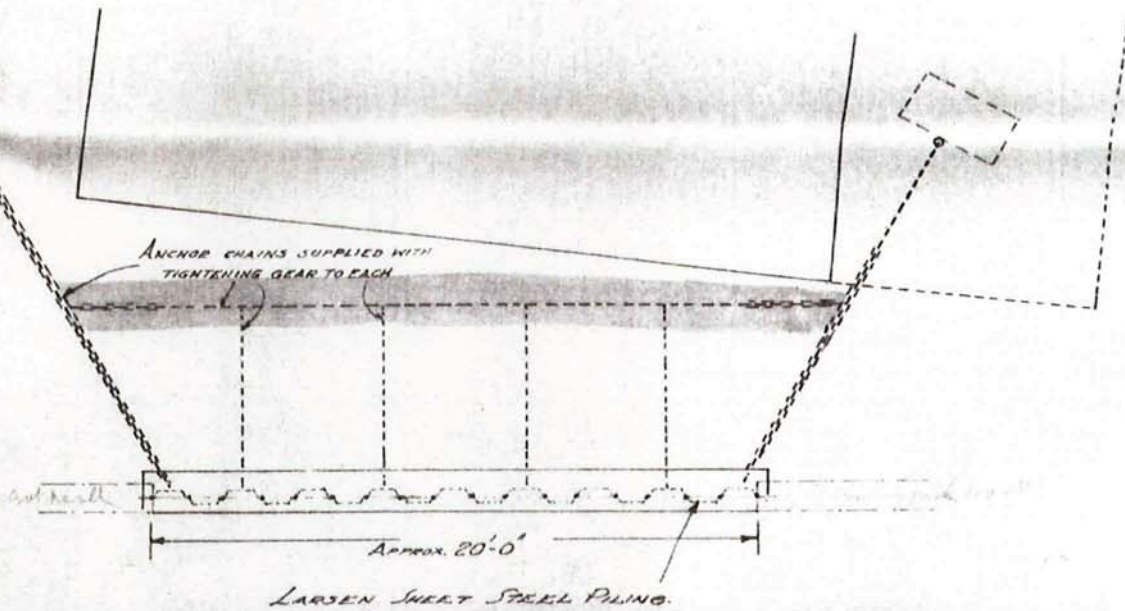
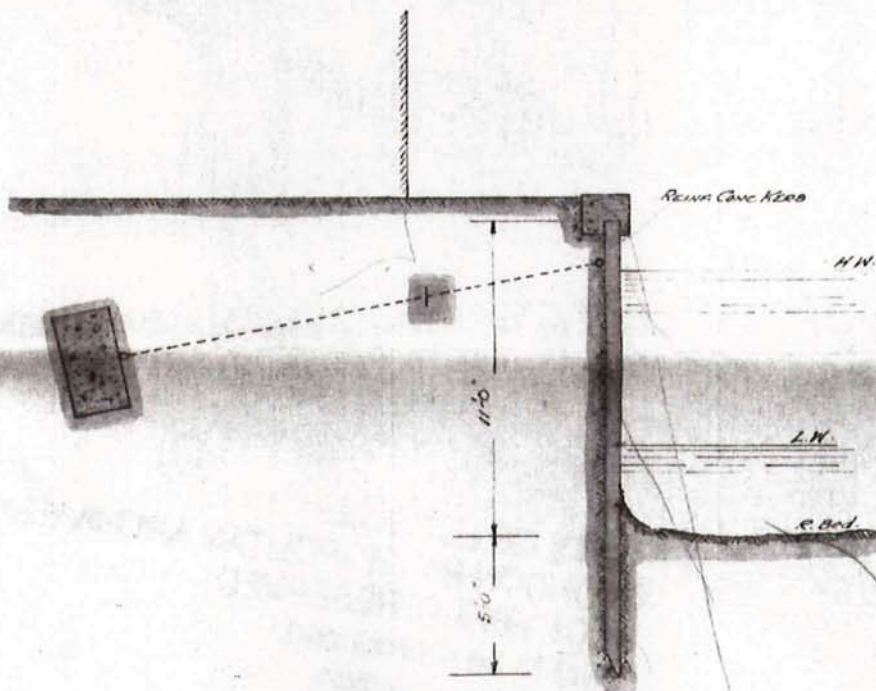


Figure 17
 Proposed canalization of Stratford Back Rivers 1892
 1:8,000 at A4

G WHARF WALL, FOR
DILS LTD.
ROAD, BOW, LONDON, E.



PLAN



TYPICAL SECTION.

SCALE: 1/4" = 1 FOOT.

Figure 18
Proposed steel piling, Liberty Oils Wharf, 1935
not to scale

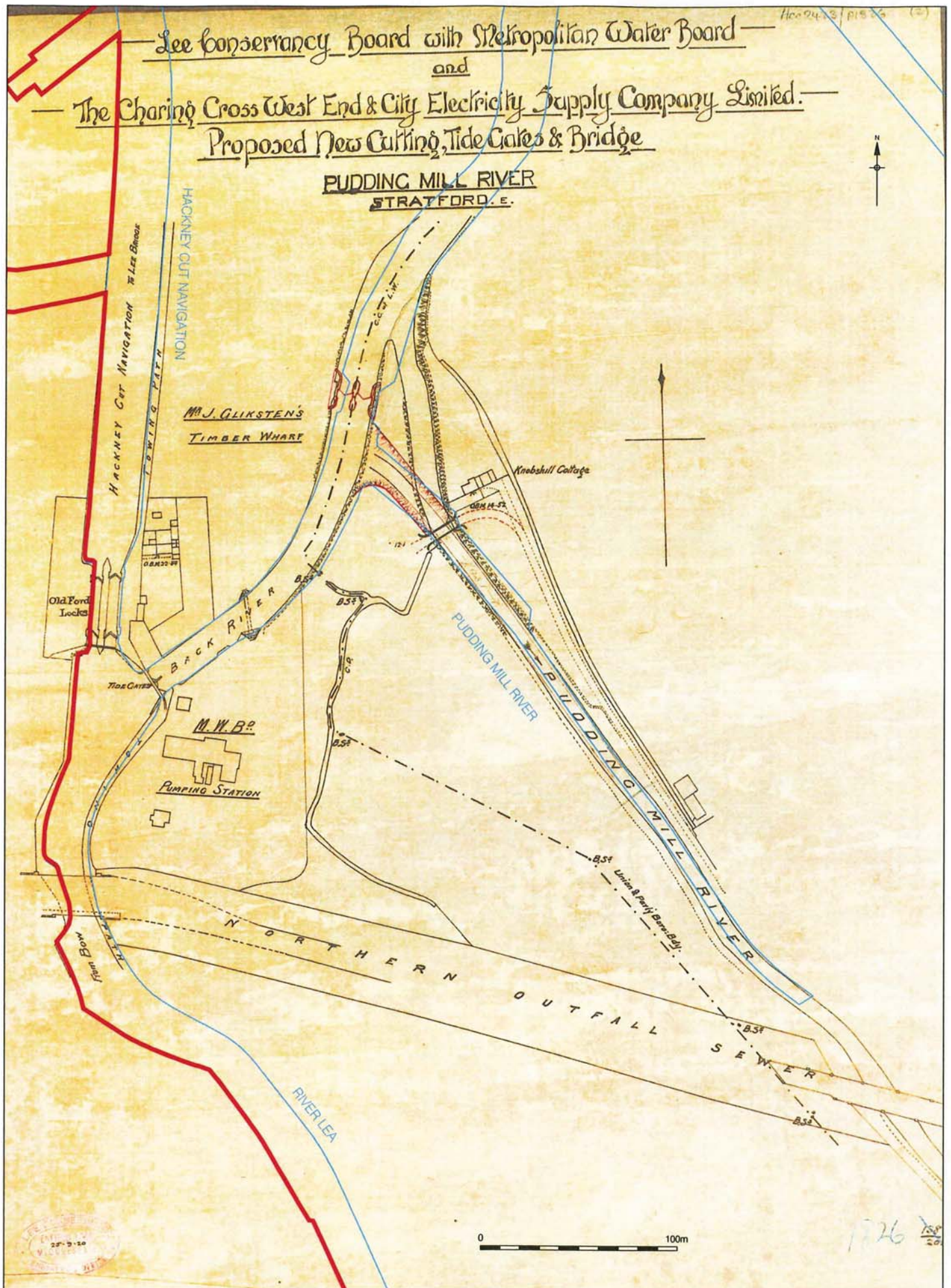


Figure 19
 Plan showing position of Pudding Mill tide gates
 and new cutting for Pudding Mill River
 1:2,000 at A4



Figure 21
 Proposed improvements along the River Lea from Old Ford Lock to Bromley Mills c.1809
 1:4,000 at A3

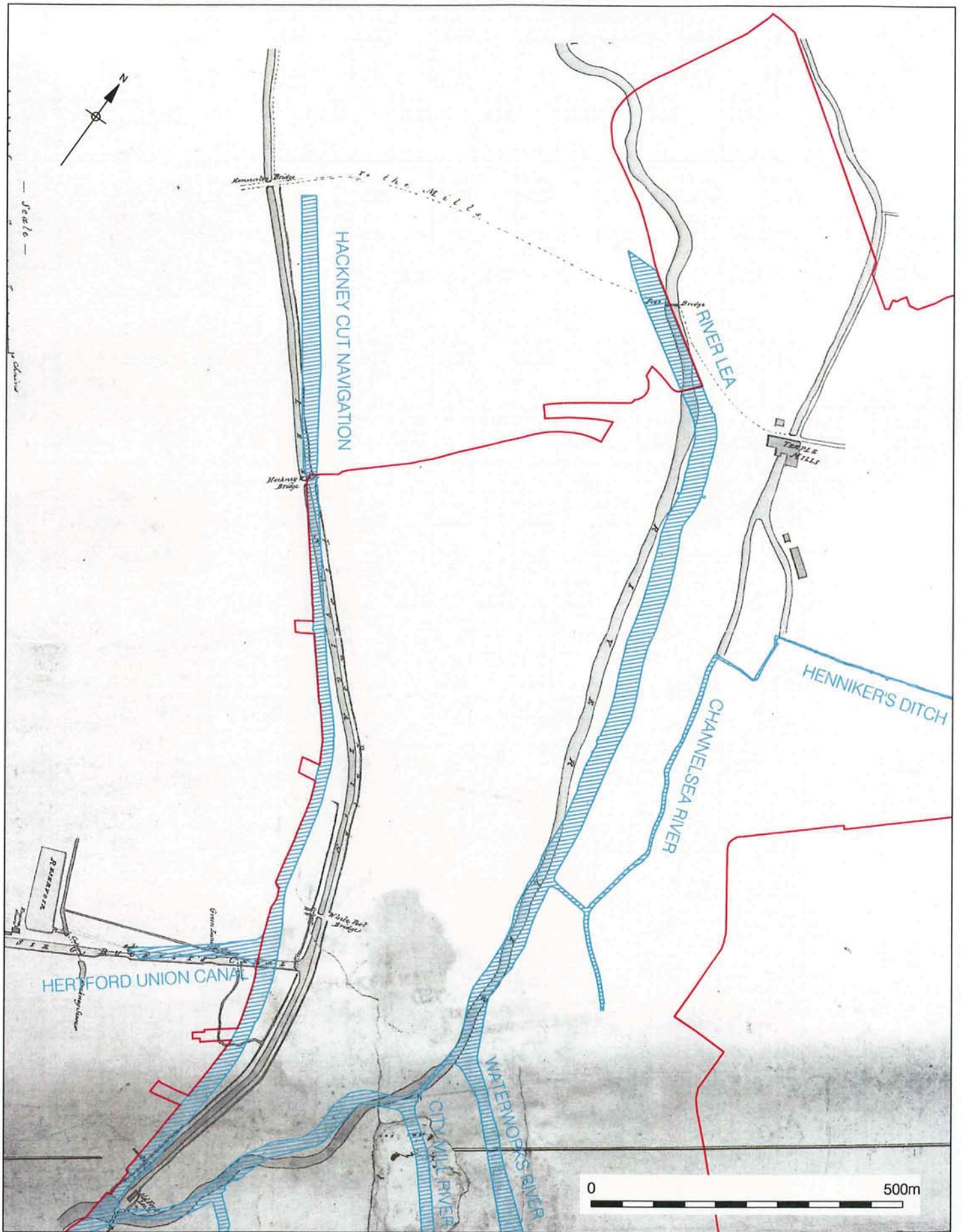
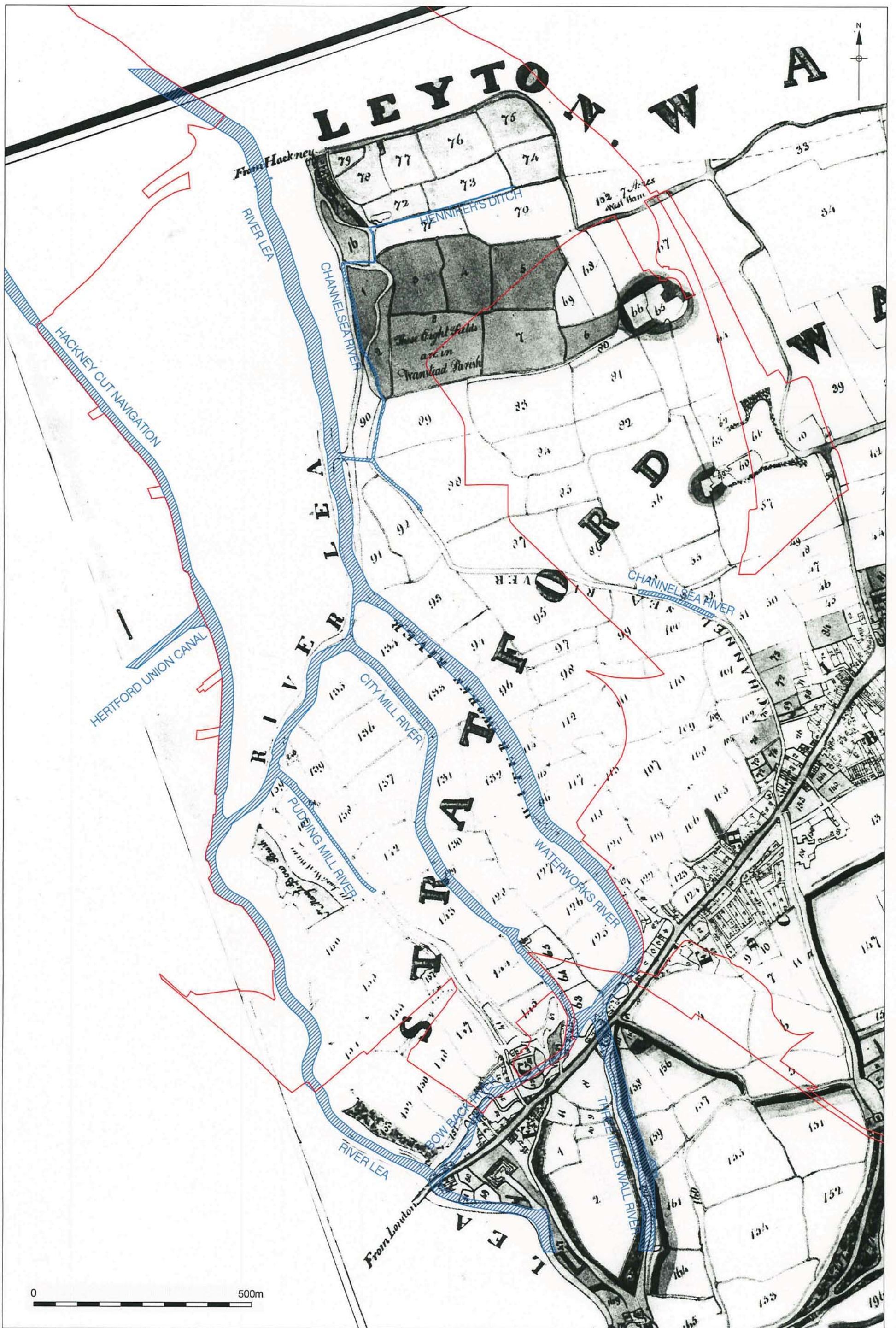


Figure 22
 Plan of the River Lea and Lea Navigation,
 pre-1850s Improvement Act, 185[-]
 1:8,000 at A4



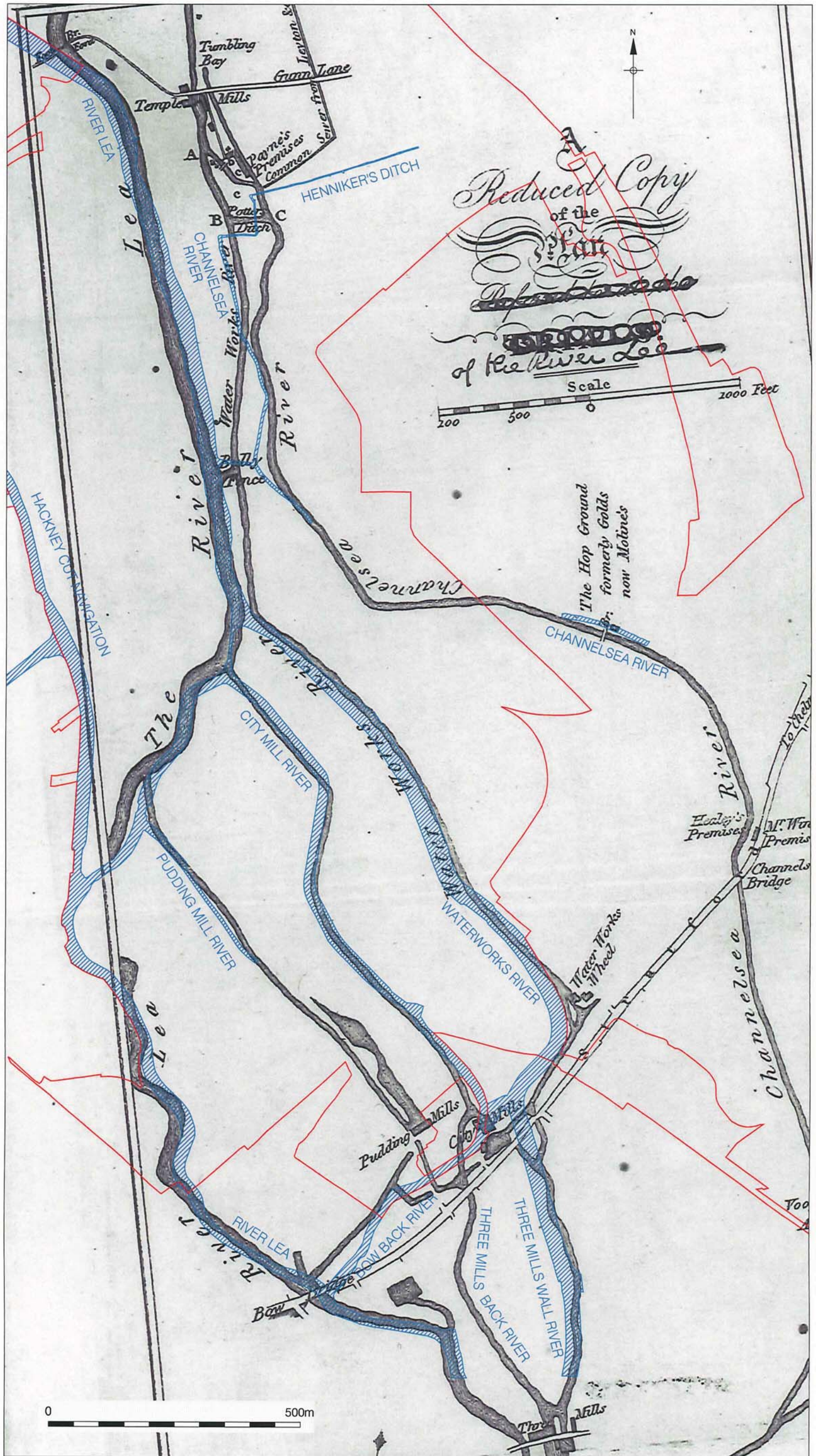


Figure 24
Plan accompanying a petition of 1828
1:8,000 at A3

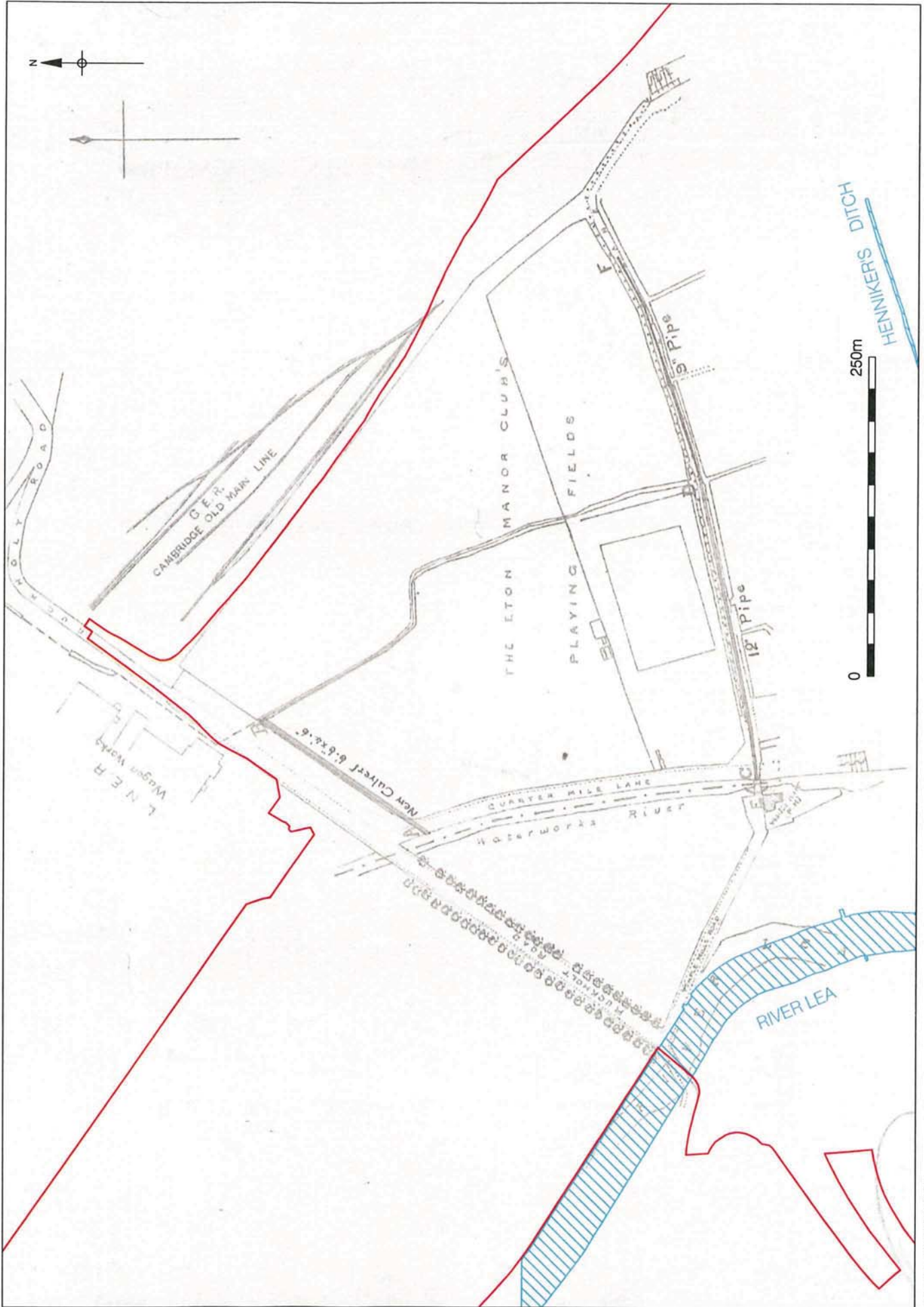
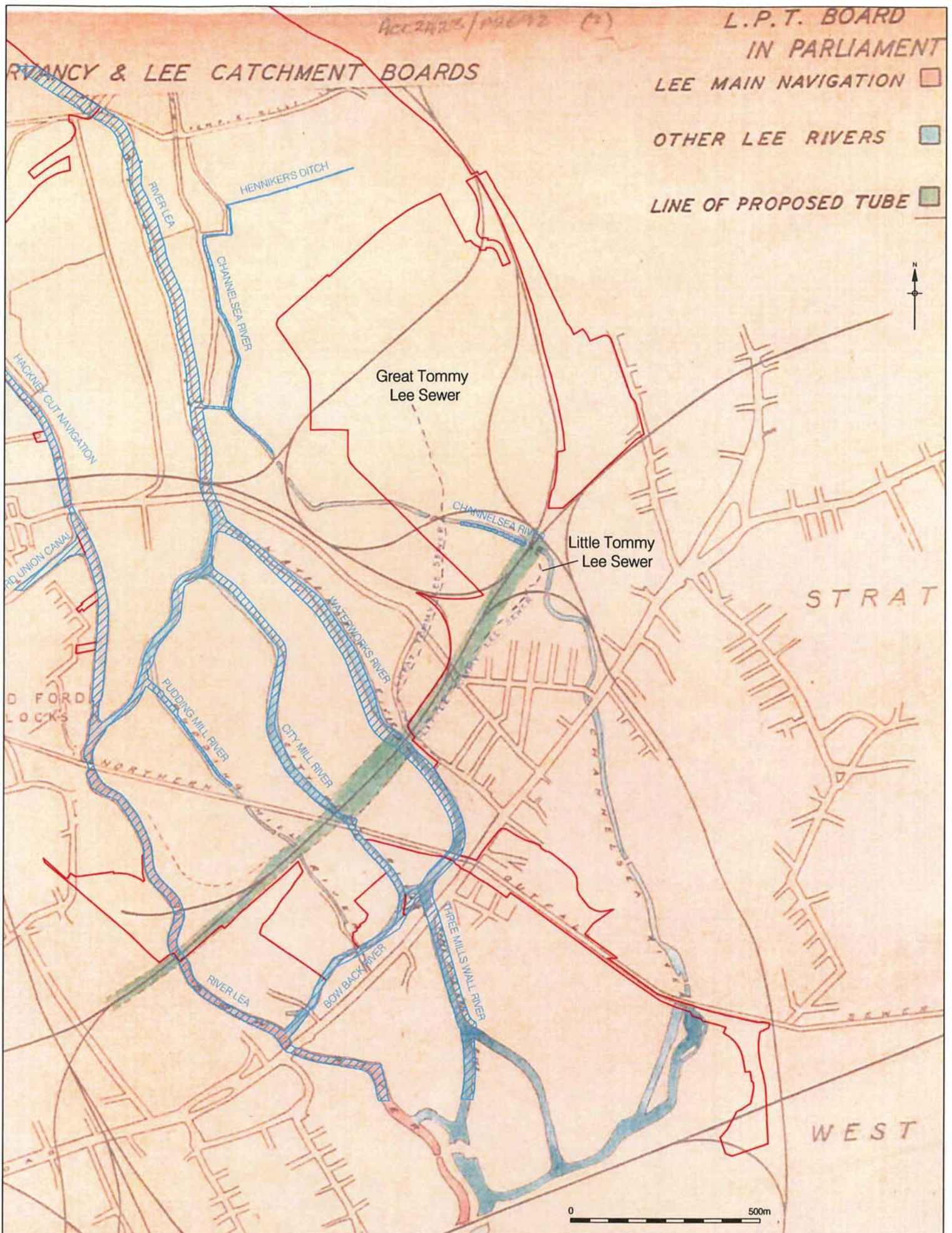
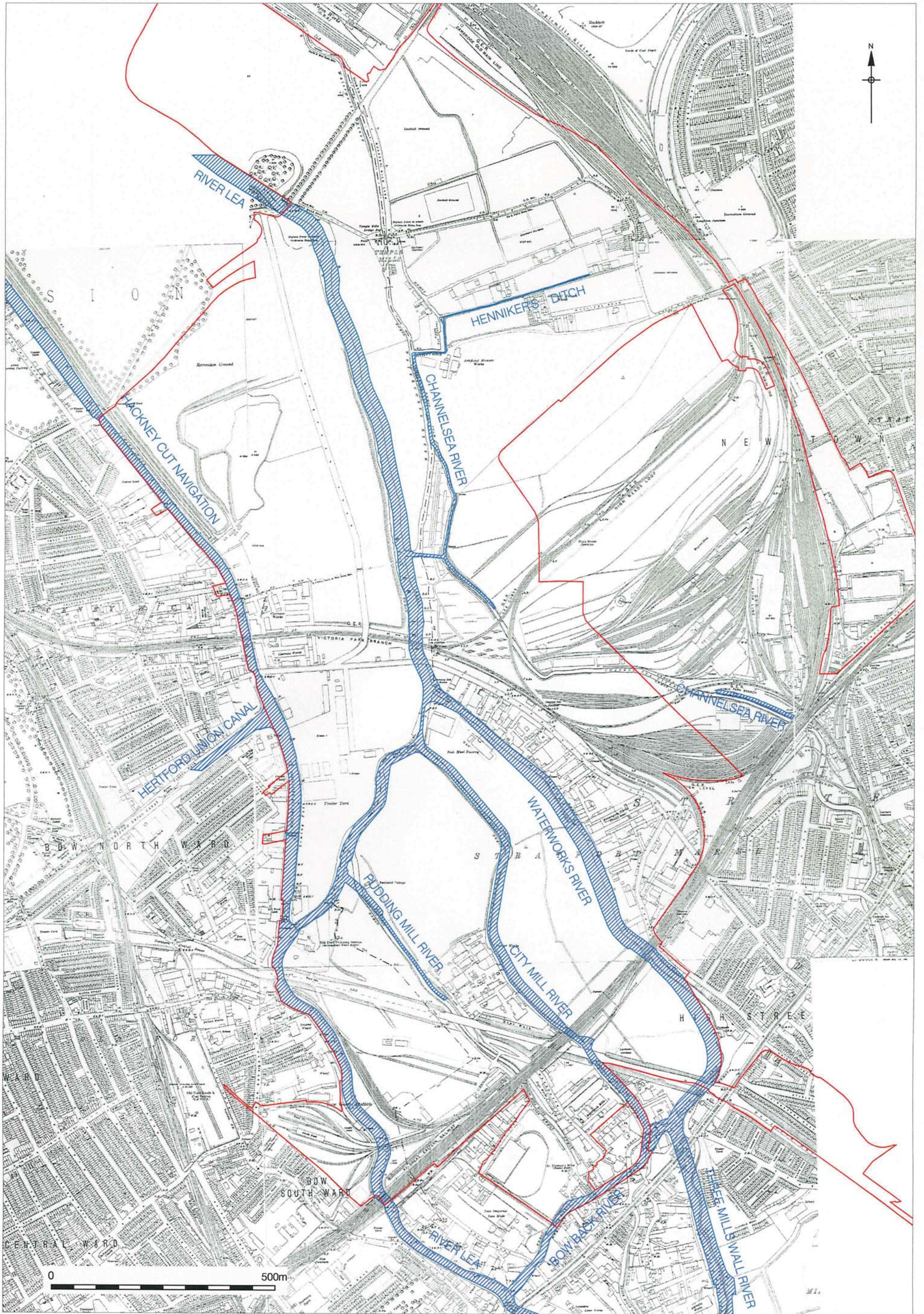
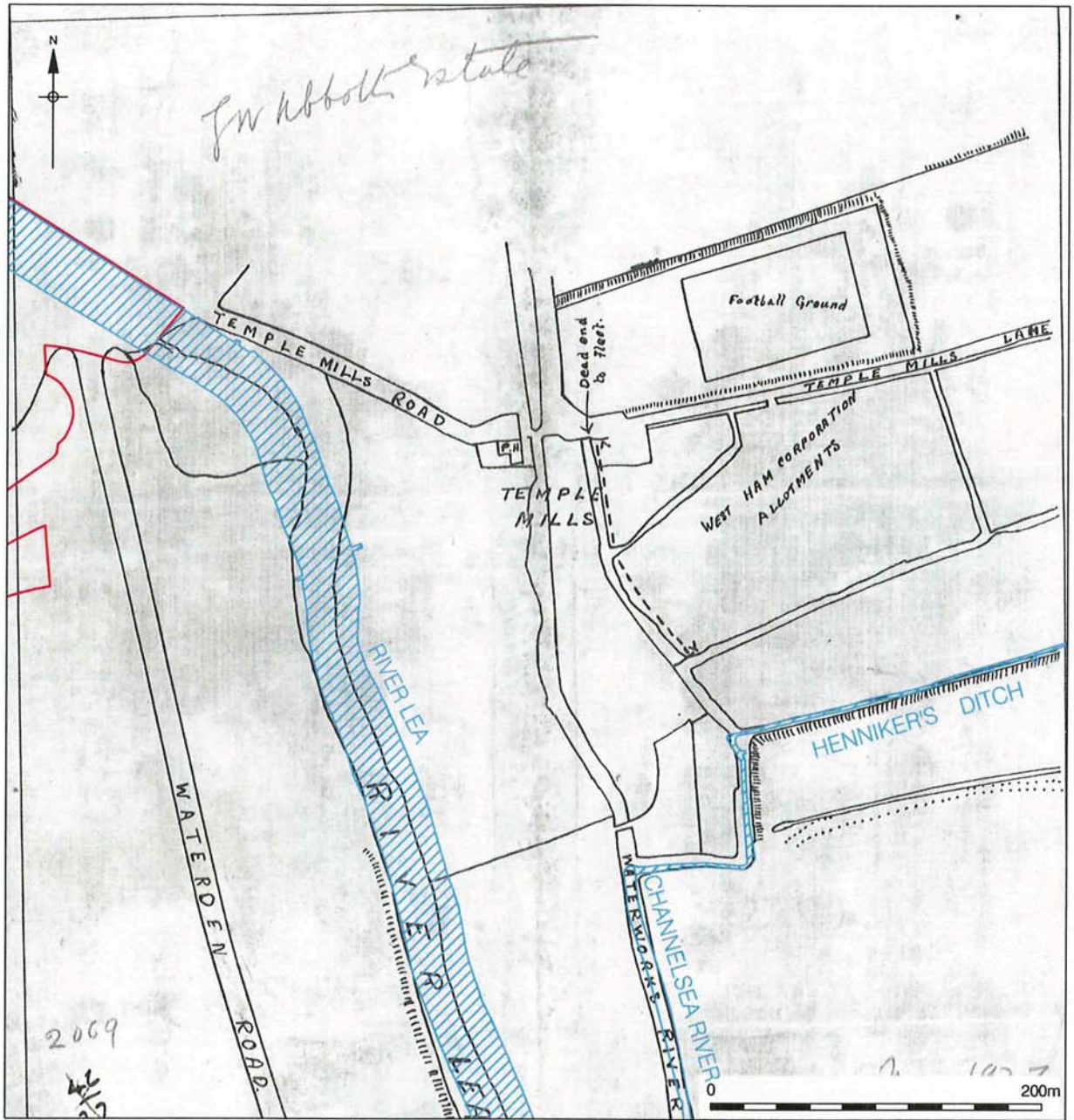


Figure 25
 Proposed widening of Temple Mills Lane, County Borough of West Ham, 1926
 1:4,000 at A4







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Figure 28
 Plan showing infilling of the Channelsea River
 at Temple Mills Lane, 1927
 1:4,000 at A4

REFERENCE.

- A.A. Wind-mills.
- B.B. Pasture ground.
- C.C.C. Reed ground and mowings.
- D. Dacem Houses, yards, stables, with rooms above.
- E. Cart-house.
- F. Coach house and stable.
- G.G.G.G. Gardens.
- H.H. Pig Houses.
- I. Carpenters, Leas shop.
- K. Clerks houses.
- L. Braieries.
- M. Malt Mill.
- N. Water Mill and Eraine.
- P. Still-house.
- Q. Spirit Warehouse.
- R. Cooperidge.
- S. Counting House.
- T. Dwelling House.
- U. Kitchen.
- V.V.V. Sheds.
- W. Stables.
- X. Yard.

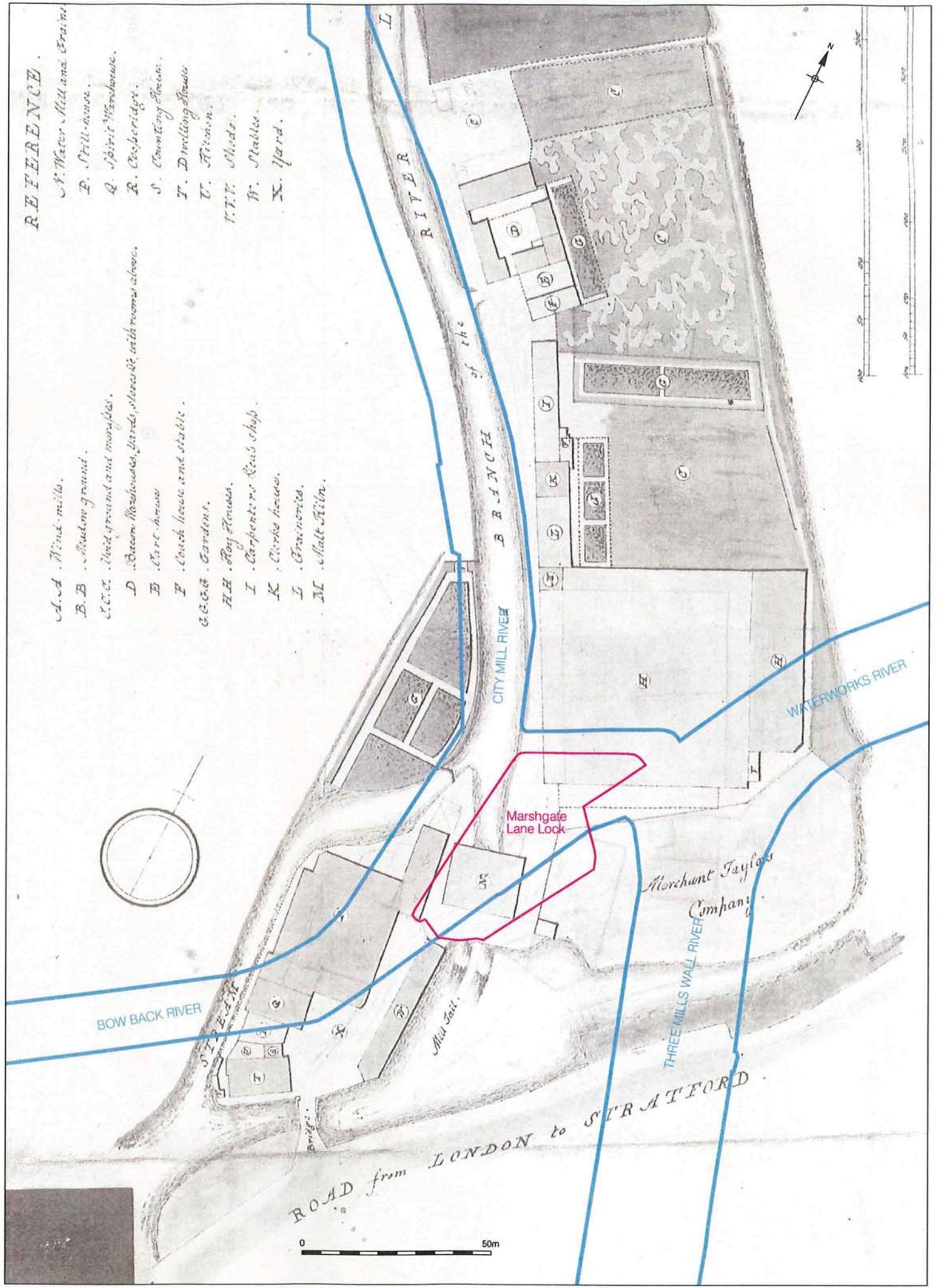


Figure 29
Lease Plan of Spileman's Mill in 1767
1:1,250 at A4

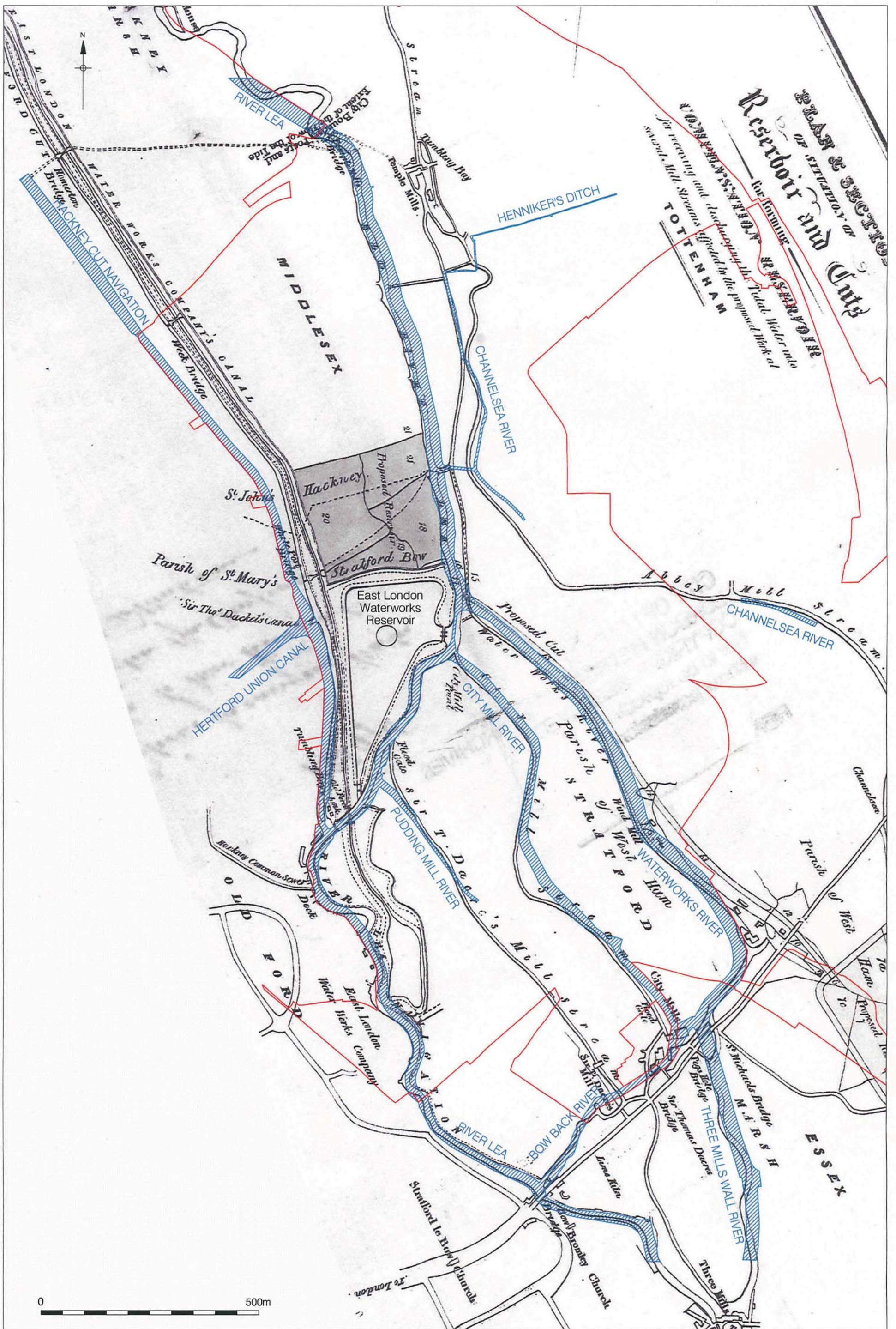
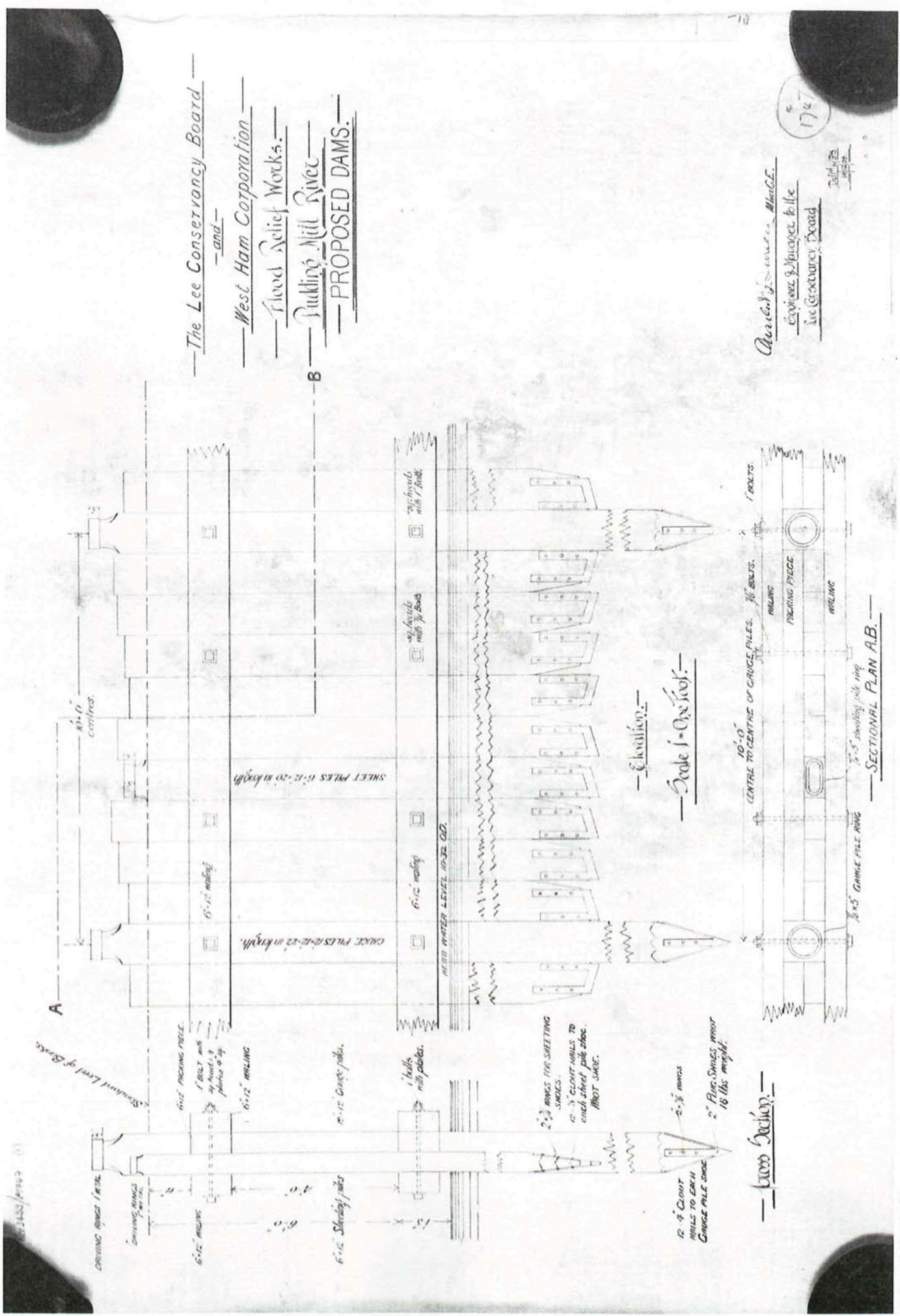


Figure 30
Plan of reservoir and cuts, Stratford Back Rivers, 1834
1:8,000 at A3



—The Lee Conservancy Board—
 —and—
 —West Ham Corporation—
 —Flood Relief Works.—
 —Pudding Mill River—
 —PROPOSED DAMS.—

Approved by *James M. M.C.E.*
 Engineer & Surveyor to the
 Lee Conservancy Board

1727

Figure 31
 Pudding Mill River, Proposed timber piling, 1908
 not to scale

CONTRACT NO
SHEET NO

LEE CONSERVANCY BOARD AND WEST HAM CORPORATION — RIVER LEE FLOOD RELIEF & DIV. I — CITY MILLS CUT — GENERAL LAYOUT.



PRIORS
SHOOTS
WATERWORKS RIVER

CITY MILL RIVER

Marshgate
Lane Lock

BOW BACK RIVER

THREE MILLS WALL RIVER

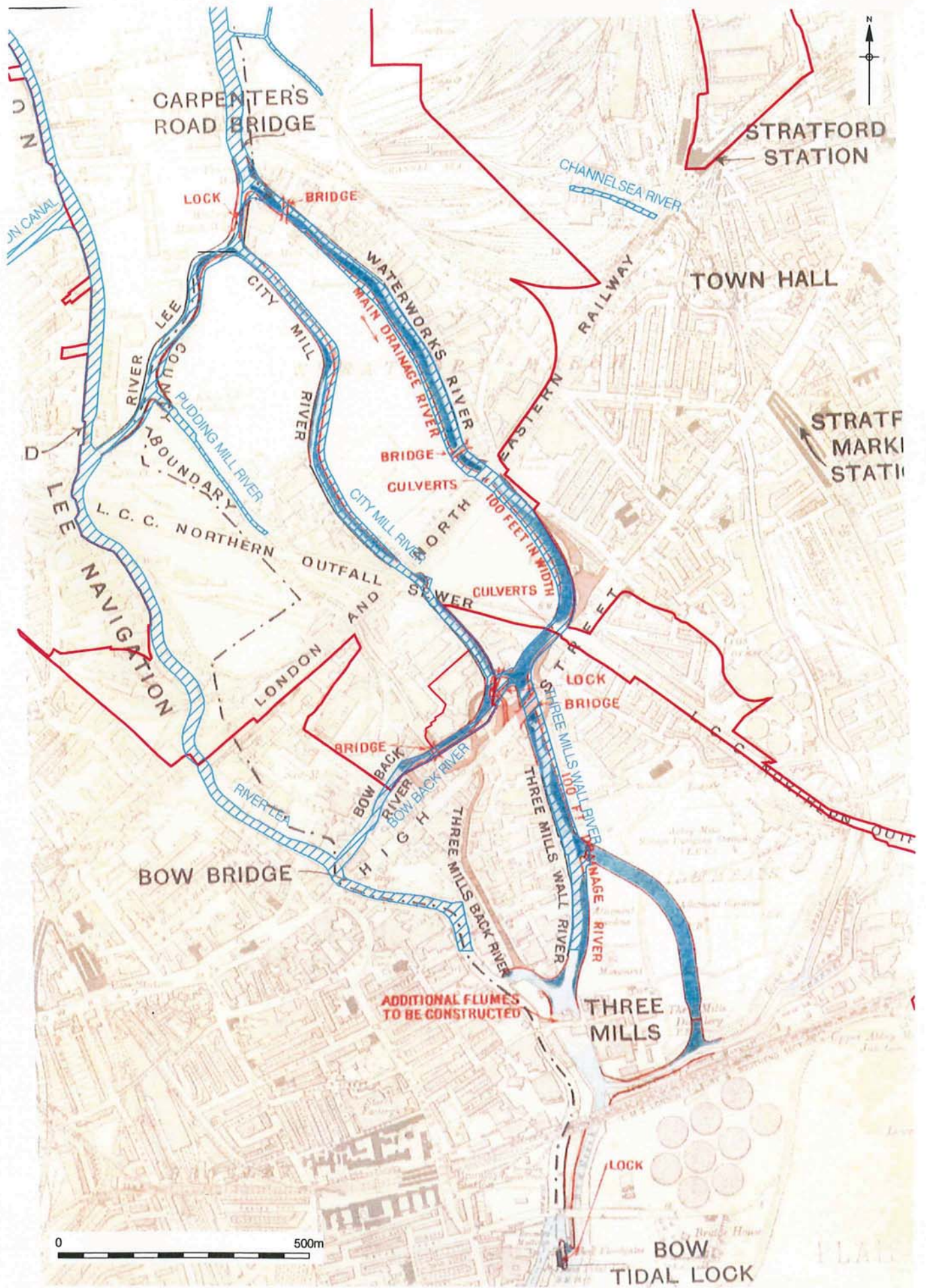


McLaspica
ENGINEERS

DRAWING NO 260.

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Figure 33
River Lea Flood Relief Act, New City Mill and Waterworks Cut 1932
1:2,000 at A4



Key to 1934 map colours:
 light blue: as existed
 dark blue: intended improvement work to rivers
 red: structural improvements

© MoLAS/PCA 2008

Figure 34
 River Lea Flood Relief Act, Plan of Works 1934
 1:10,000 at A4

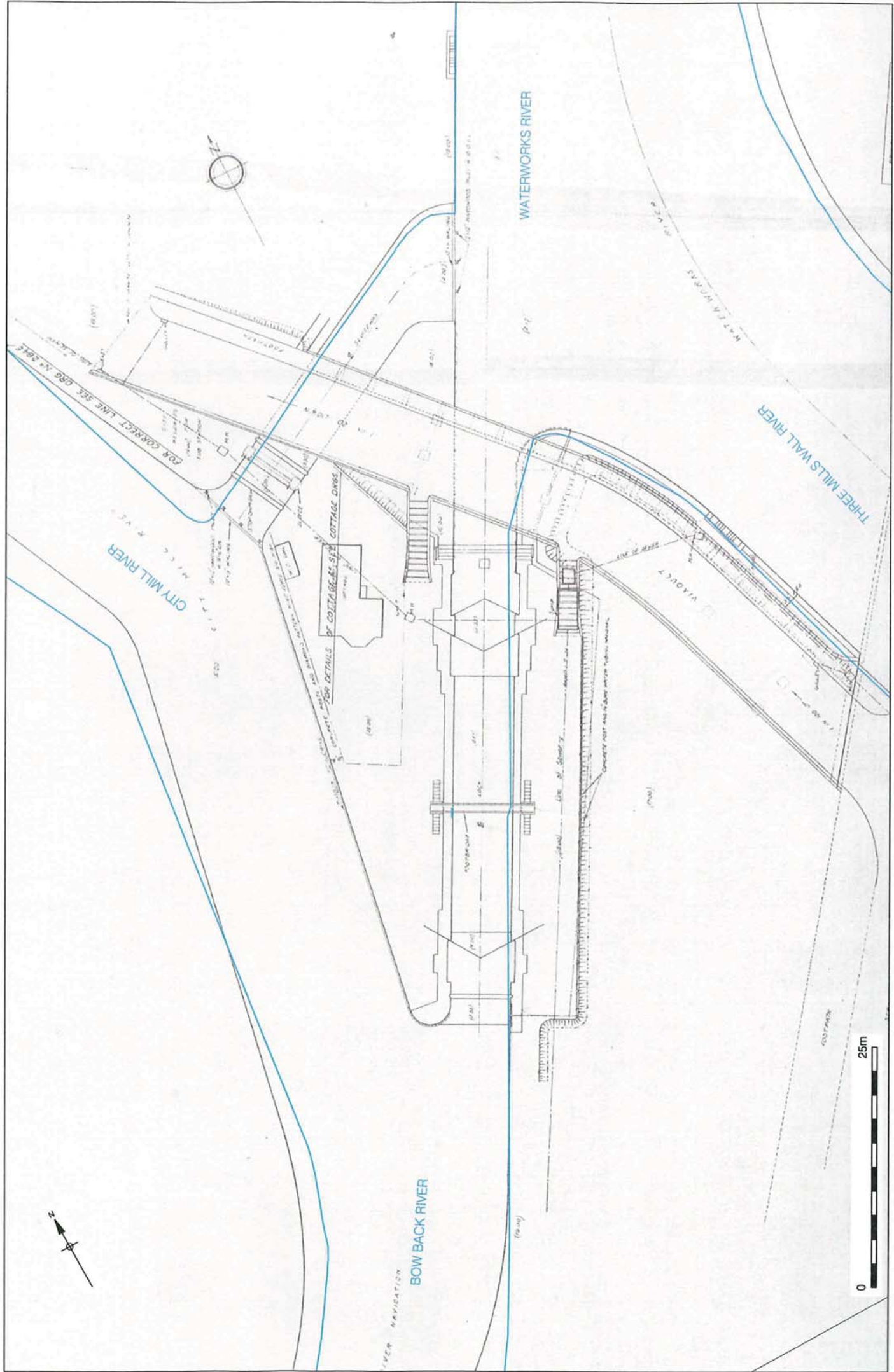


Figure 35
 River Lea Flood Relief Act, New City Mill/Marshgate Lane Lock Plan 1932
 1:500 at A4

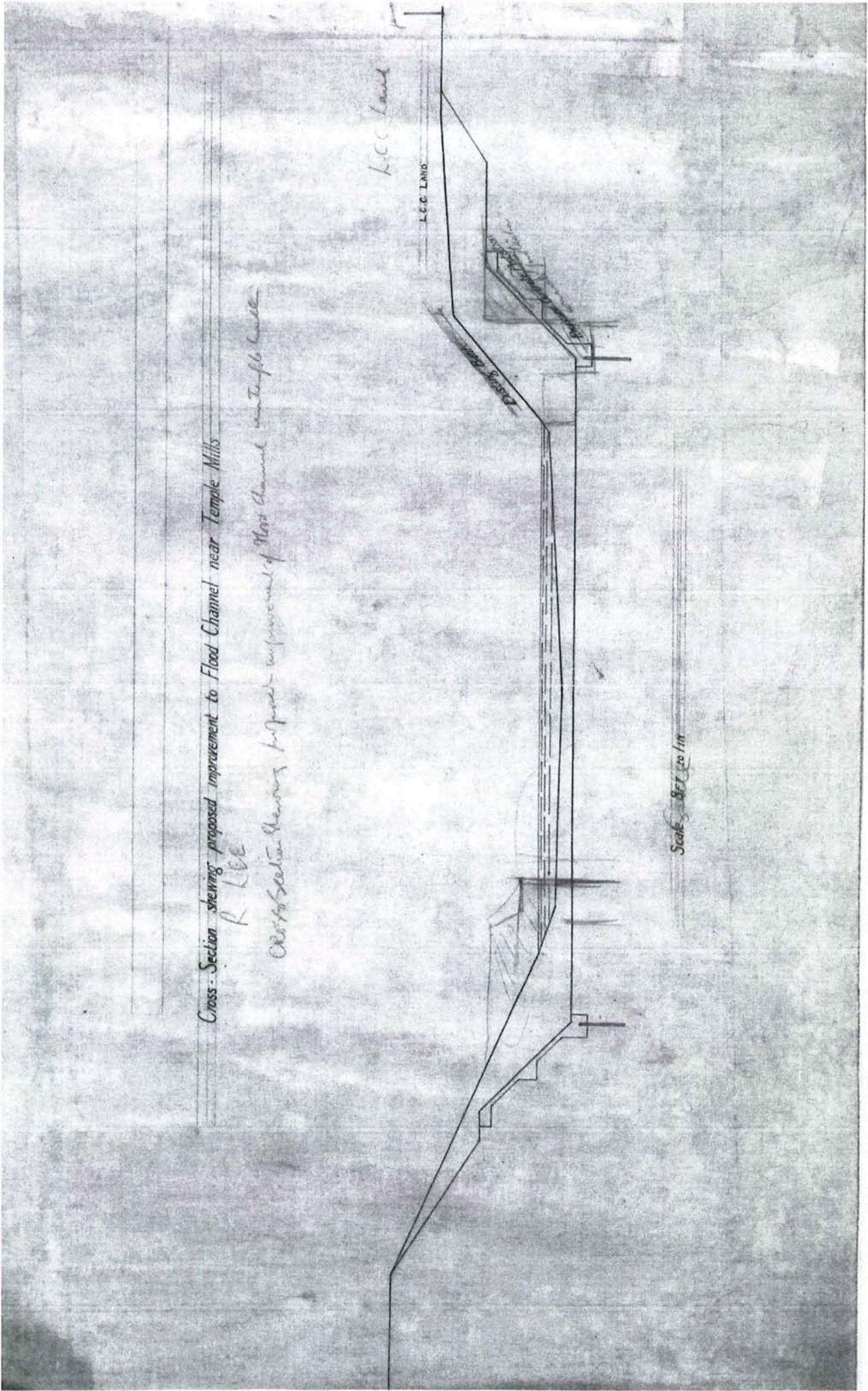
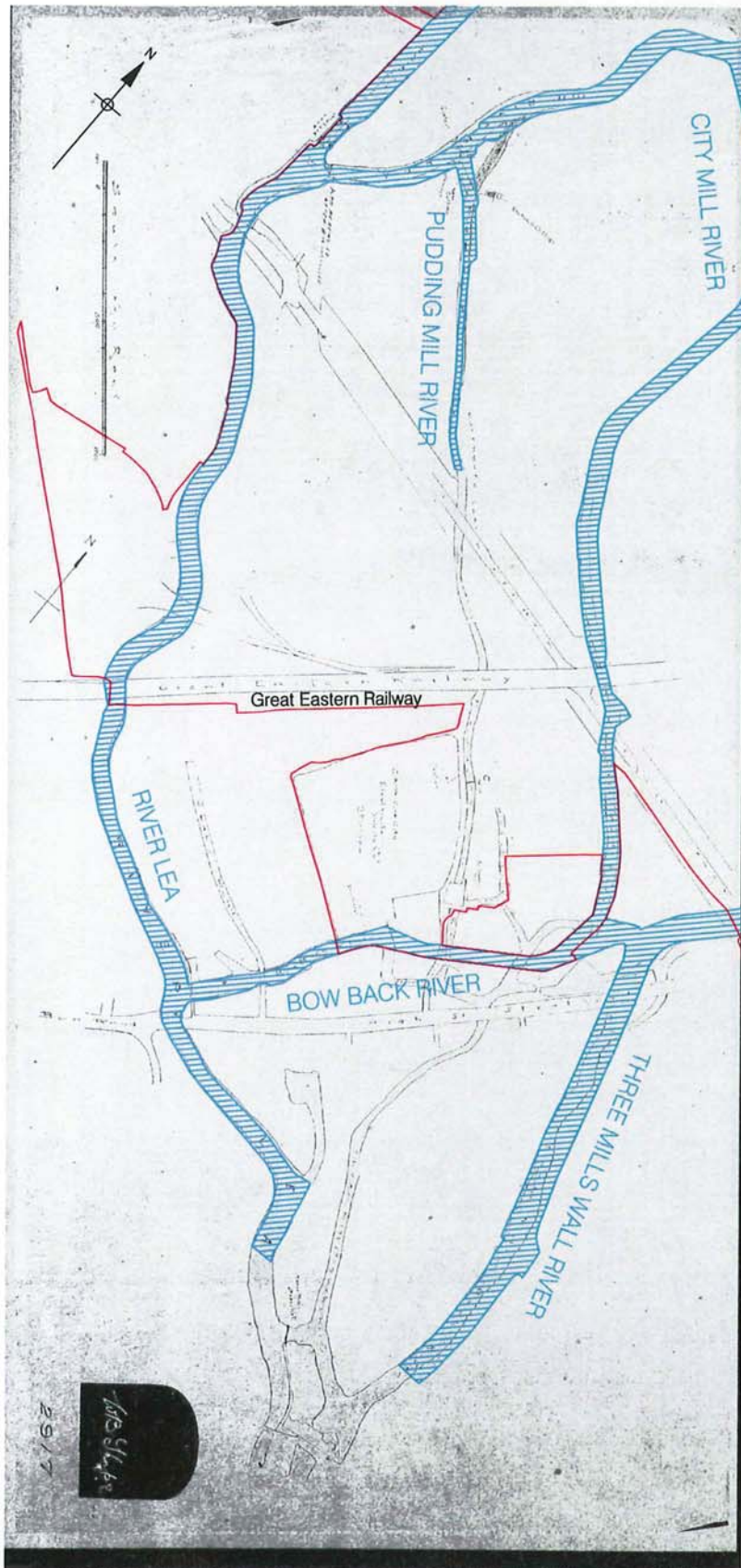


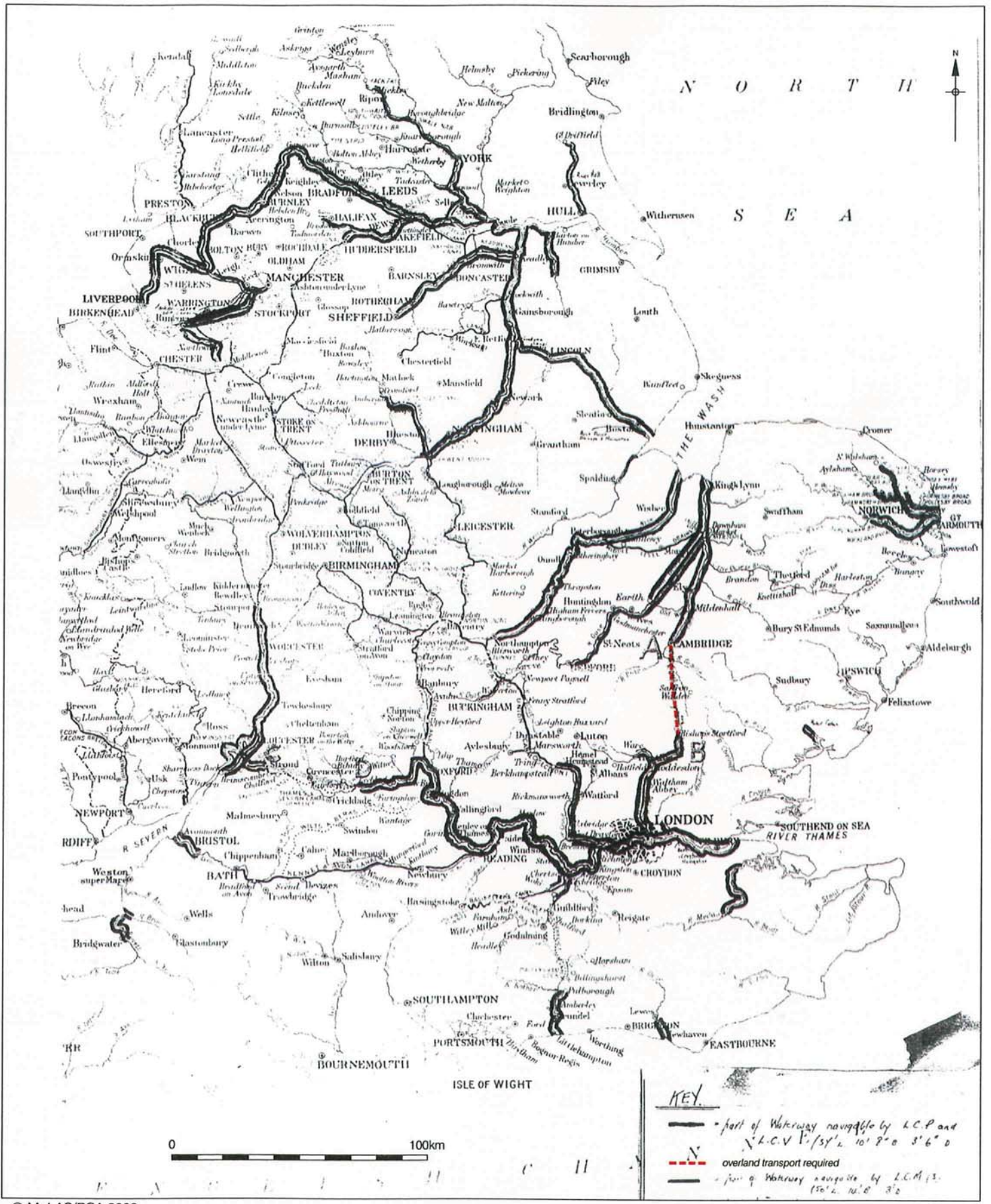
Figure 36
 Proposed widening of River Lea below Temple Mills, 1934
 not to scale



0 500m

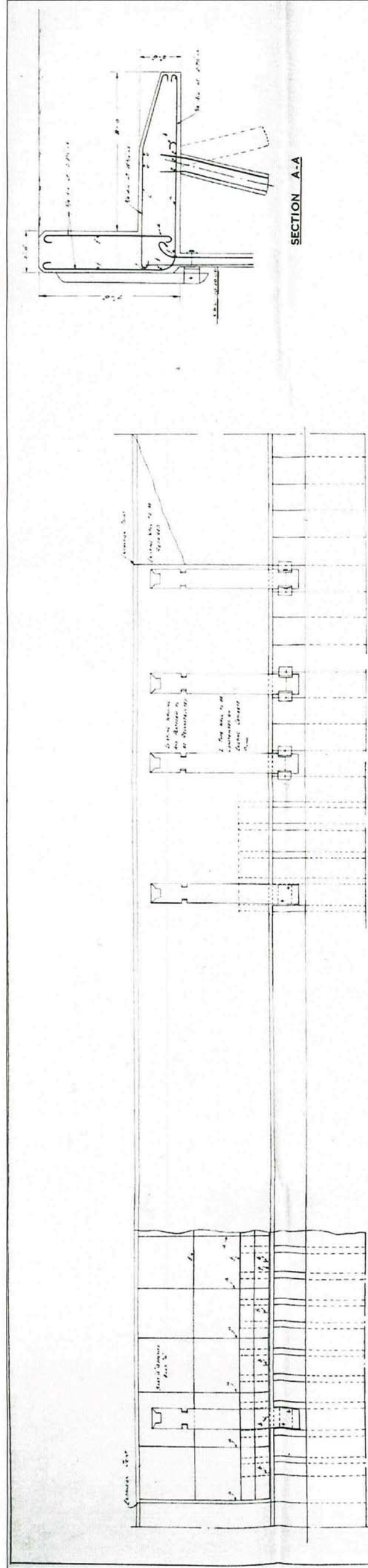
© MoLAS/PCA 2008

Figure 37
Blueprint of the Great Eastern Railway, 1890
1:8,000 at A4



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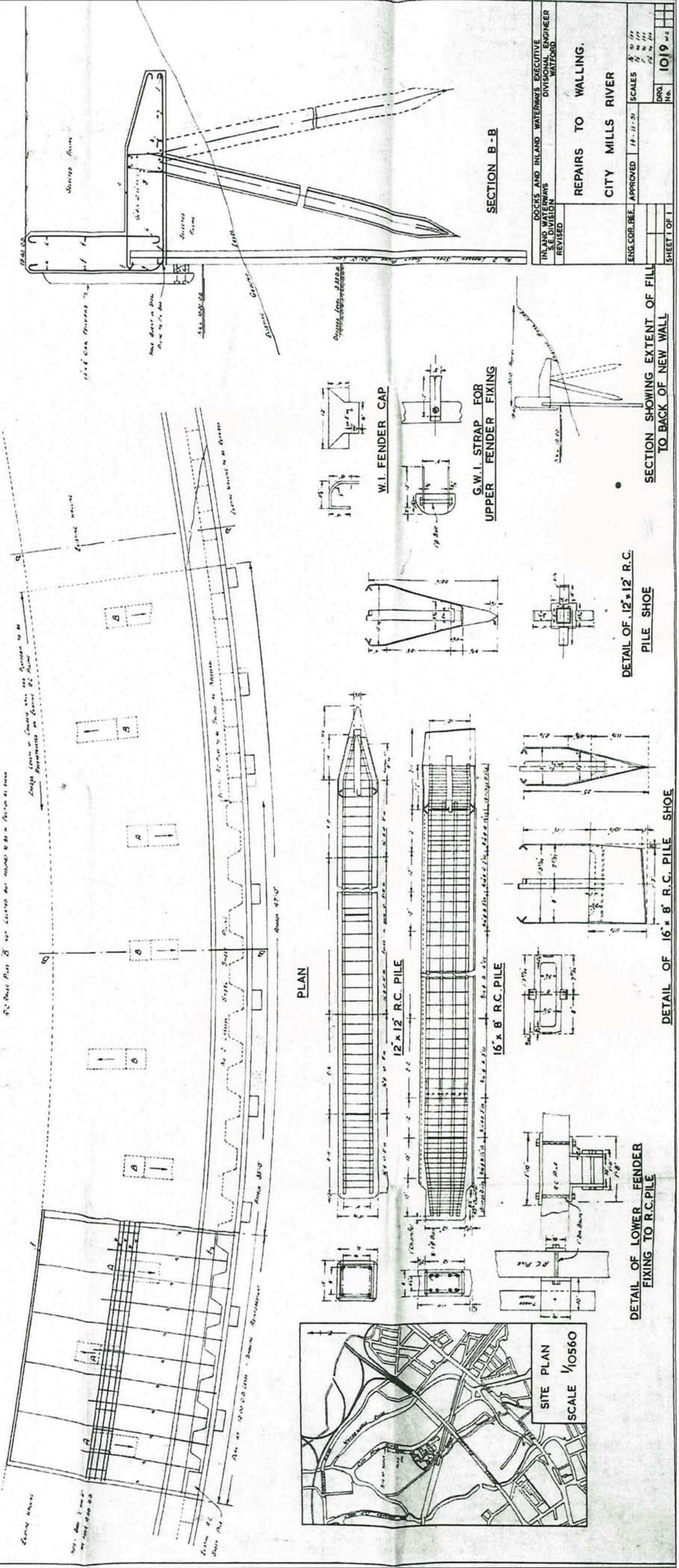
Figure 38
 Plan showing navigable waterways proposed for 'Operation Bedlam', 1942
 1:2,000,000 at A4



DEVELOPED SECTIONAL ELEVATION

Note: R.C. Pile Caps 24" thick in 5' to 6' spans and 30" thick in 6' to 8' spans. Reinforcement to be as shown in detail.

R.C. Pile Caps 24" thick in 5' to 6' spans and 30" thick in 6' to 8' spans. Reinforcement to be as shown in detail.



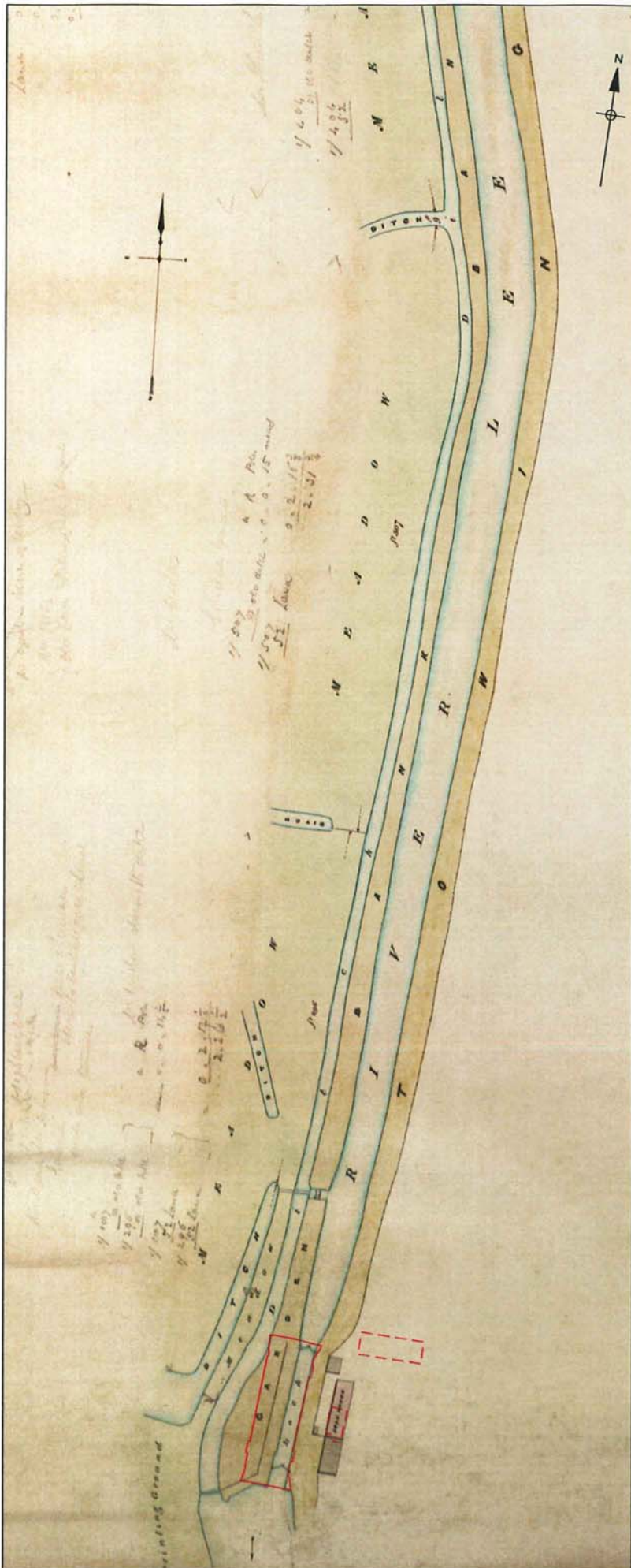
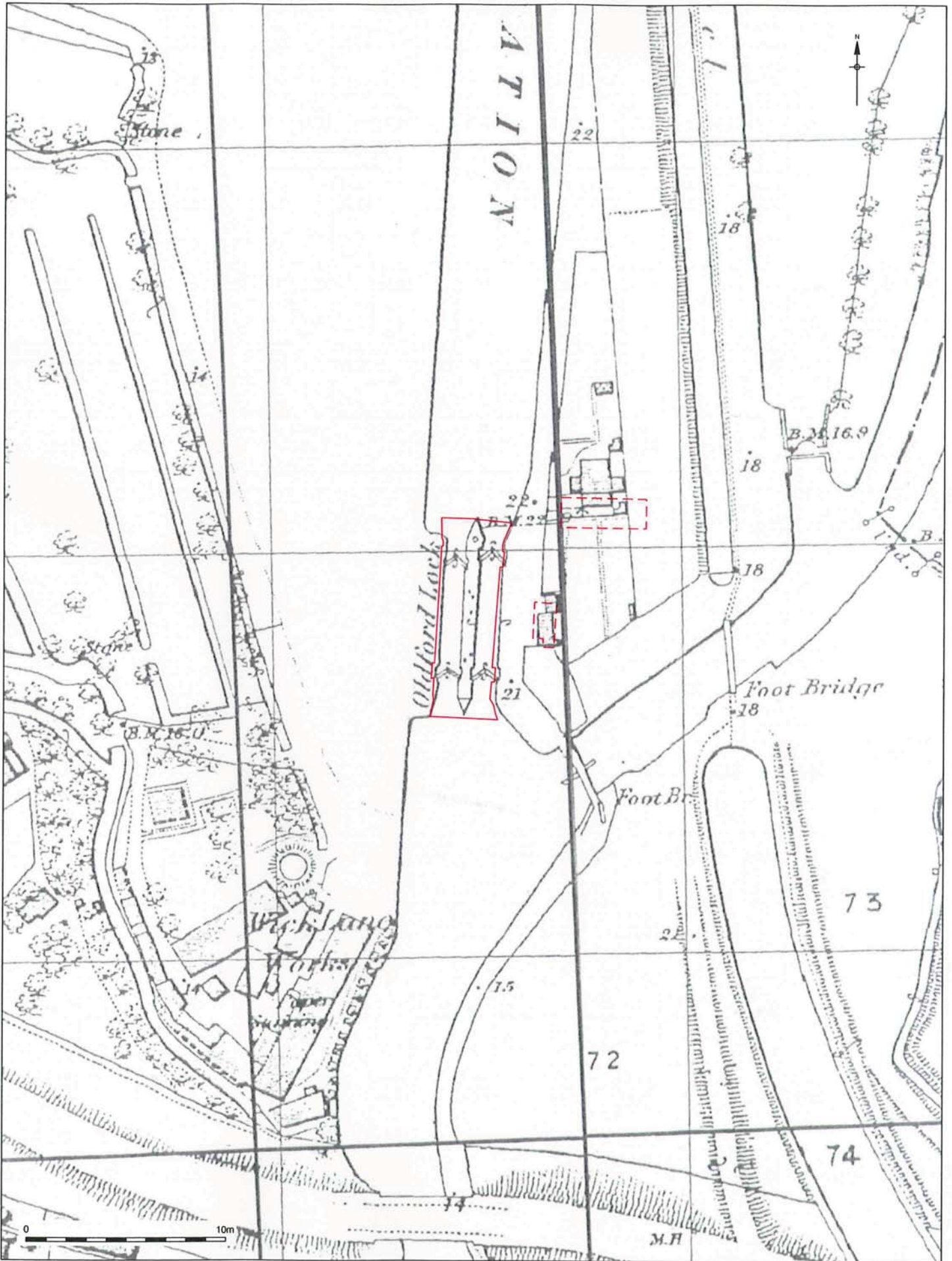
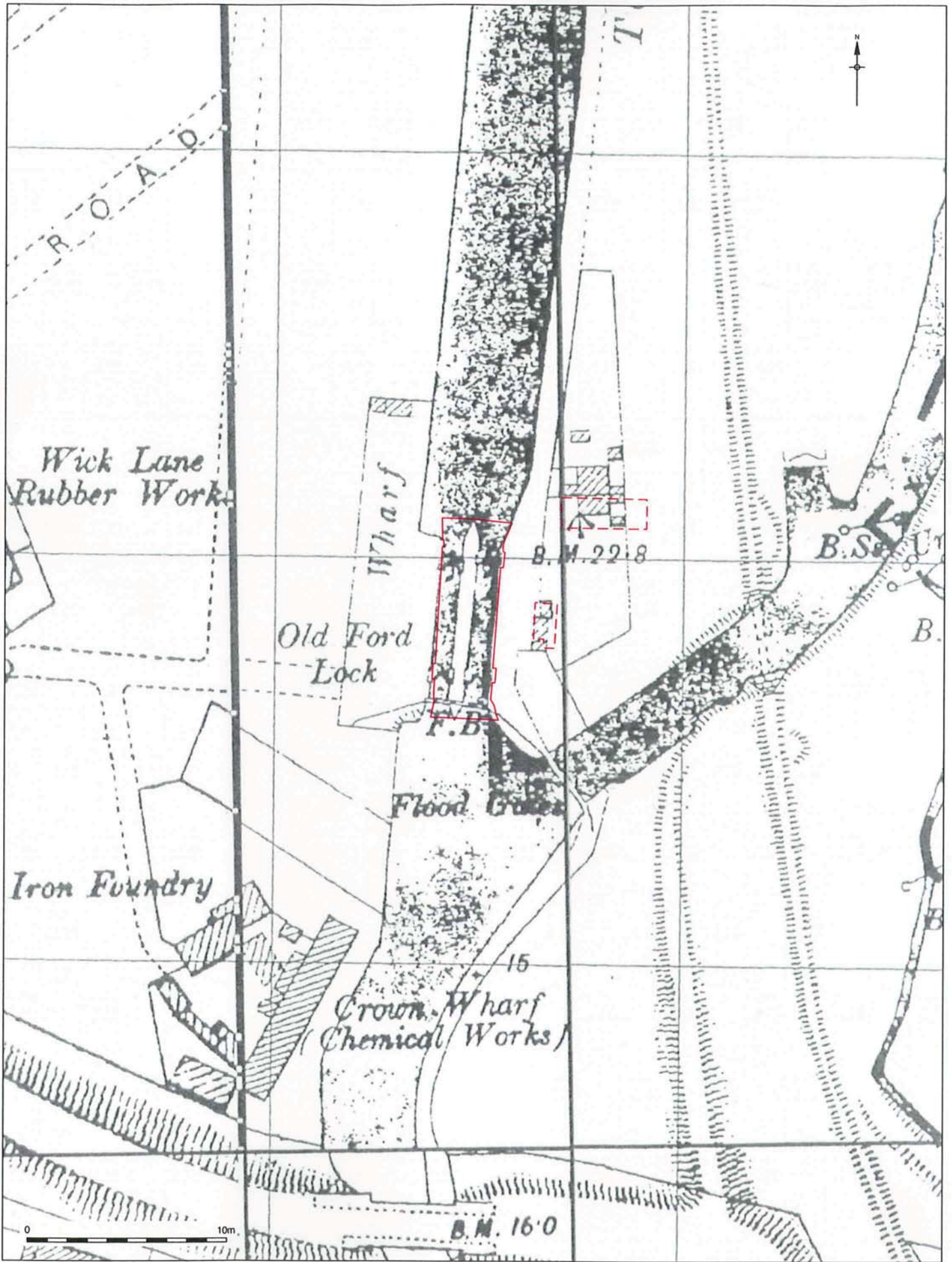


Figure 40
 Survey of River from Old Ford Lock to
 White Post Lane Bridge, 1845
 Old Ford Lock Houses and Old Ford Lock
 approximately 1:2,000 at A4





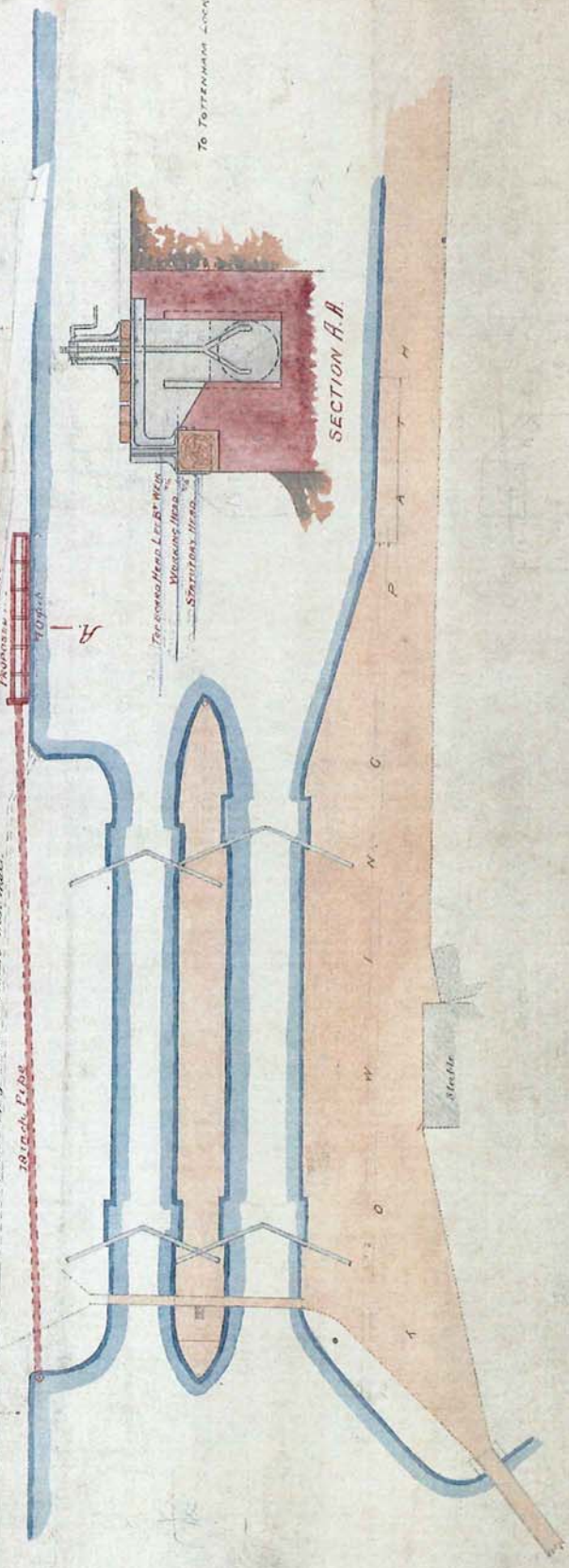
Dec 24 25/1921

PLAN OF OLD FORD LOCKS ETC.

Scale of Feet

Property of the Lee Conservancy

8 inch Pipe to supply New Foreman with water.
Stack Pipe

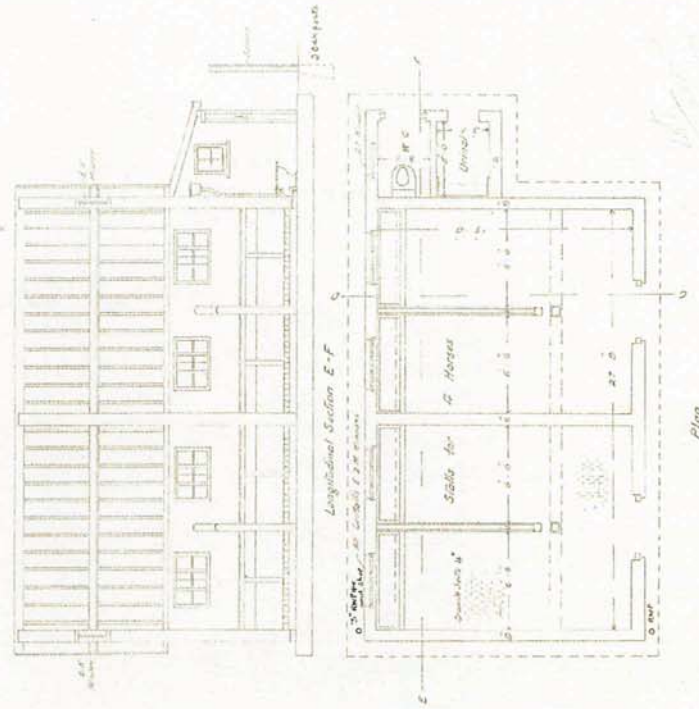
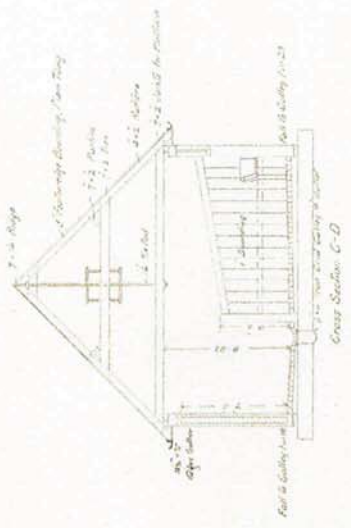
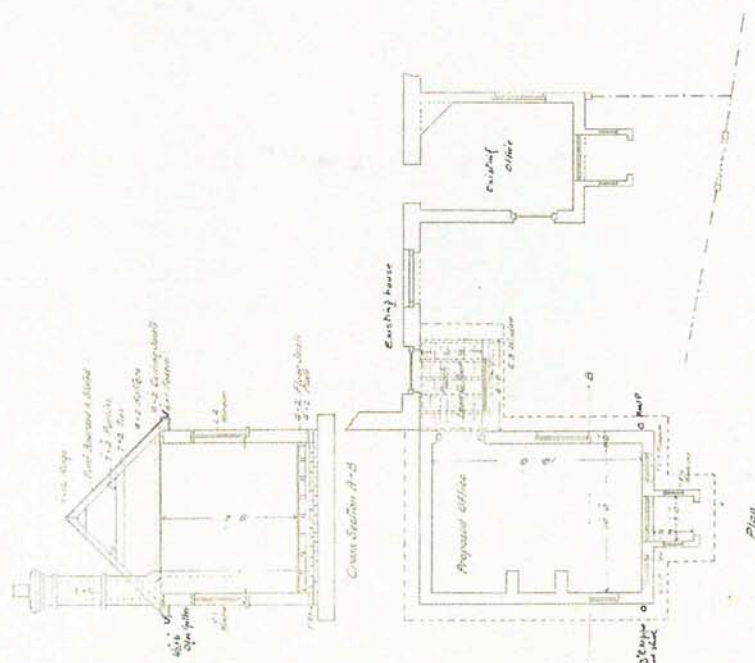


From Limehouse

Figure 43
General plan and section of Old Ford Locks, 1897
Old Ford Lock Houses and Old Ford Lock
not to scale

— LEE CONSERVANCY BOARD —
 — Proposed Office & Stables, Old Ford Lock —

Note - Covered Enclosures to be built by Board

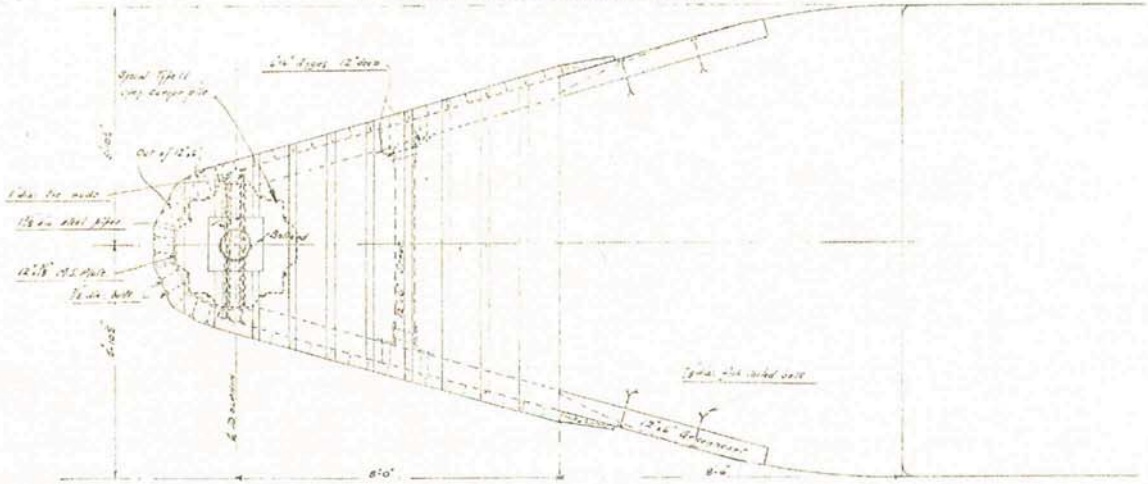


5/8
3/8

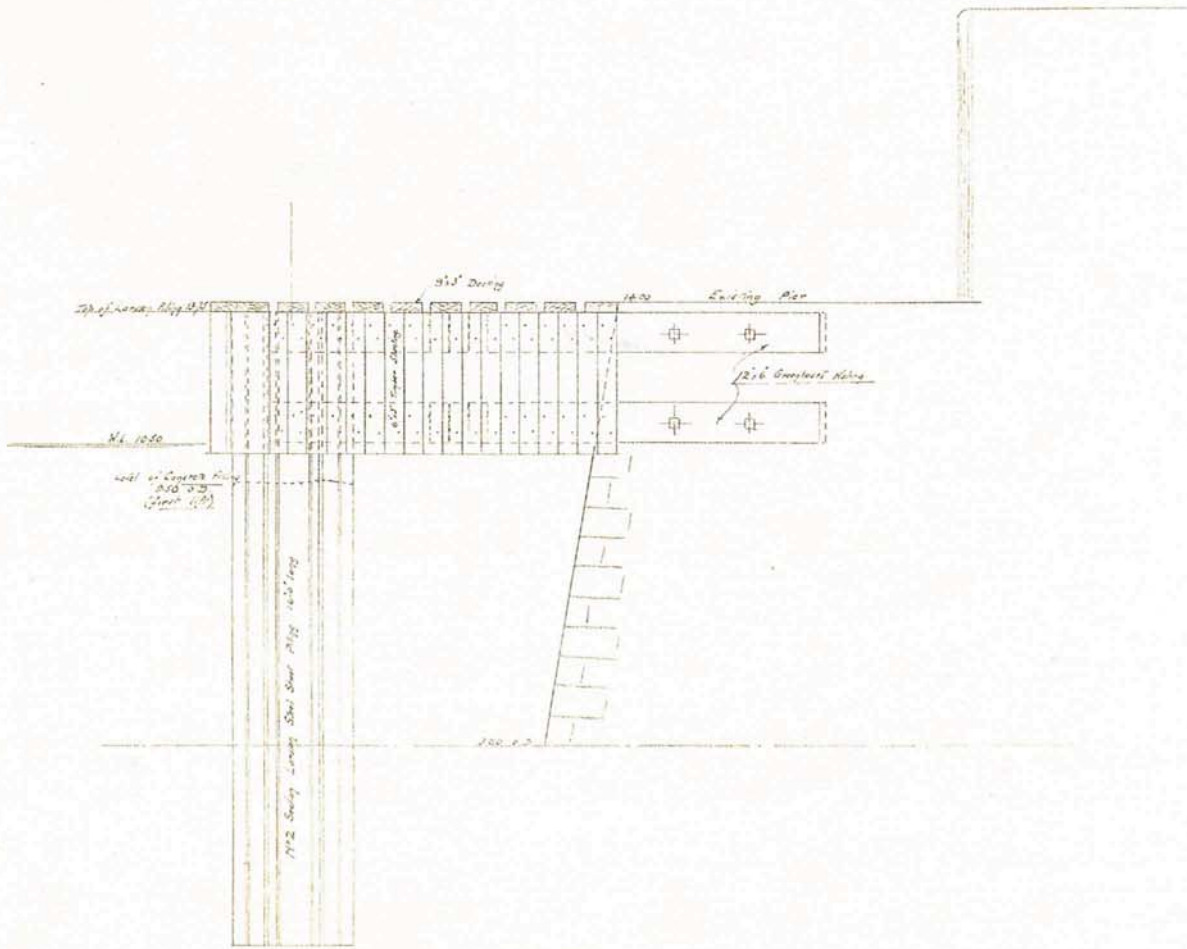
Figure 44
 Proposed Lock-keepers lobby, 1908
 Old Ford Lock Houses
 not to scale

LEE CONSERVANCY BOARD
RECONSTRUCTION OF OLD FORD LOCK
DOLPHIN

SCALE— $\frac{1}{2}$ INCH TO 1 FOOT



PLAN

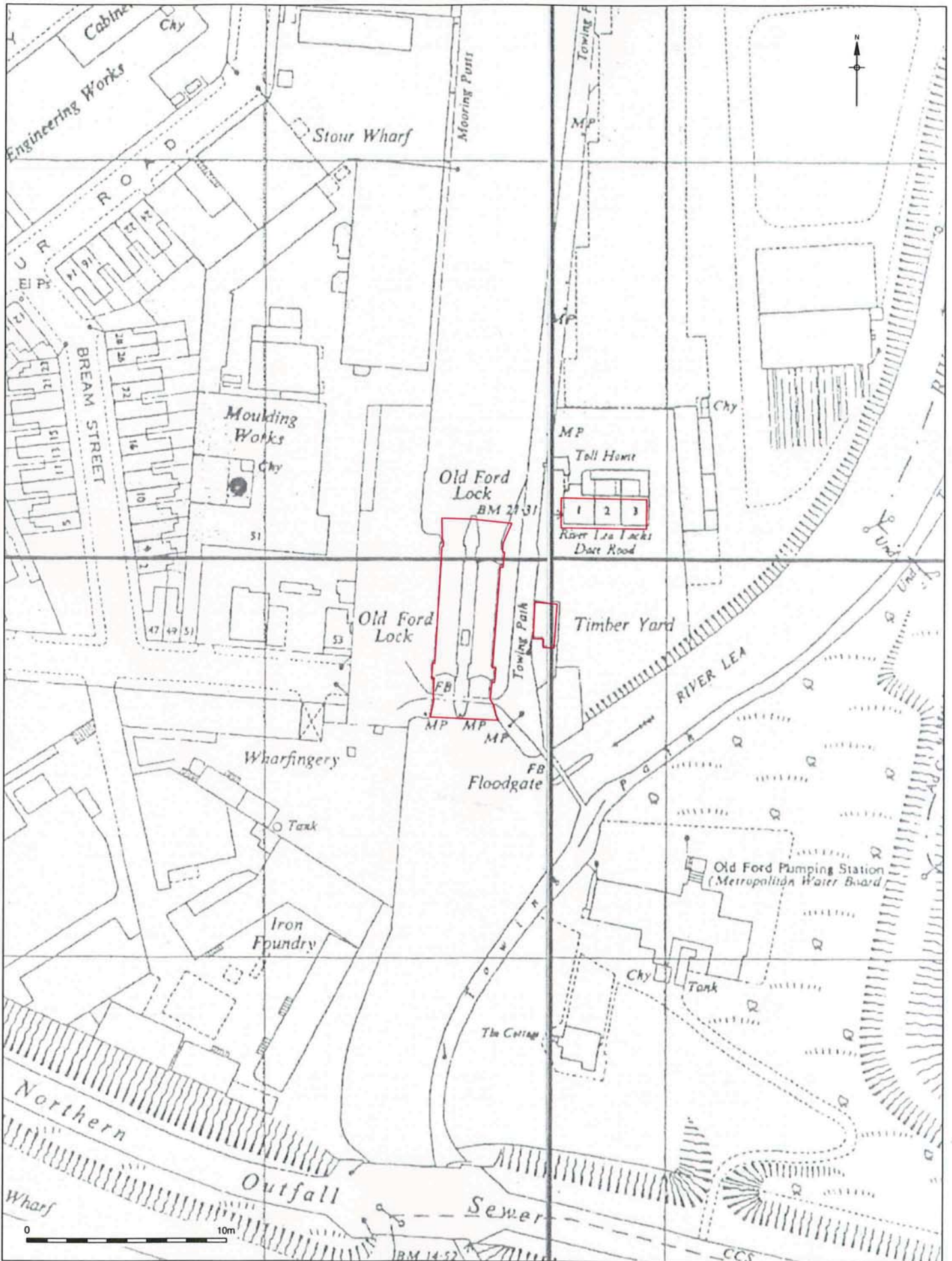


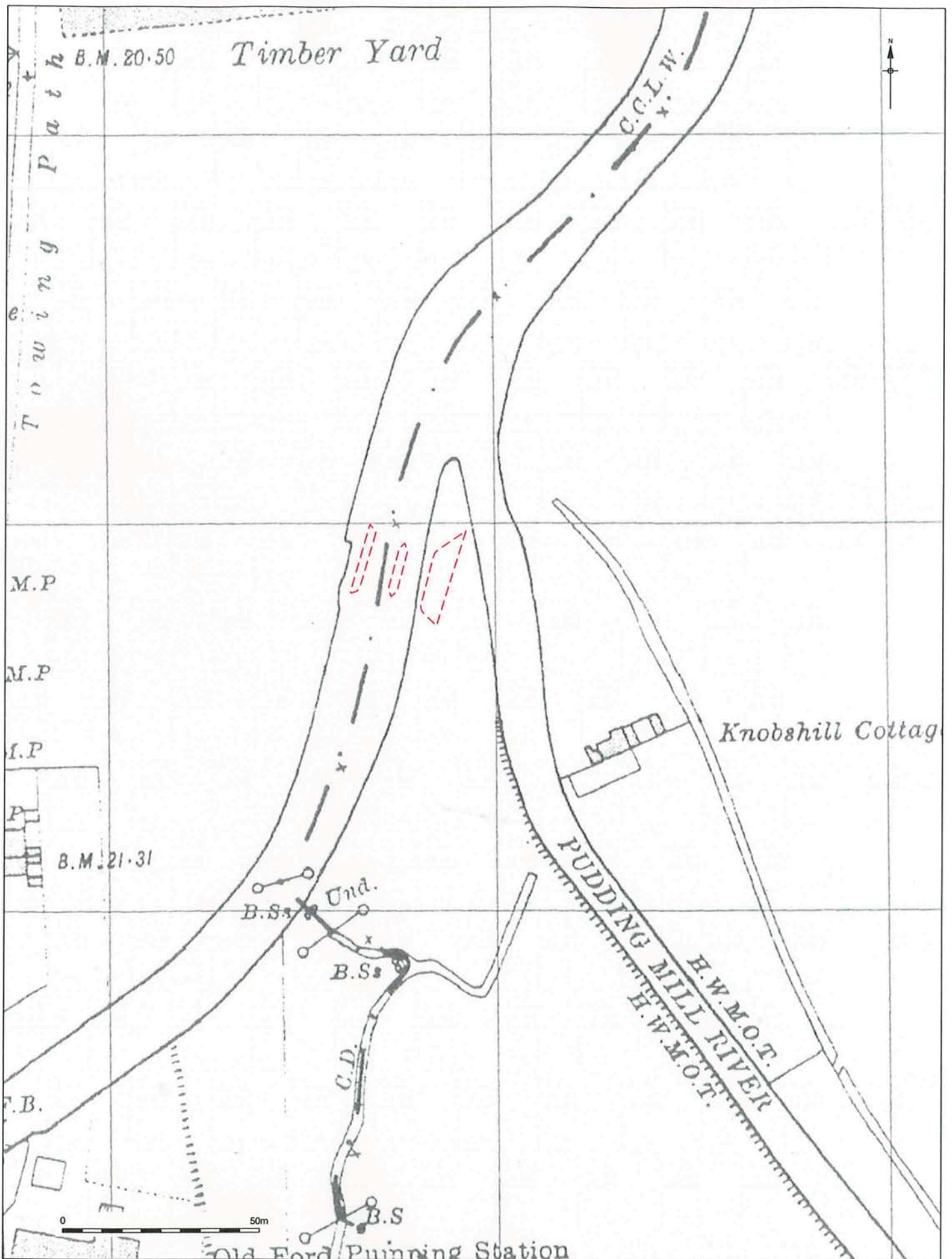
ELEVATION

2691

7-3-36

Figure 46
 Plan and elevation of lock dolphin reconstruction, 1936
 Old Ford Lock
 not to scale





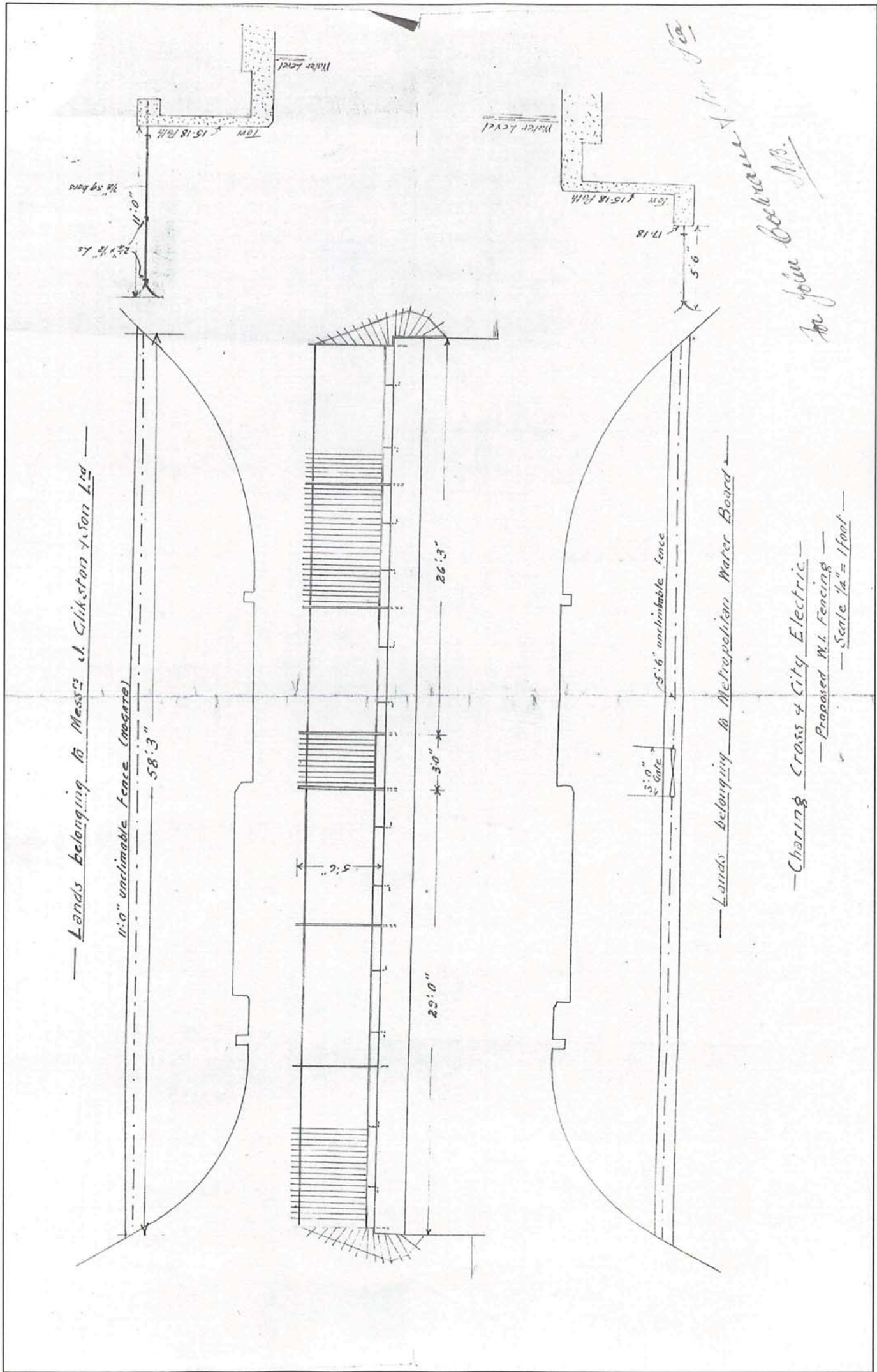


Figure 50
 Blue-print showing anti-climb fence on east and west side of Pudding Mill Lock
 Pudding Mill Lock
 not to scale

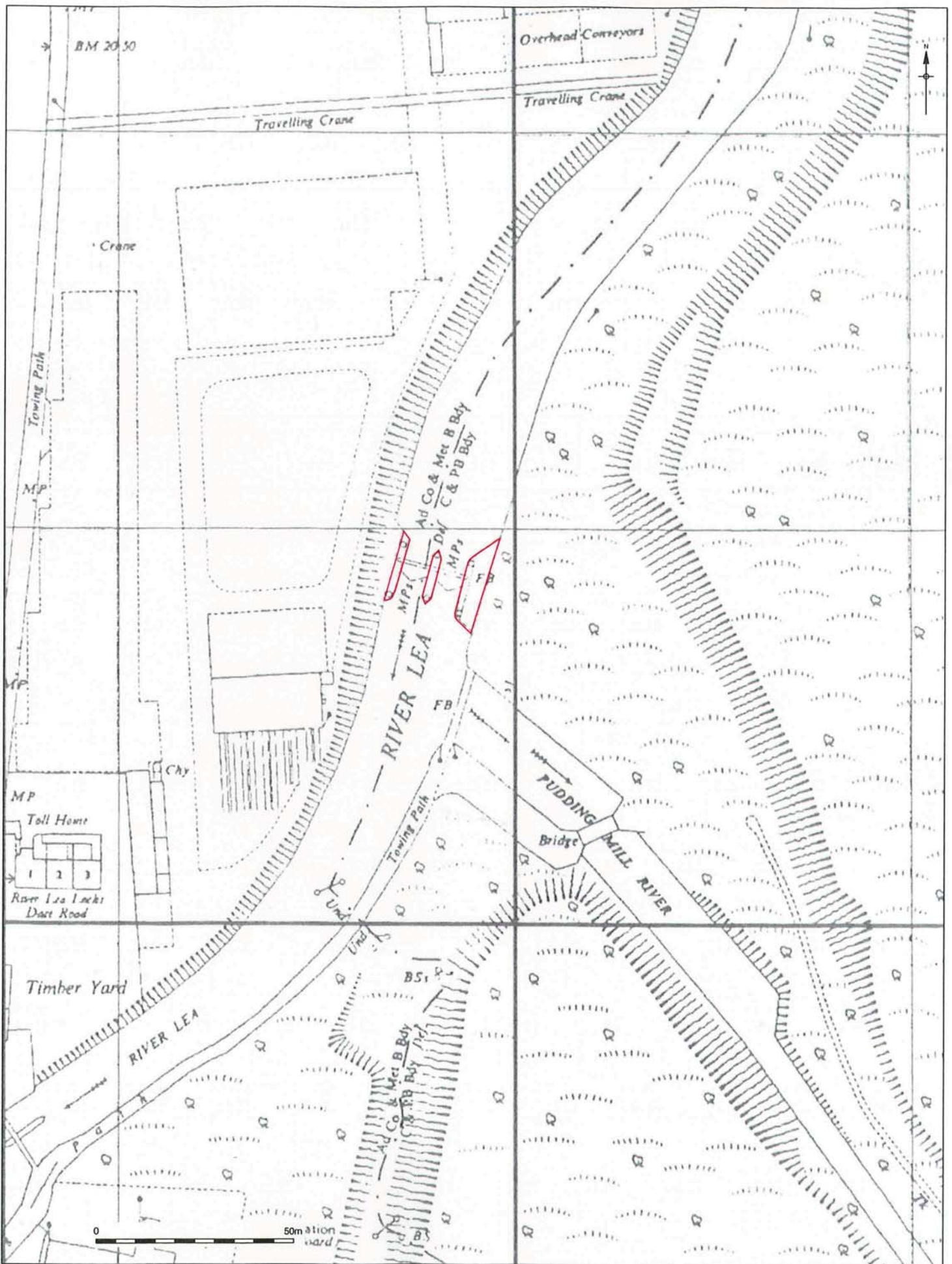


Figure 51
 Ordnance Survey 1948
 Pudding Mill Lock
 1:1,250 at A4

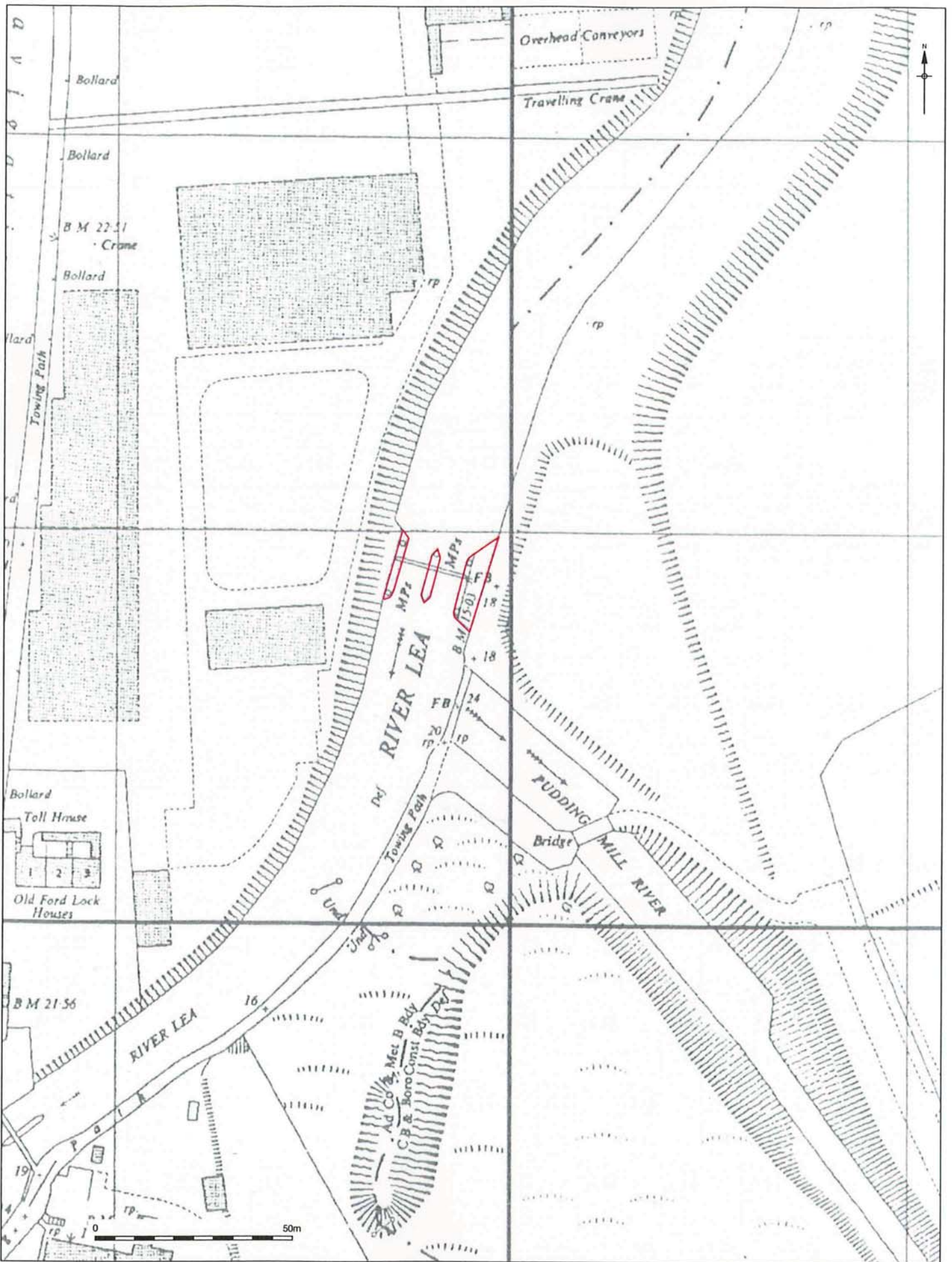
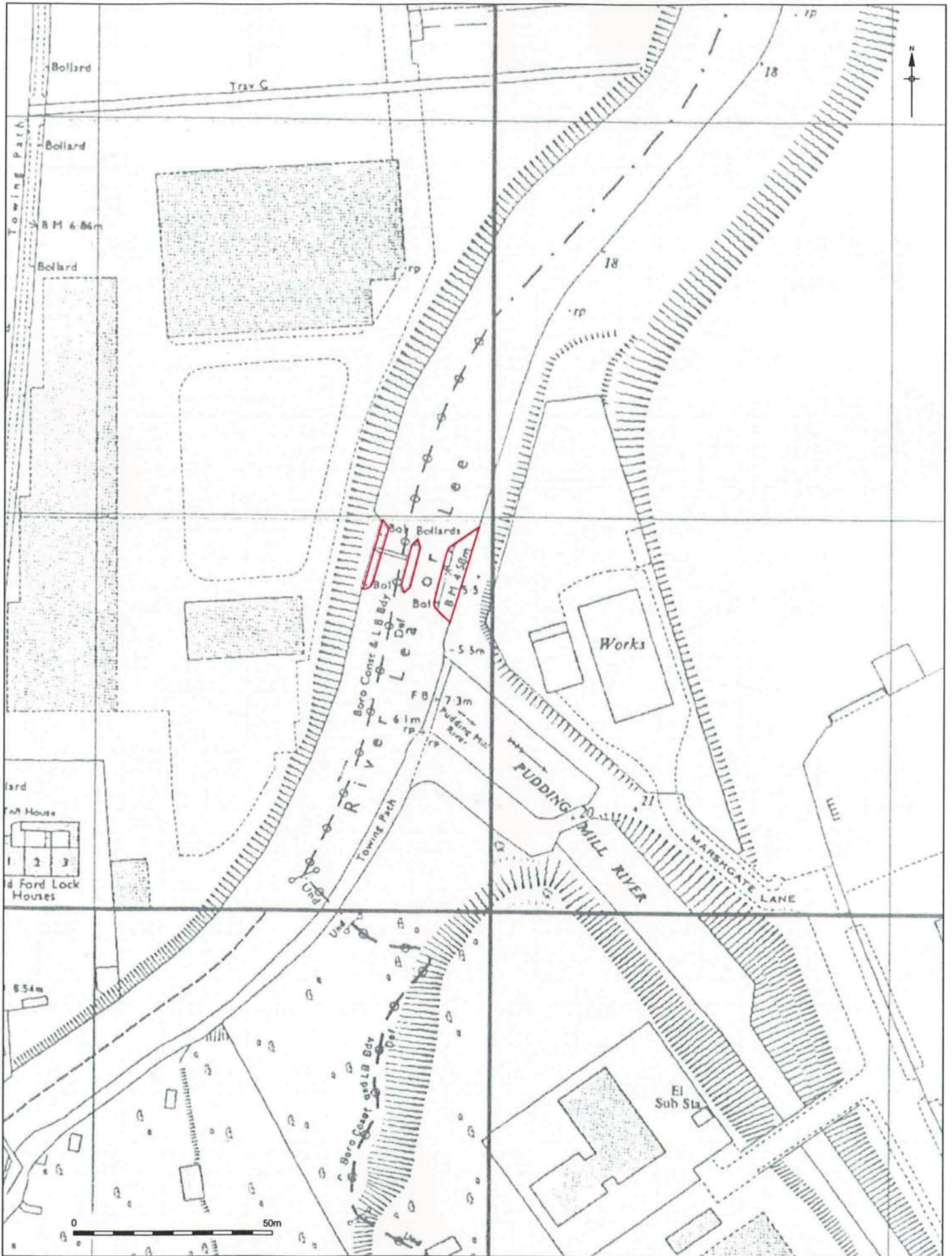


Figure 52
 Ordnance Survey 1963
 Pudding Mill Lock
 1:1,250 at A4



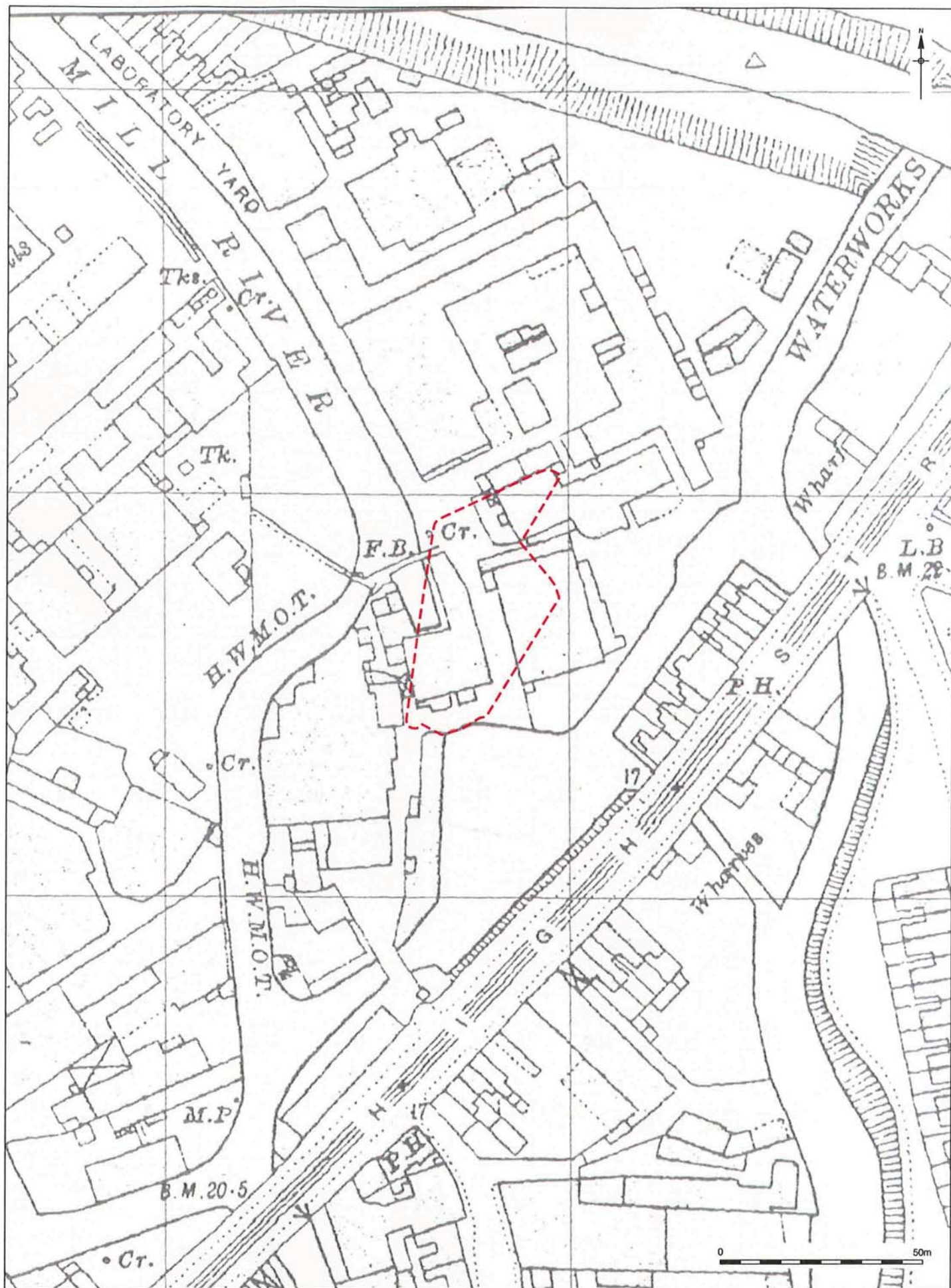
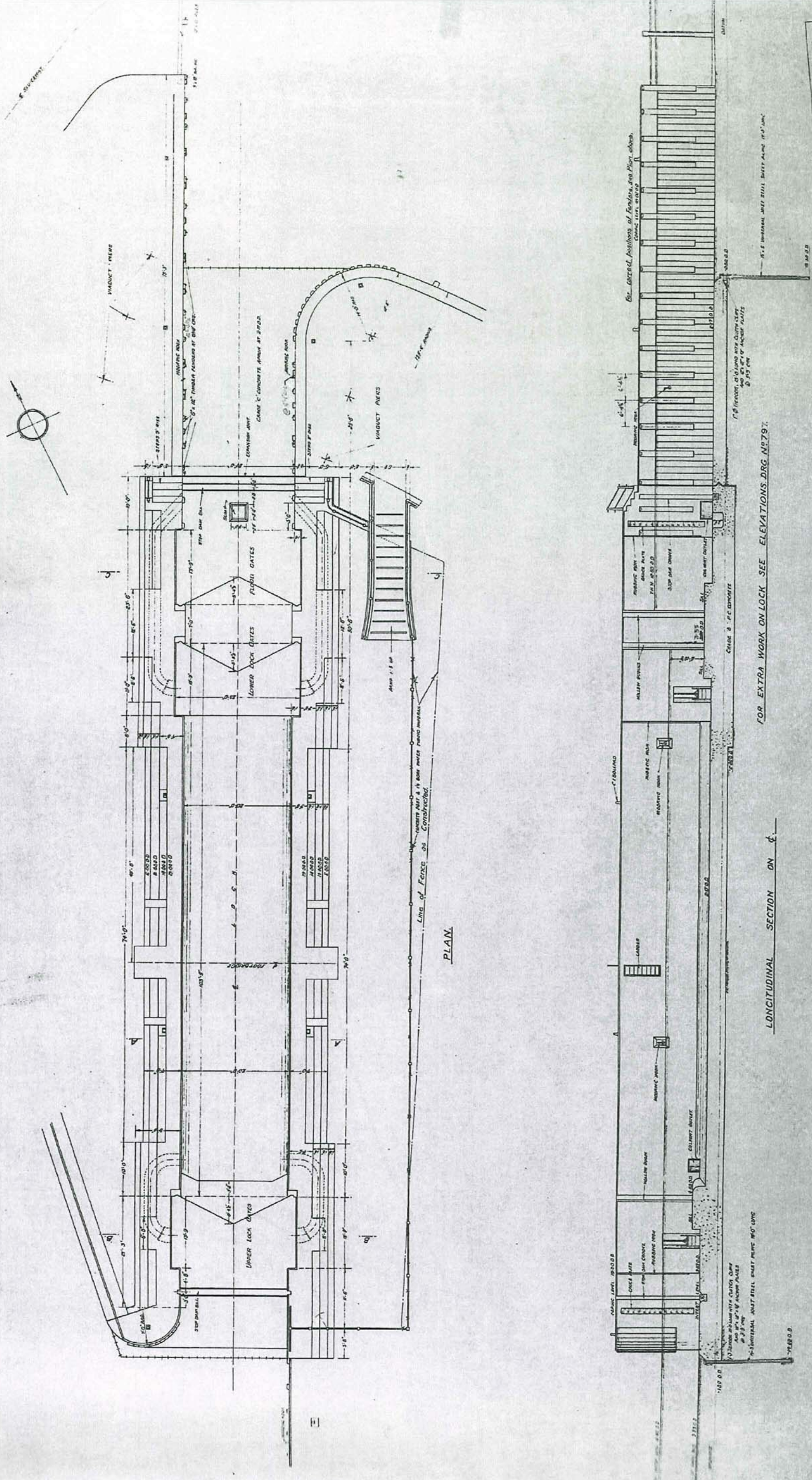


Figure 54
 Ordnance Survey 1916
 Marshgate Lane Lock
 1:1,250 at A4

LEE CONSERVANCY BOARD AND WEST HAM CORPORATION — RIVER LEE FLOOD RELIEF & C —
 DIV I — CITY MILLS SITE — LOCK — GENERAL ARRANGEMENT. AS EXECUTED.

CONTRACT NO. 3.
 SHEET NO. 6.



BATHURST WATERWAYS
 (SECTION OF THE RIVER)
 PROJECT NO. 1000
 DRAWING NO. 2325
 G. J. GRIFFITHS, M. INST.
 W. LIONEL JENNINGS, M.A.
 ENGINEERS

AWING NO 317 E

DATE

LEE CONSERVANCY BOARD AND WEST HAM CORPORATION — RIVER LEE FLOOD RELIEF & C—
 DIV I — CITY MILLS SITE — LOCK — FOOTBRIDGE: AS EXECUTED.

CONTRACT NO. 3.
 SHEET NO. 11.

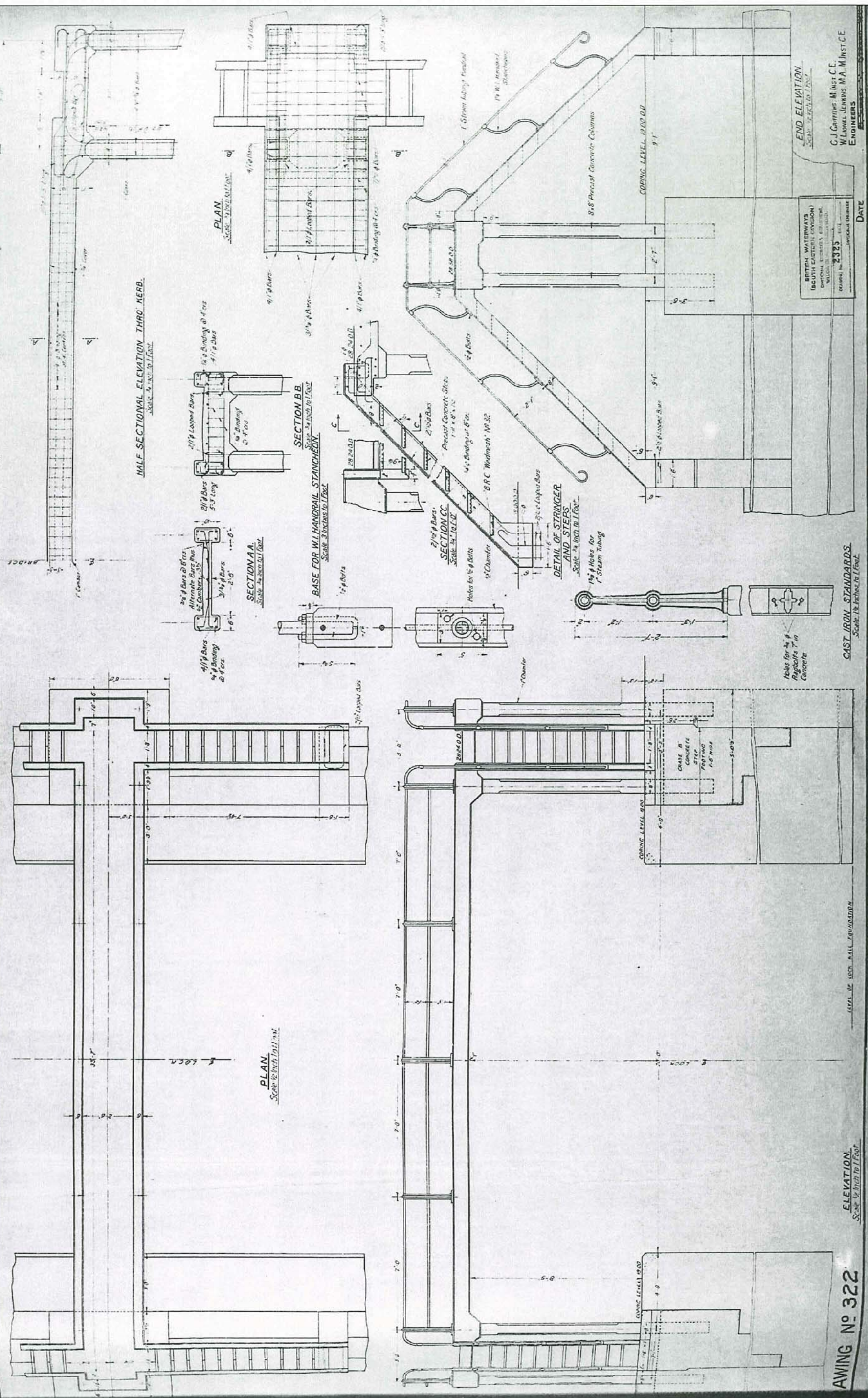
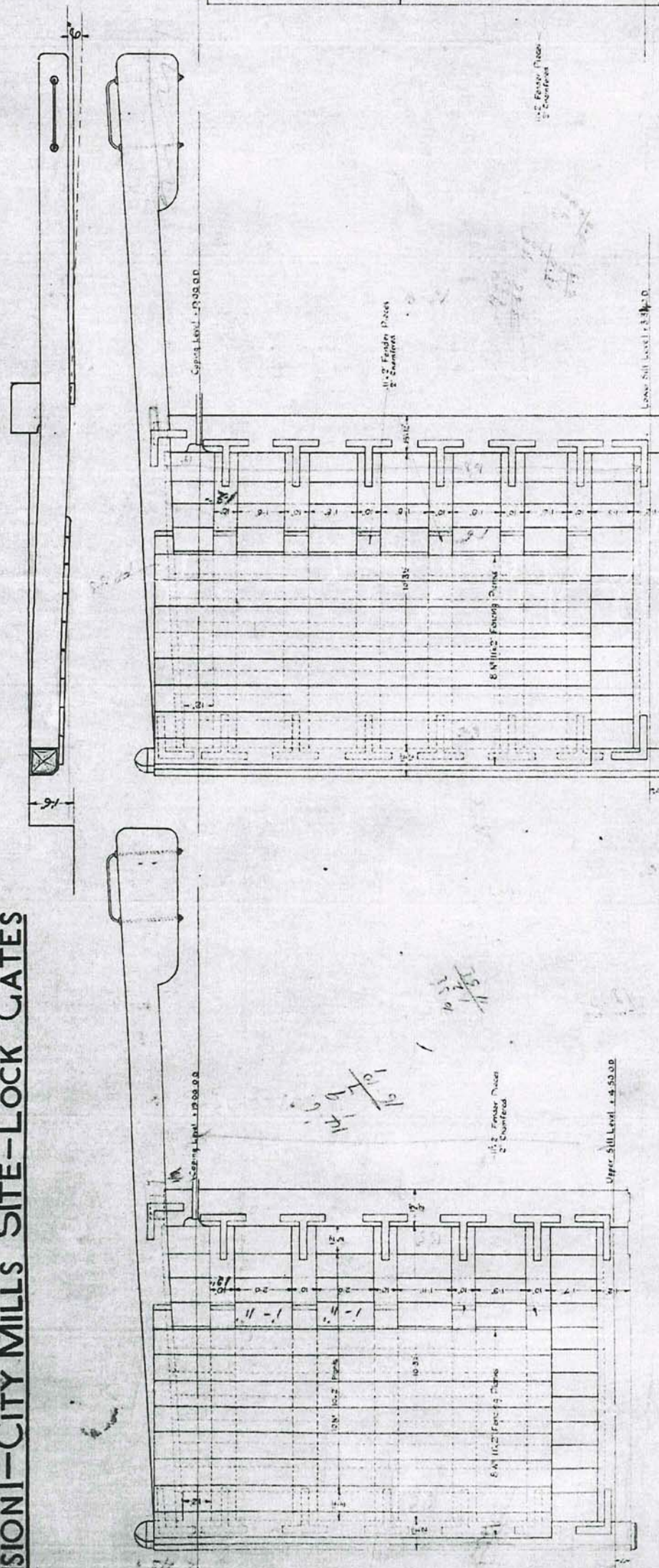


Figure 56 Plan, elevation and section of footbridge, 1932 Marshgate Lane Lock not to scale

LEE CONSERVANCY BOARD AND WEST HAM CORPORATION — RIVER LEE FLOOD RELIEF & C —
 DIVISION I — CITY MILLS SITE — LOCK GATES

CONTRACT NO. 3
 SHEET NO. 10

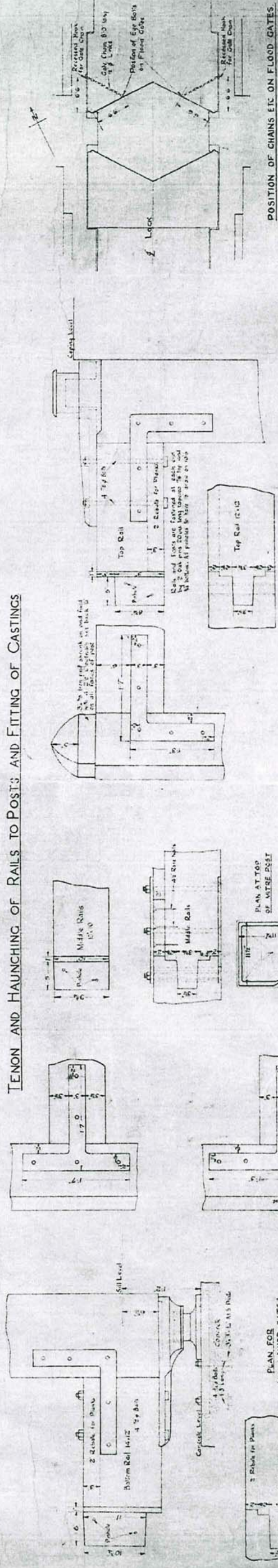


ELEVATION OF LOCK GATES
 1 SET OF TWO LEAVES REQUIRED FOR UPPER SILL
 Scale for Gates: 1/4 Inch to 1 Foot

ELEVATION OF LOCK GATES
 1 SET OF TWO LEAVES REQUIRED FOR LOWER SILL
 Scale for Gates: 1/4 Inch to 1 Foot

ELEVATION OF FLOOD GATES
 1 SET OF TWO LEAVES REQUIRED FOR LOWER SILL

TENON AND HAUNCHING OF RAILS TO POSTS AND FITTING OF CASTINGS



PLAN FOR PUNTS
 ALL LOWER GATES

NOTE: All L's and T's are to pass 3/4" by 3/4" hole in rail and post in lower sill. All L's and T's are to pass 1/2" by 1/2" hole in rail and post in upper sill. All L's and T's are to pass 1/2" by 1/2" hole in rail and post in lower sill. All L's and T's are to pass 1/2" by 1/2" hole in rail and post in upper sill.

Scale for Details: 1/4 Inches to 1 Foot

G. J. GERRITZ, M. A. S. C. E.
 W. LONN, J. B. LANE, M. A. S. C. E.

DATE _____ JOINT ENGINEERS
 21, SURRY ST. ST.

DRAWING NO. 321.A

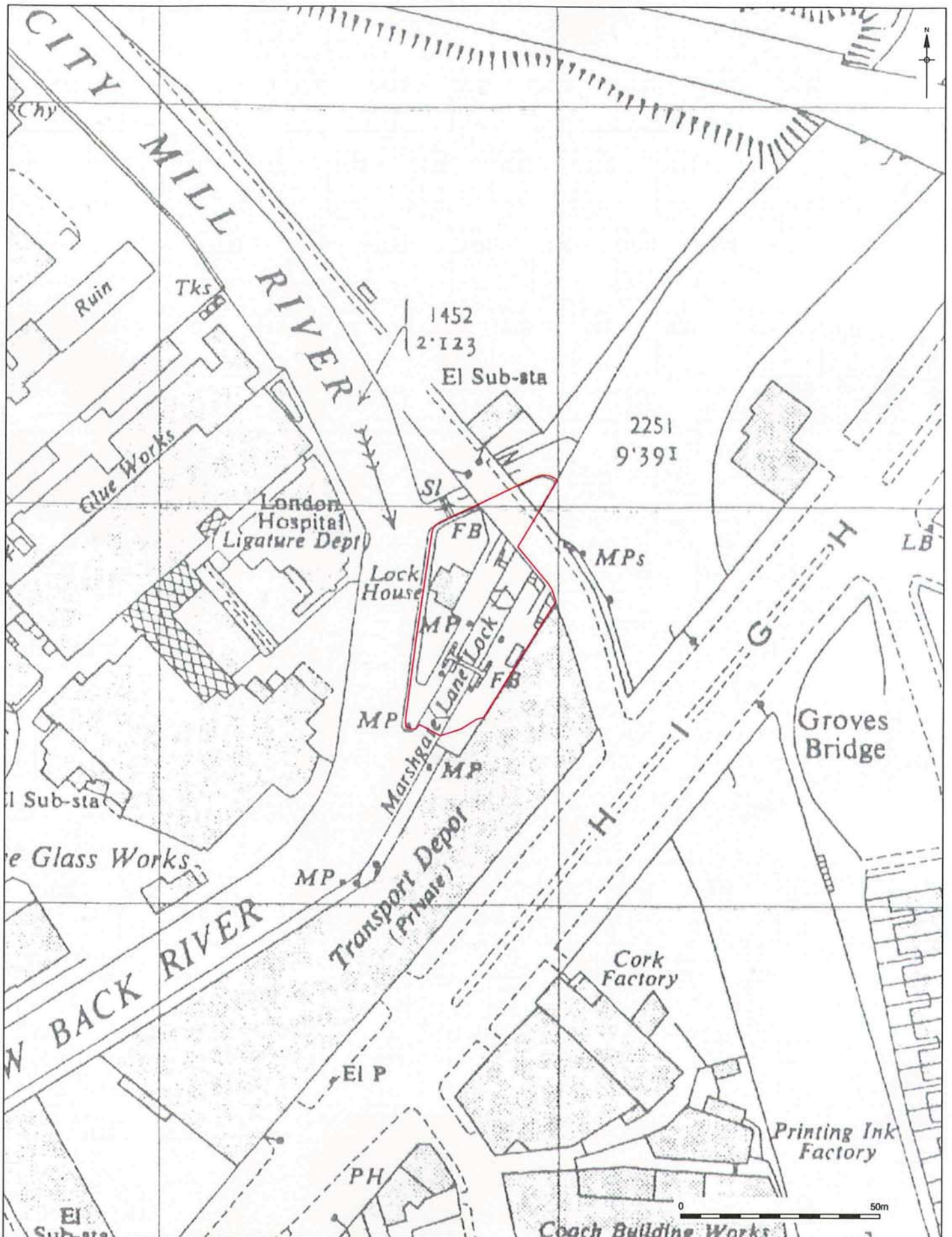


Figure 58
 Ordnance Survey 1948
 Marshgate Lane Lock
 1:1,250 at A4

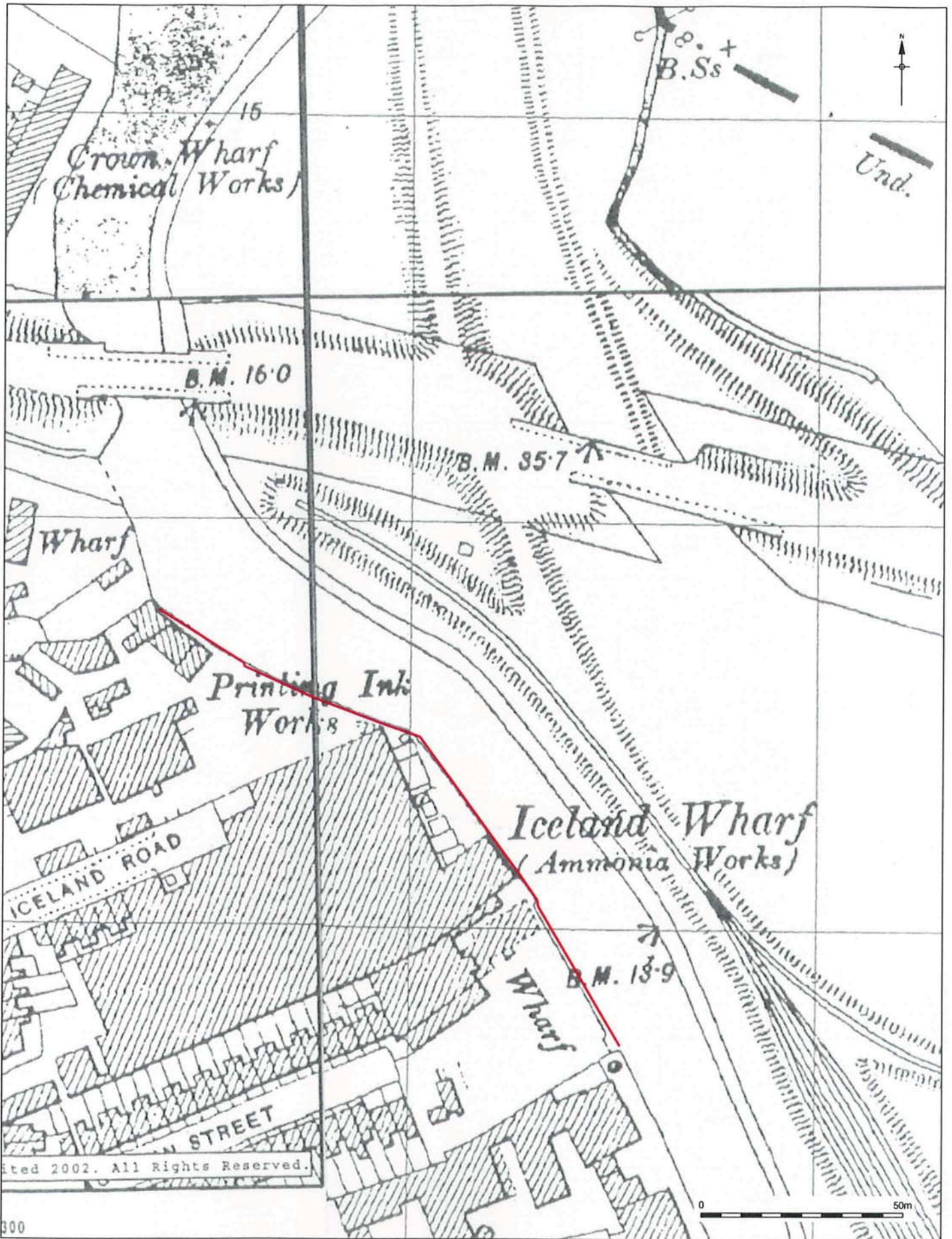


Figure 59
 Ordnance Survey 1896
 Stone and brick river bank walls
 1:1,250 at A4

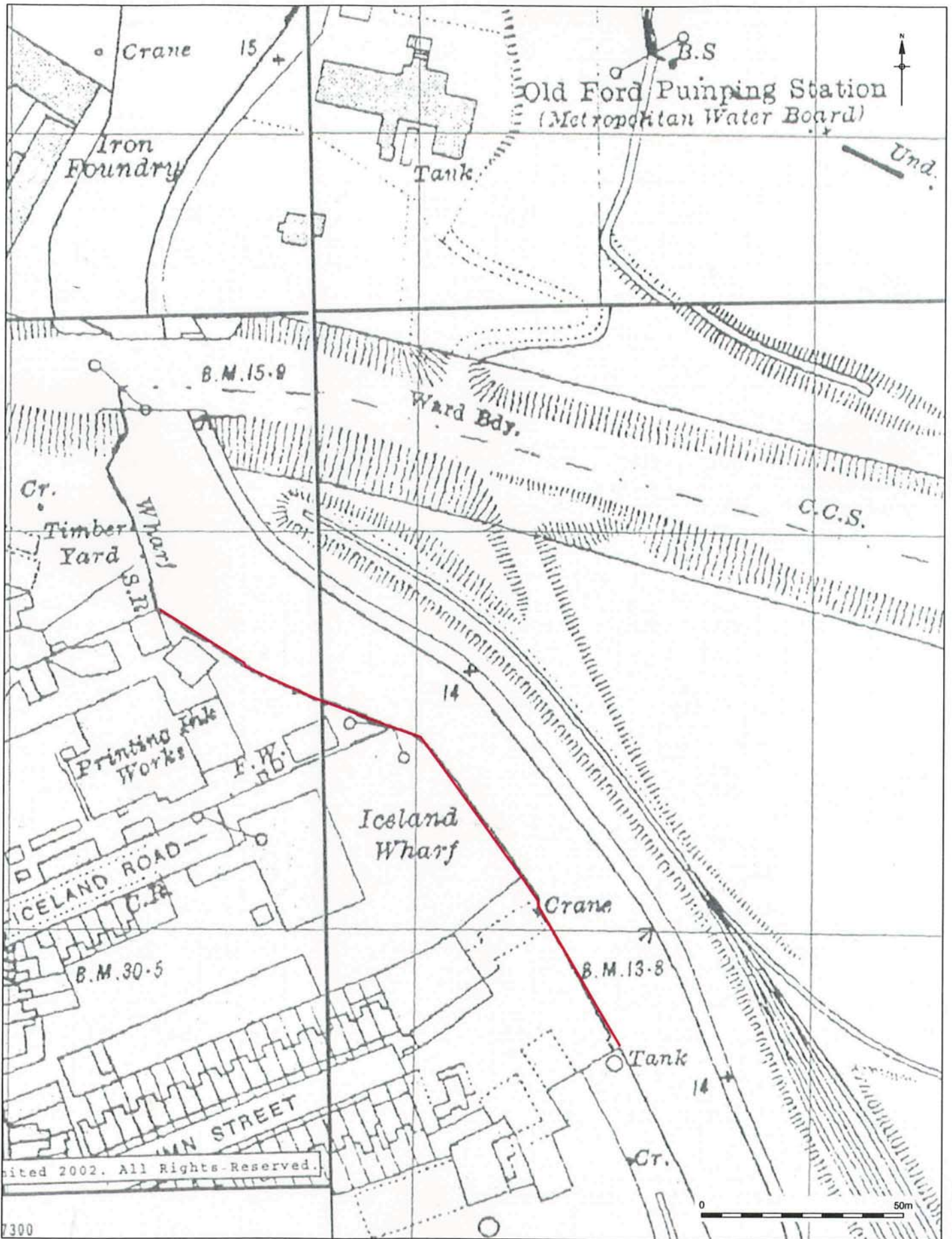


Figure 60
Ordnance Survey 1916
Stone and brick river bank walls
1:1,250 at A4

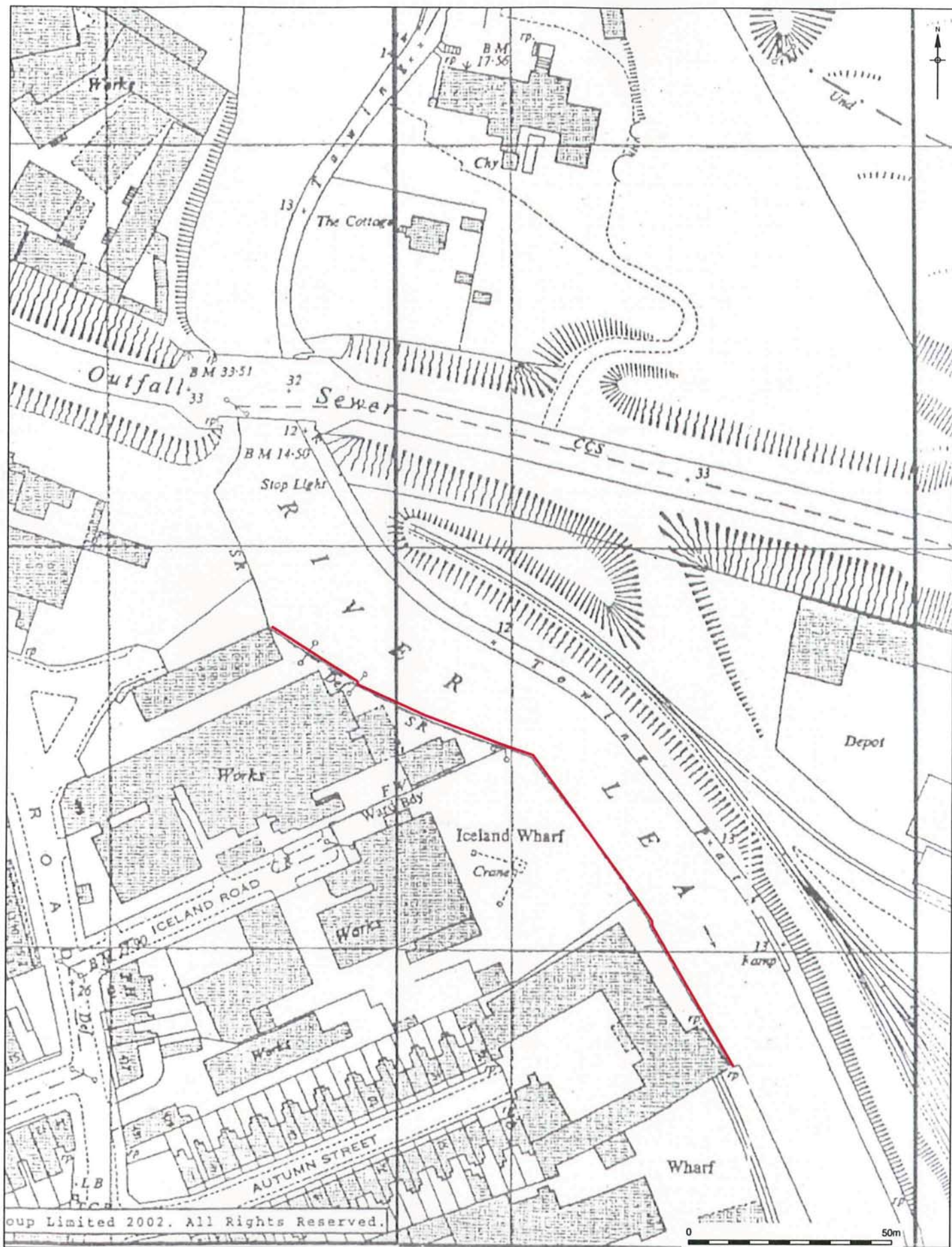


Figure 61
 Ordnance Survey 1962
 Stone and brick river bank walls
 1:1,250 at A4

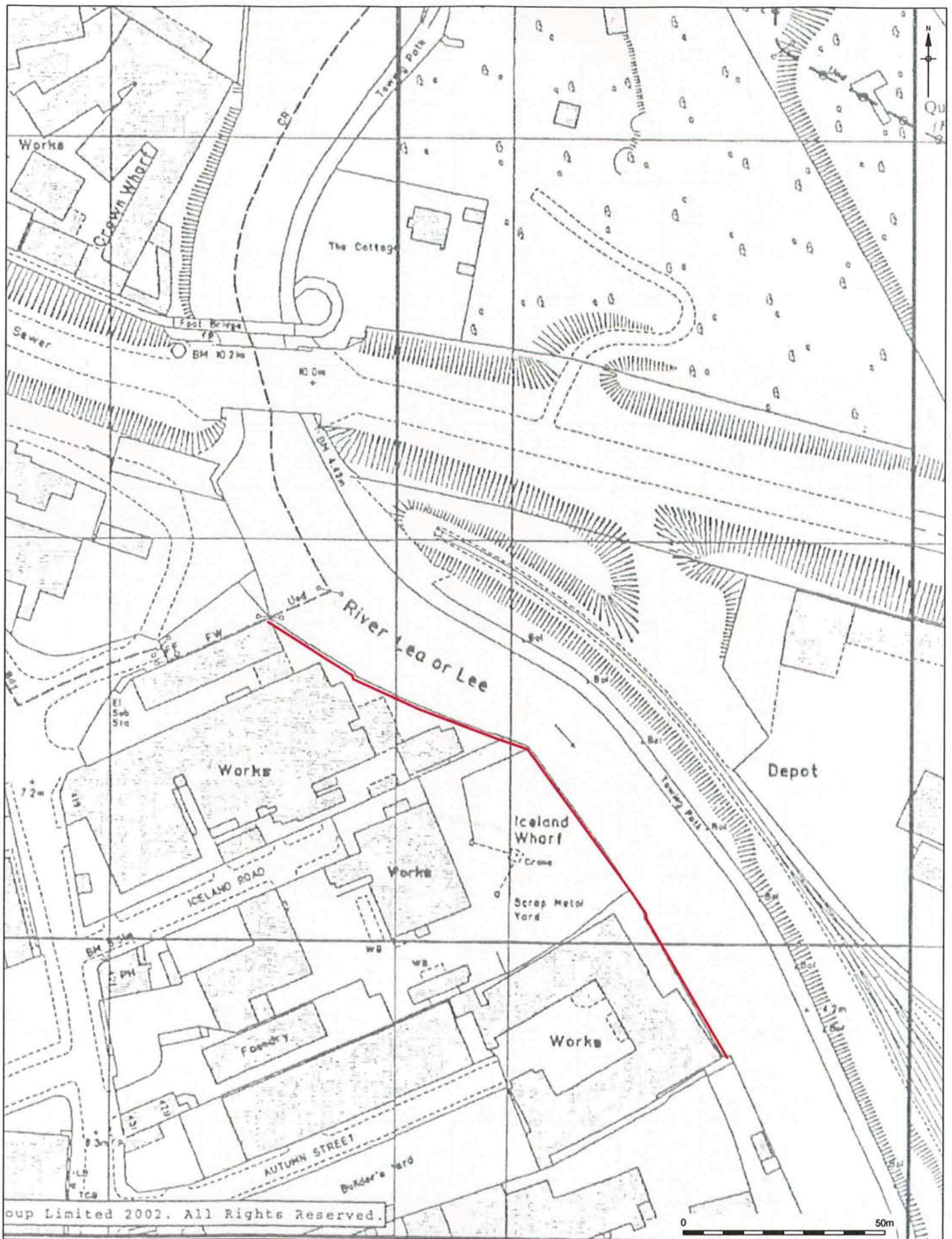
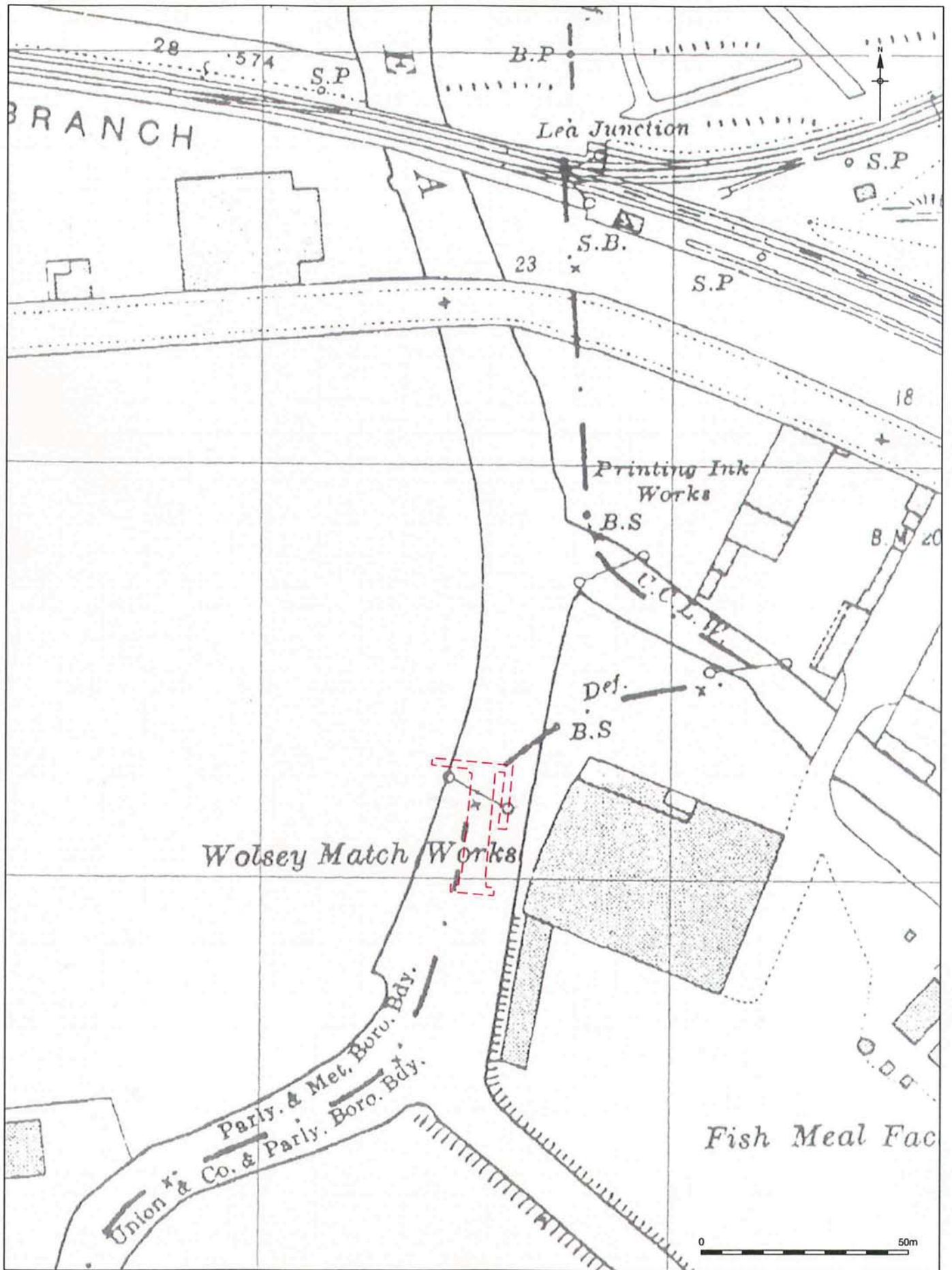


Figure 62
 Ordnance Survey 1982
 Stone and brick river bank walls
 1:1,250 at A4



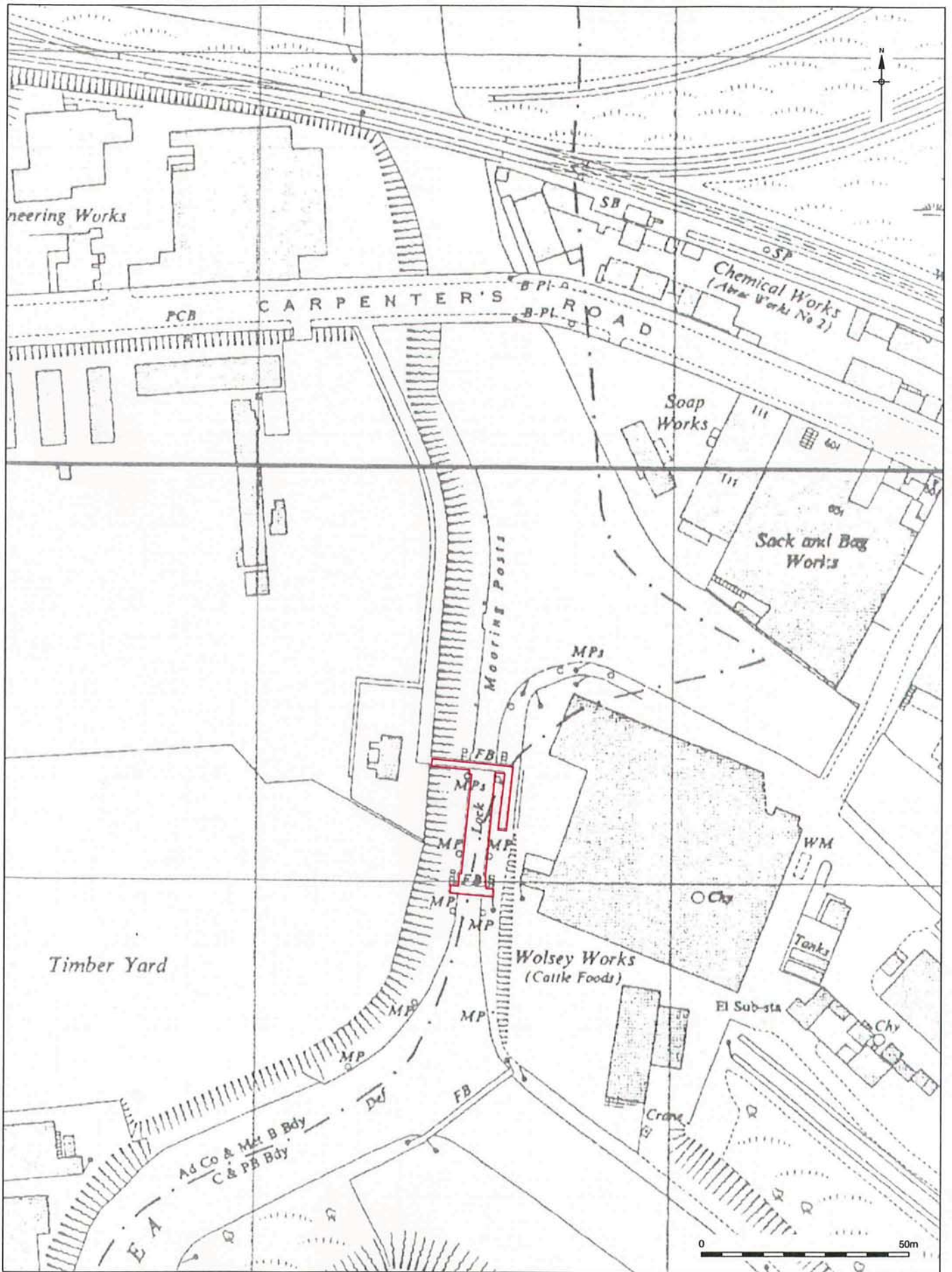


Figure 64
 Ordnance Survey 1948
 Carpenter's Lock
 1:1,250 at A4

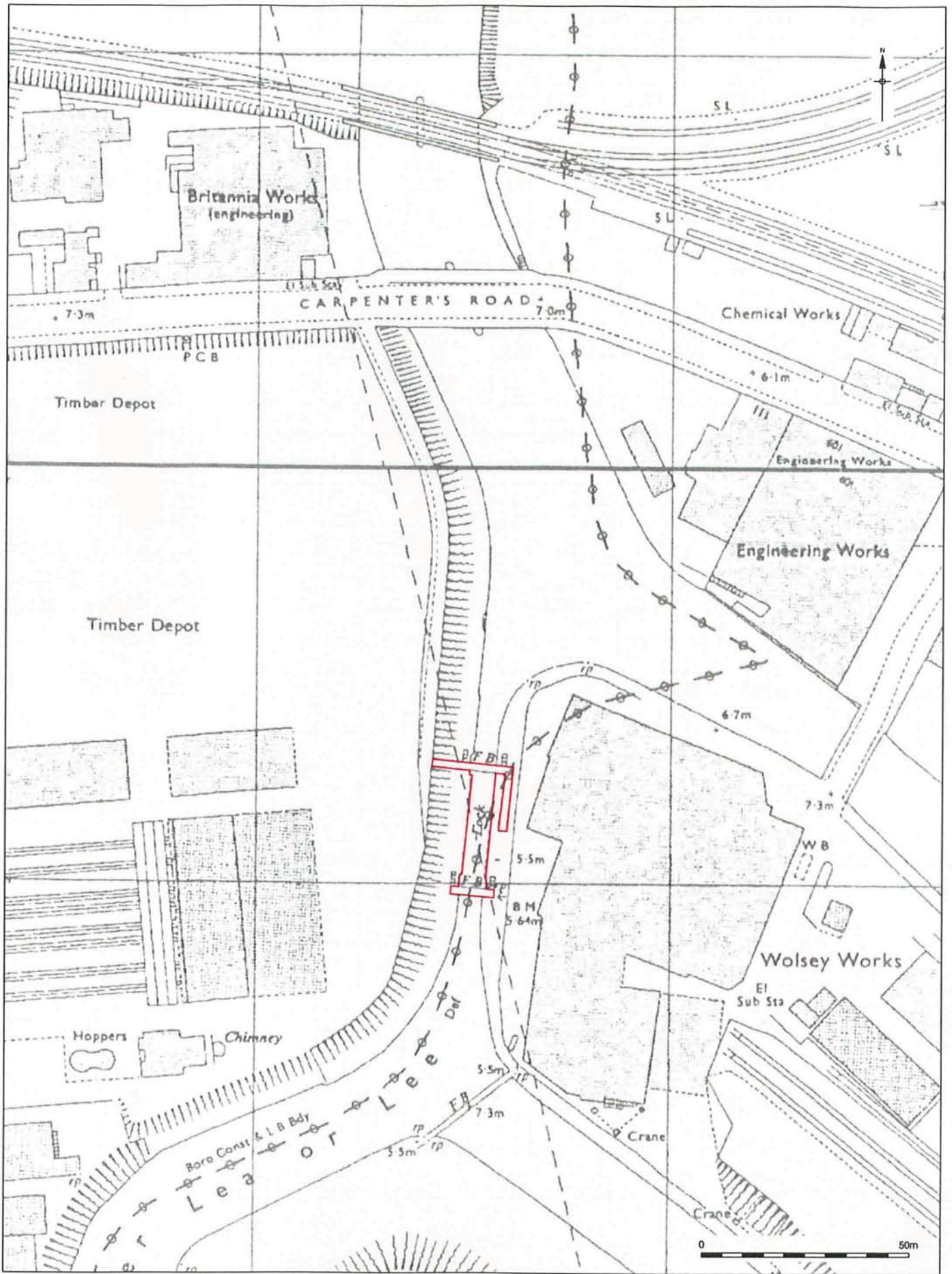


Figure 65
 Ordnance Survey 1970
 Carpenter's Lock
 1:1,250 at A4

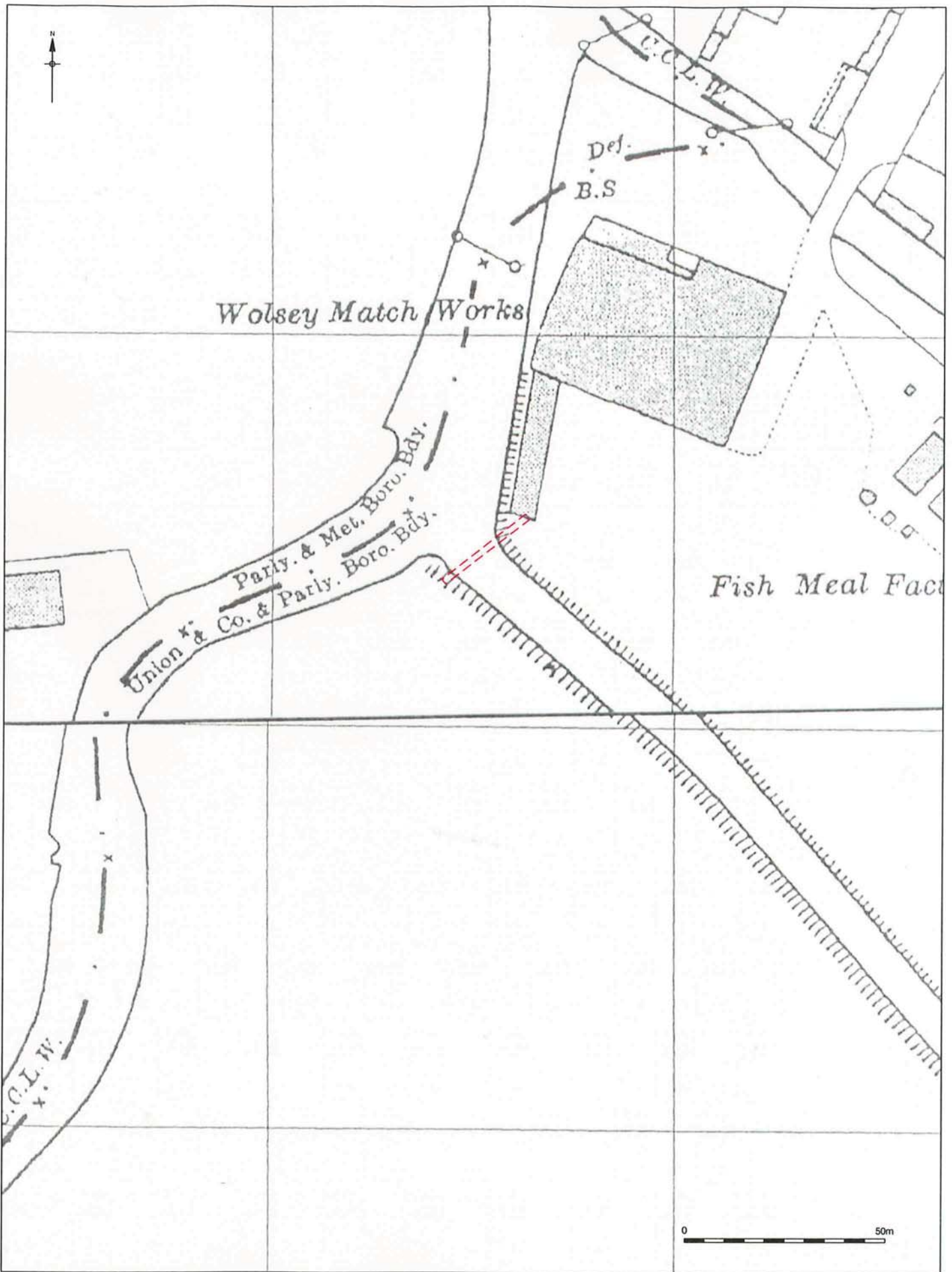
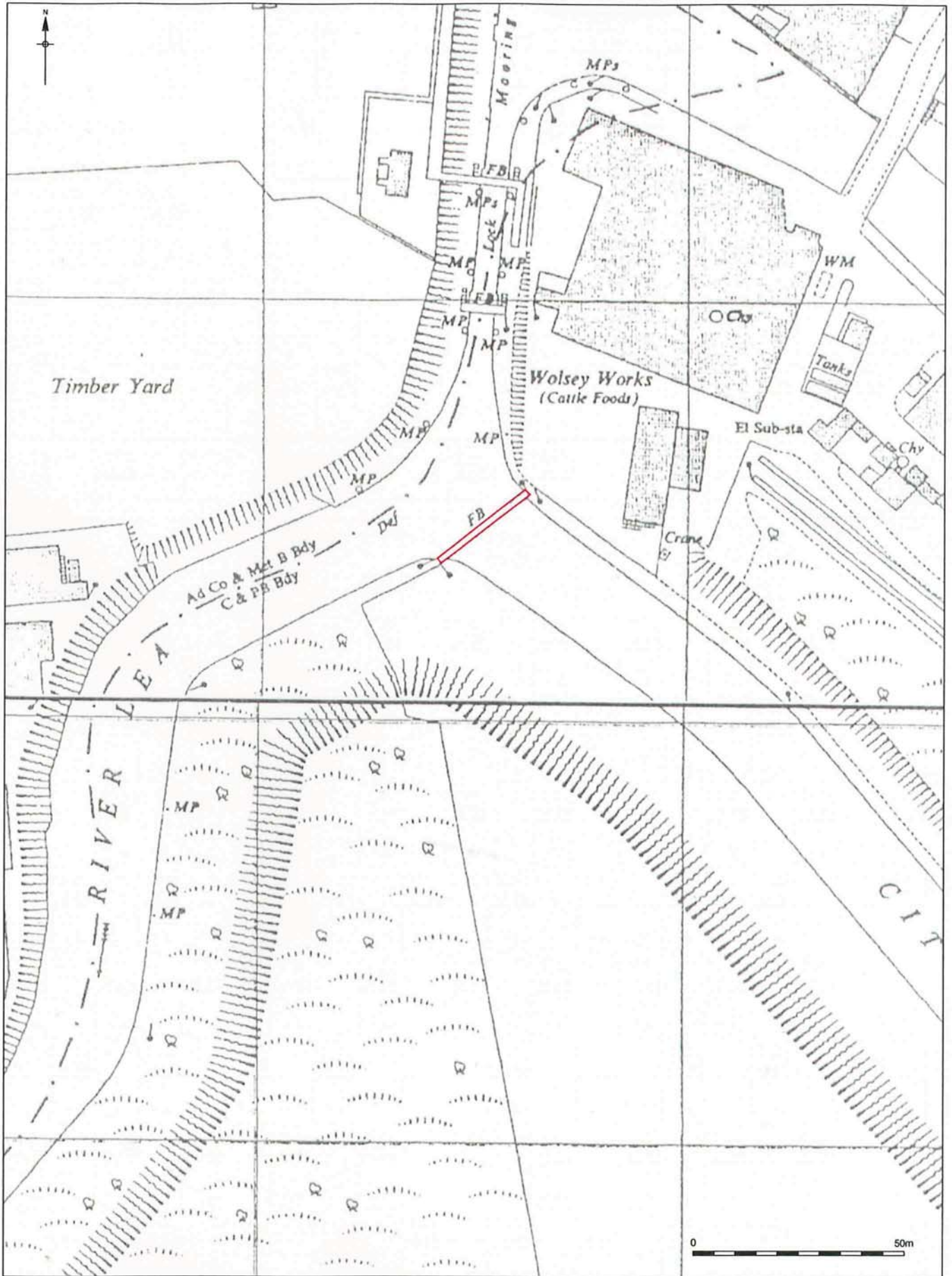


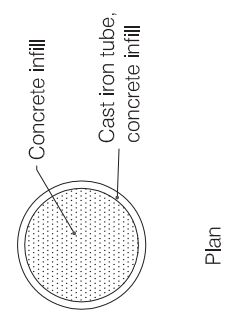
Figure 67
 Ordnance Survey 1916
 City Mill River Footbridge
 1:1,250 at A4



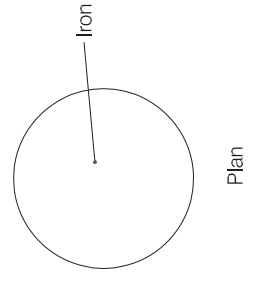
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Figure 68
 Ordnance Survey 1948
 City Mill River Footbridge
 1:1,250 at A4

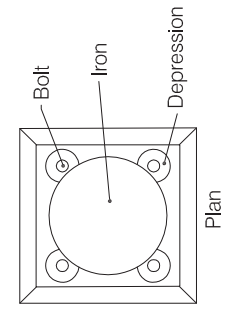
MP5 with flange



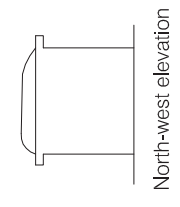
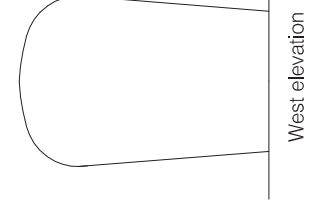
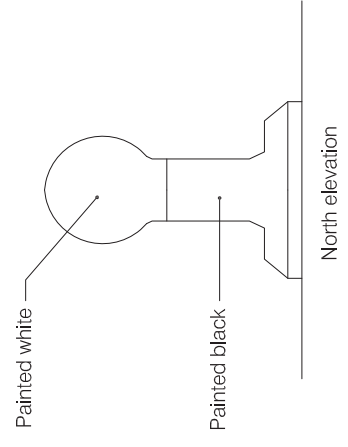
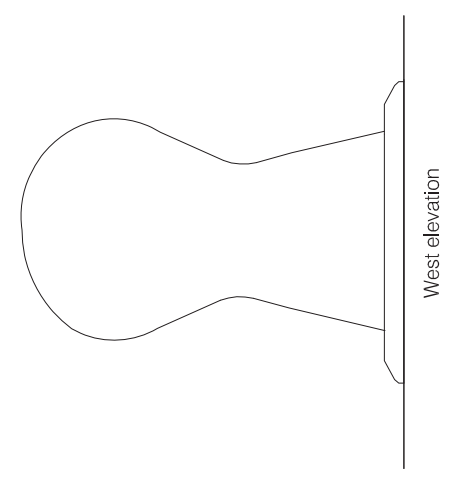
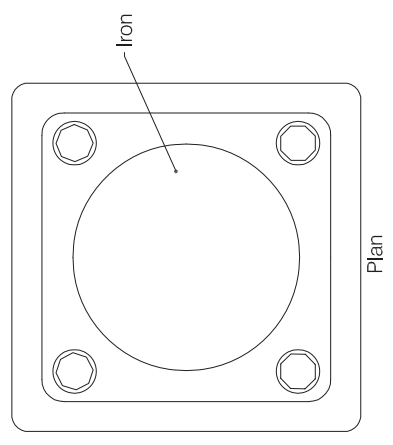
MP3



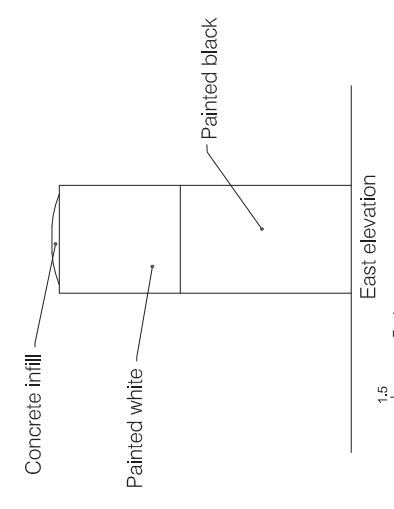
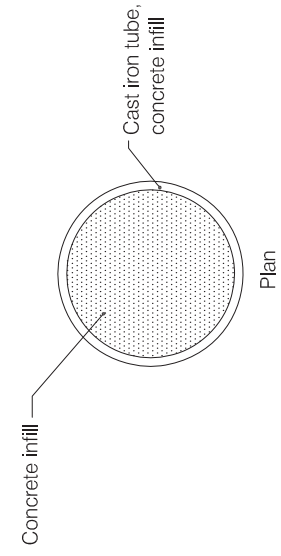
MP2



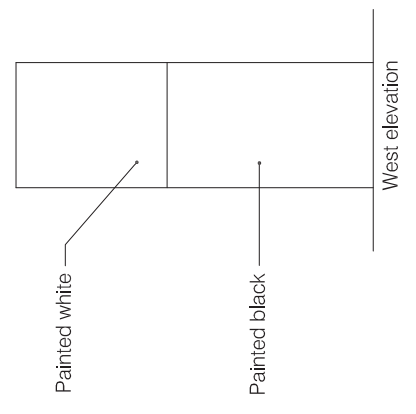
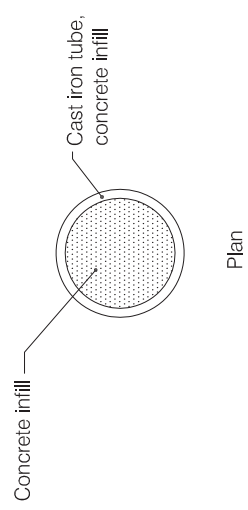
MP1



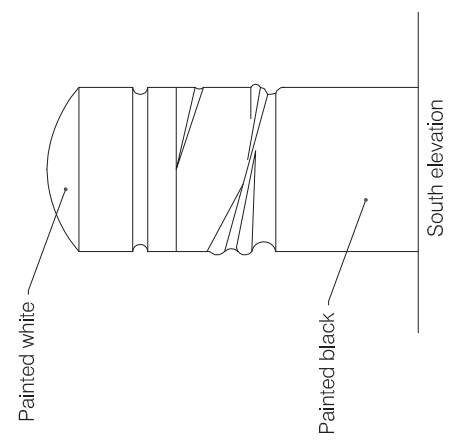
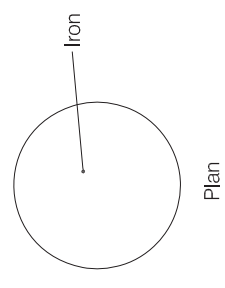
MP5



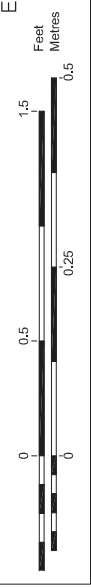
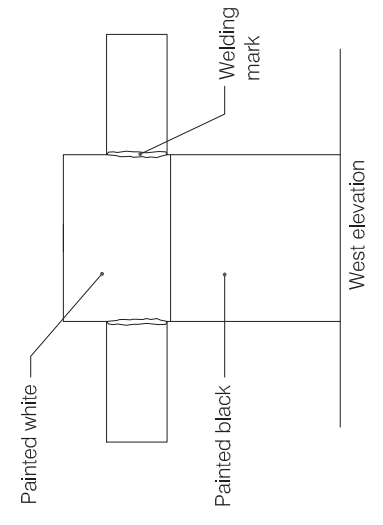
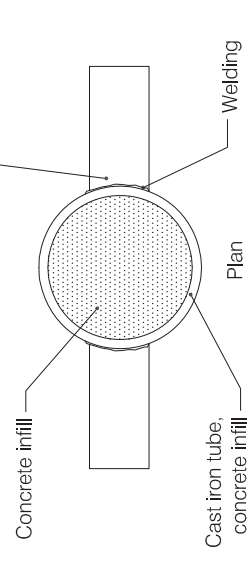
MP6

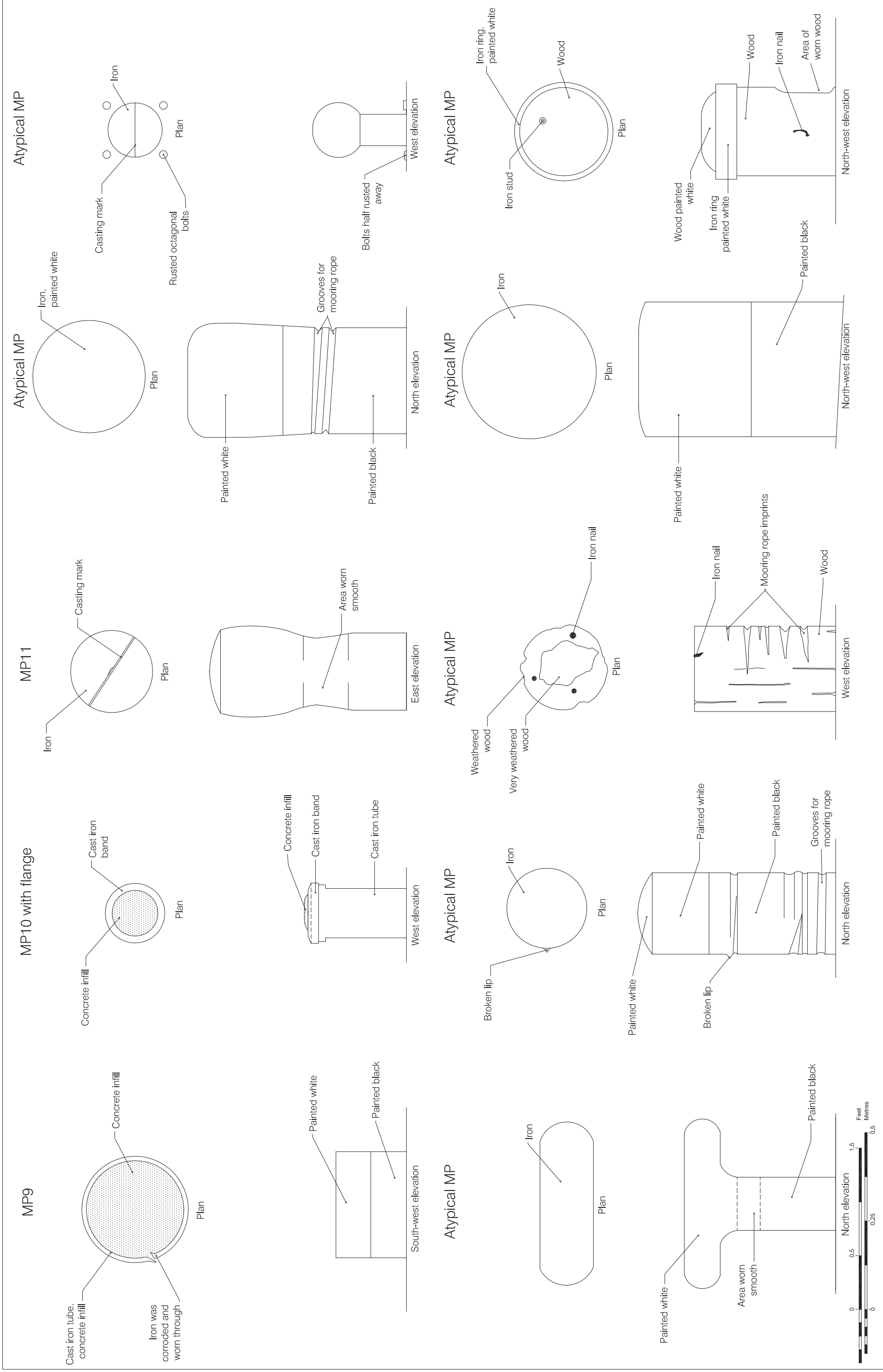


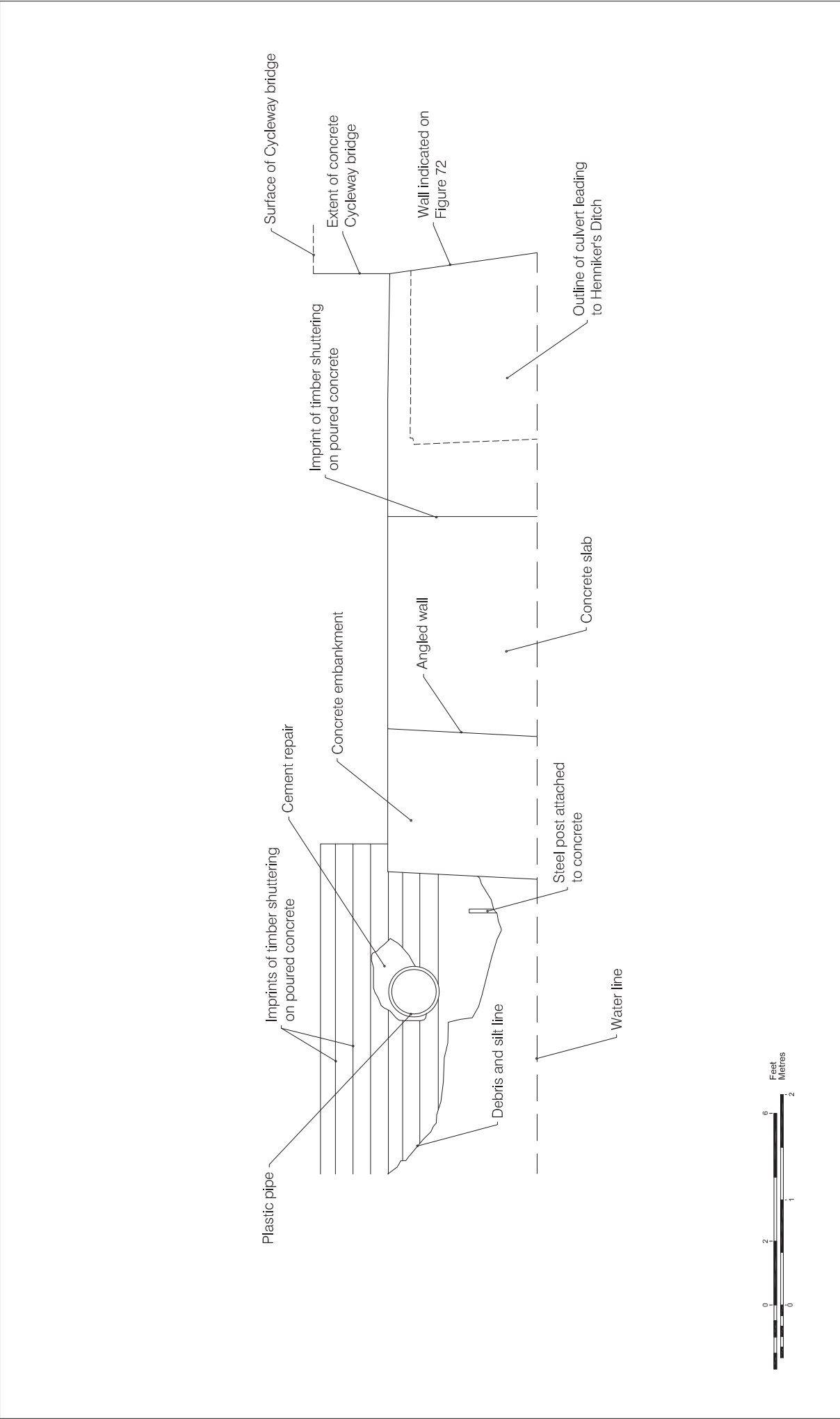
MP7



MP8







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Figure 71
 South elevation of Channelsea River on west extent of Henniker's Ditch; OL-02007
 1:50 at A4

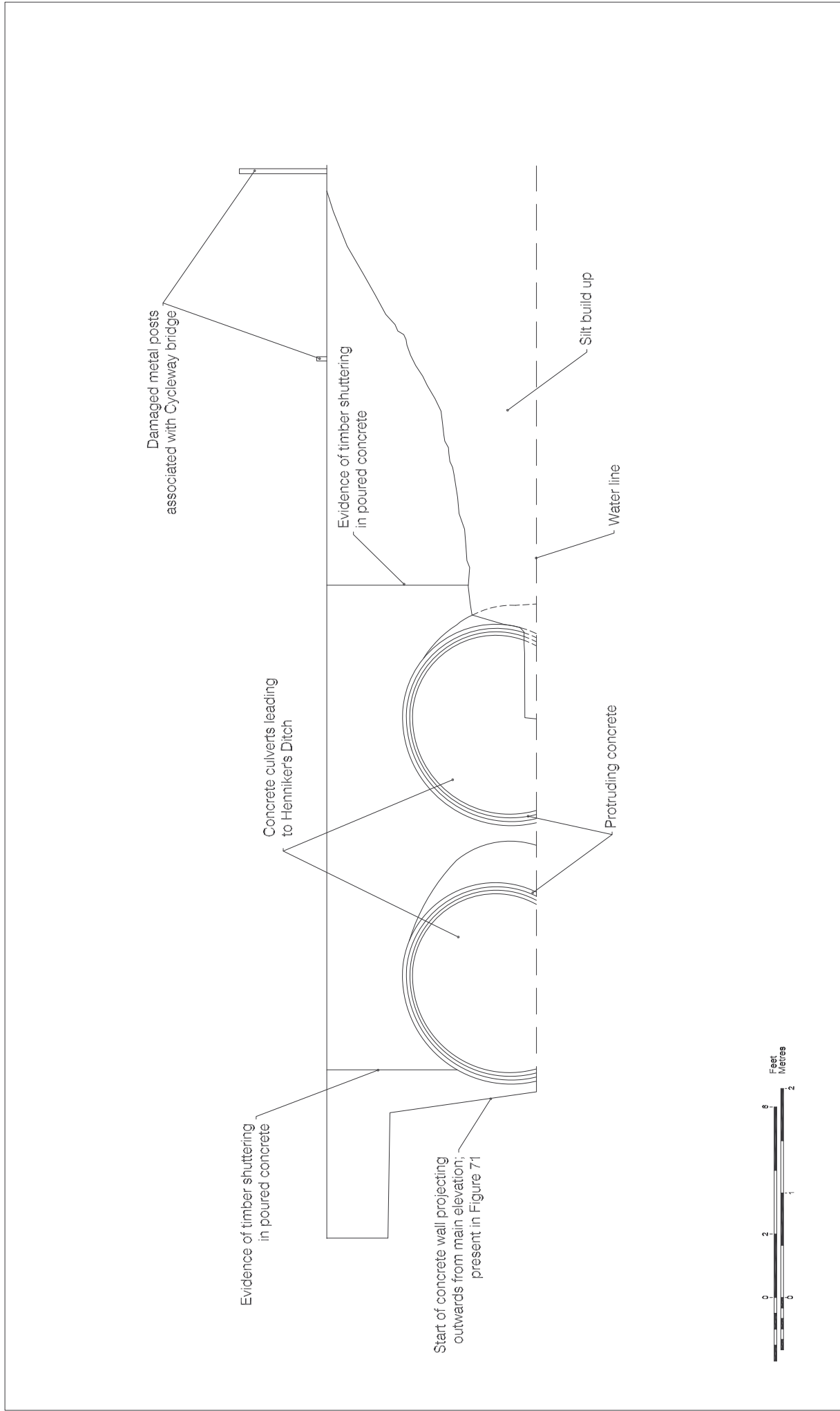
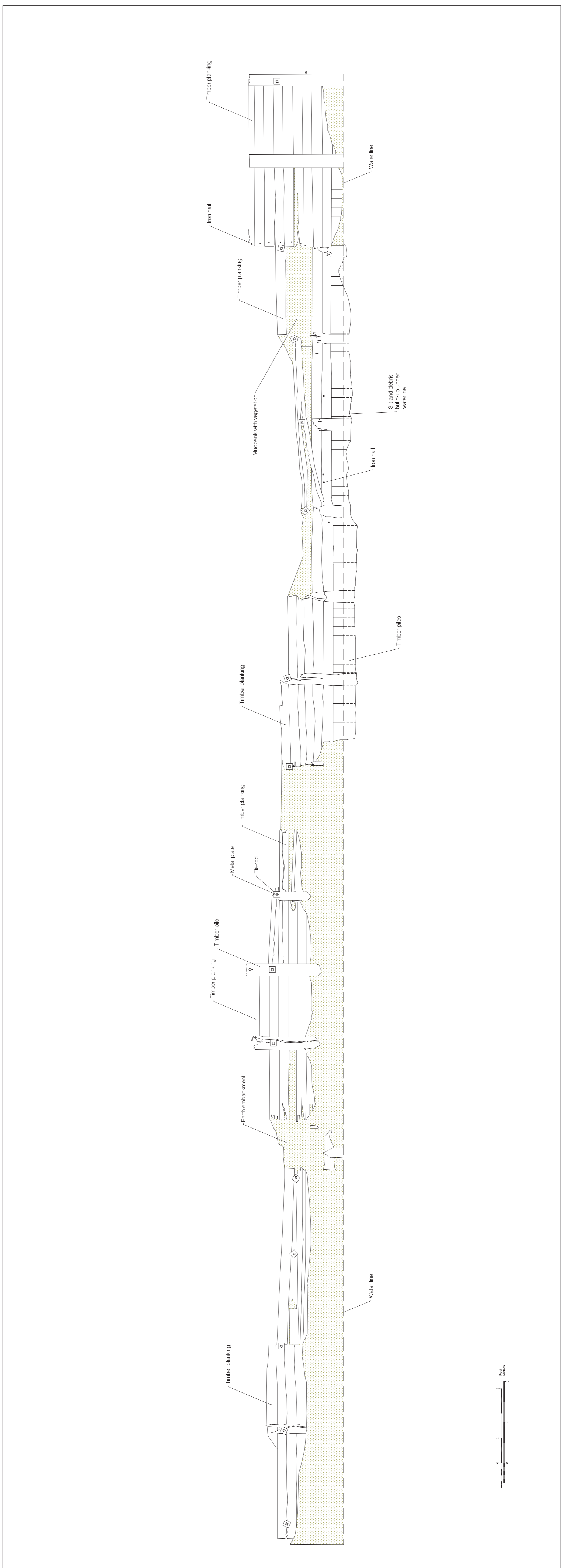
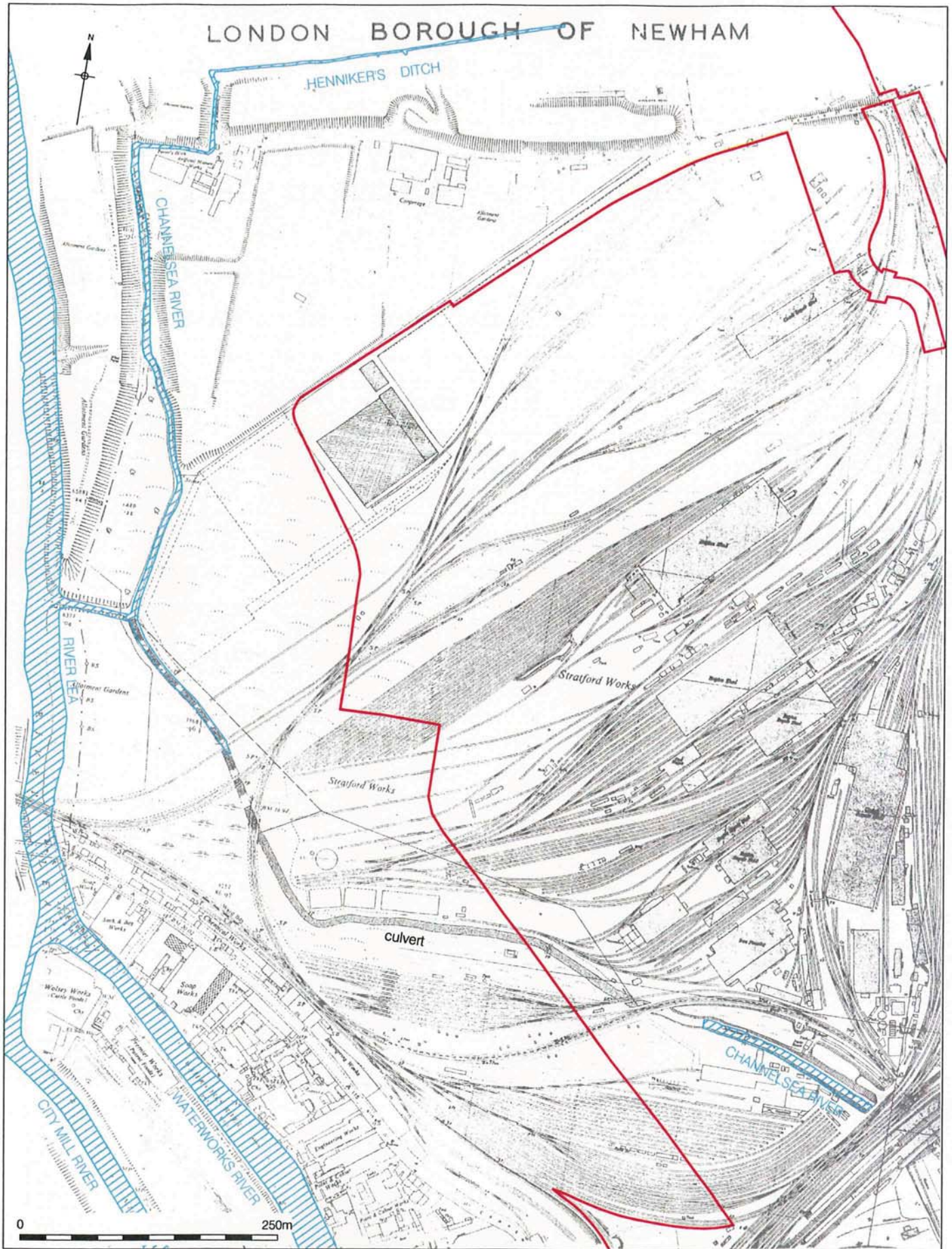


Figure 72
 West elevation of culverted junction between Potter's and Henniker's Ditches: OL-02007
 1:50 at A4



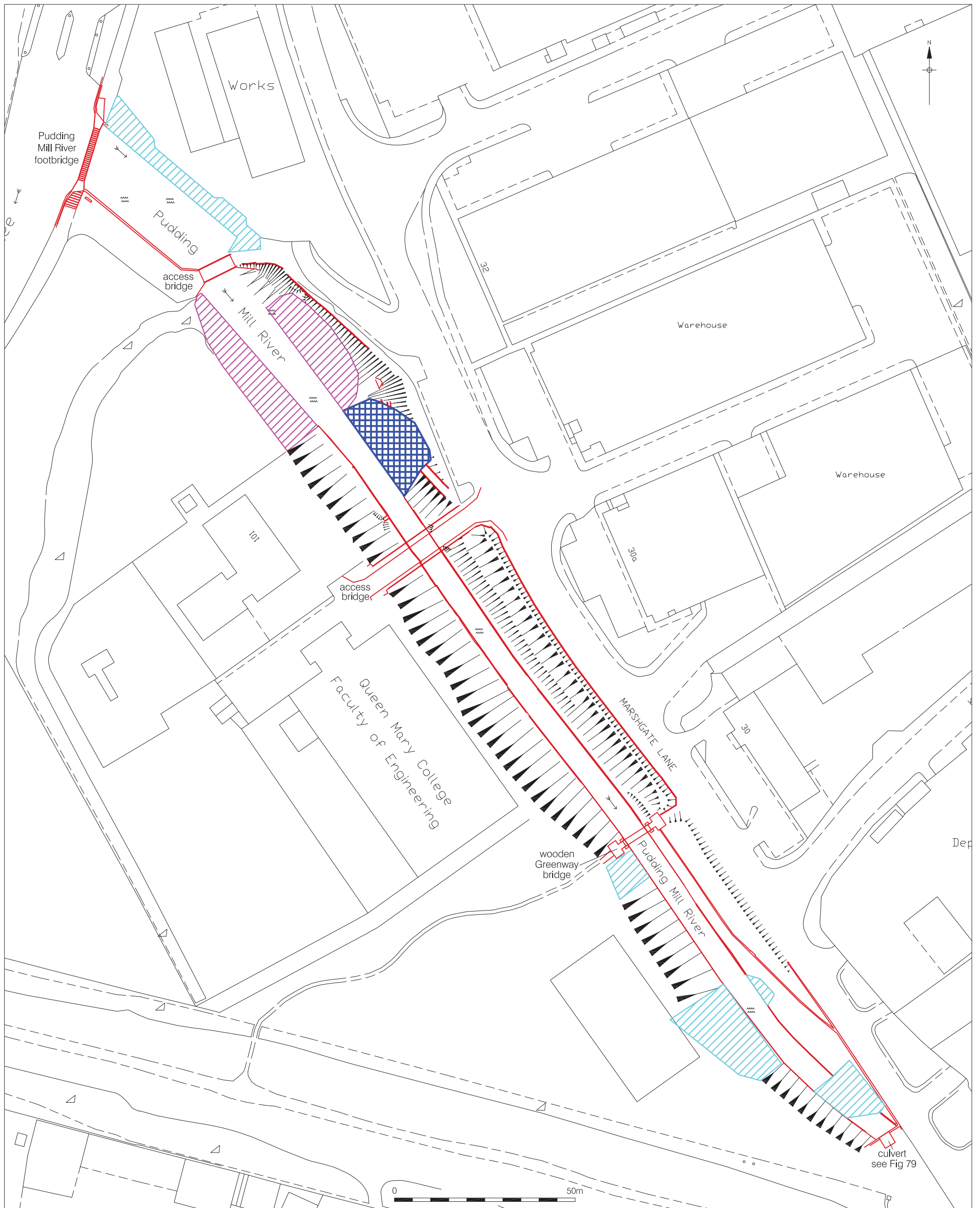







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Key to 1965 map

- infilling
- culverting

Figure 74
Plan showing proposed culvert of
Channelsea River, c.1965-67
1:5,000 at A3

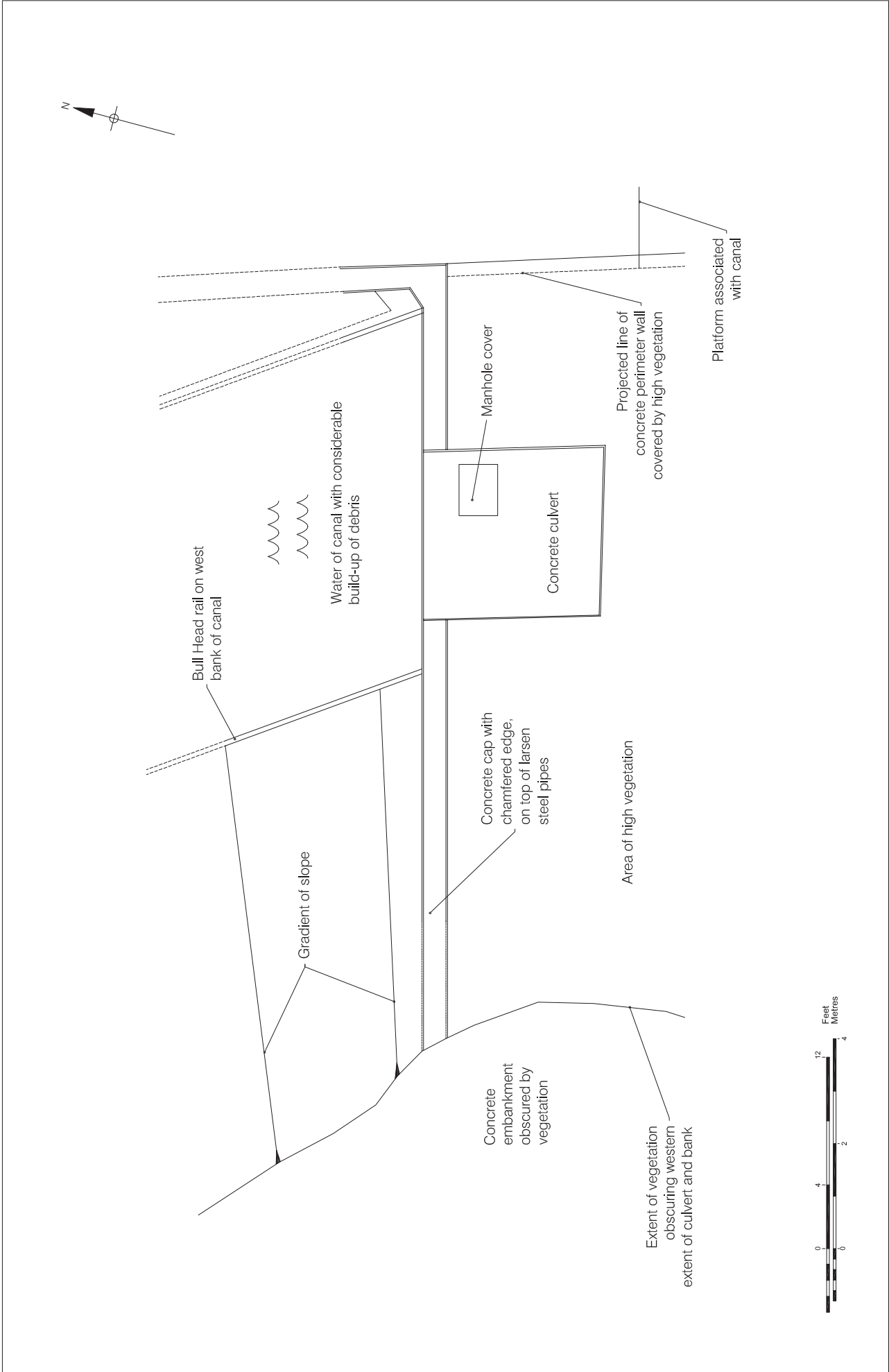


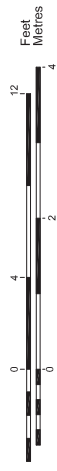
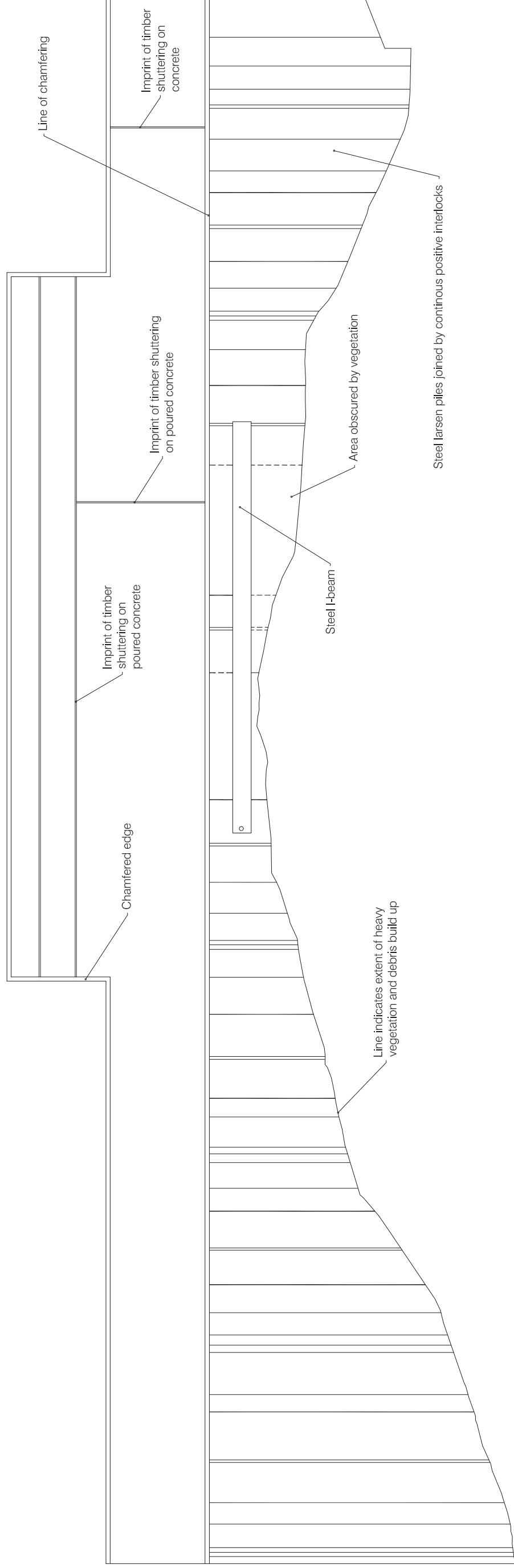
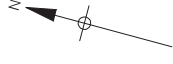
-  Surveved river bank
-  Areas of Japanese knotweed
-  Area of tyre dump
-  Other inaccessible areas
-  Surveved landscaping and structures

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Figure 75
Landscape survey of Pudding Mill River
1:1,000 at A3



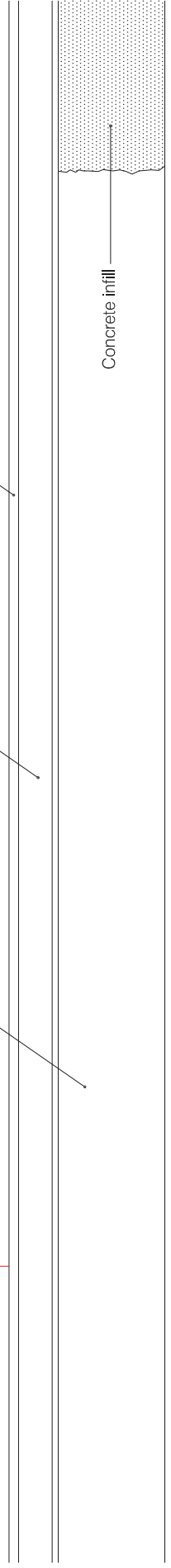


Well worn chamfered edge

Concrete cap

Weathered,
Bull Head rail

Figure 79



Concrete in-fill

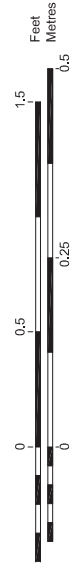
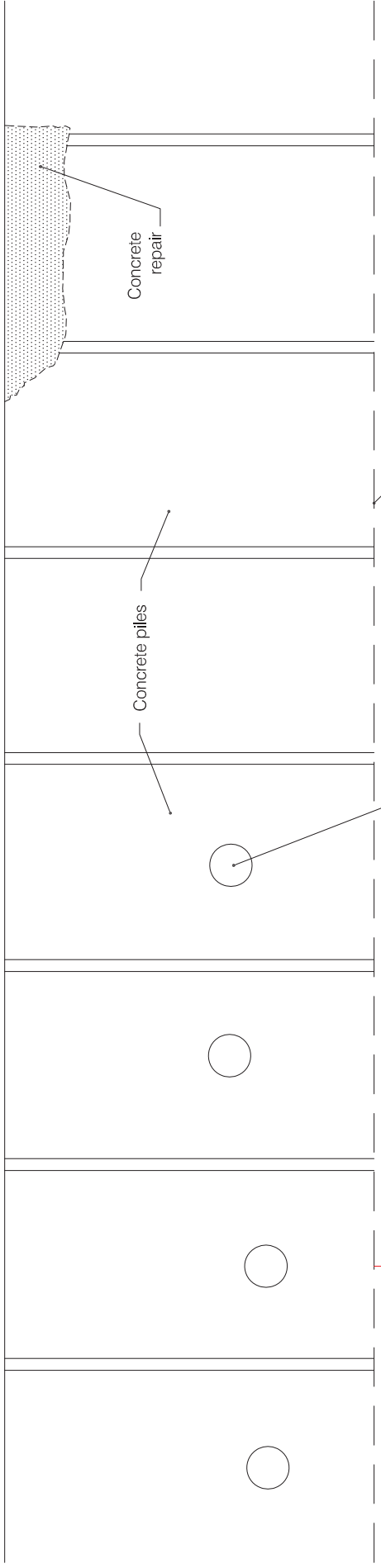
Concrete repair

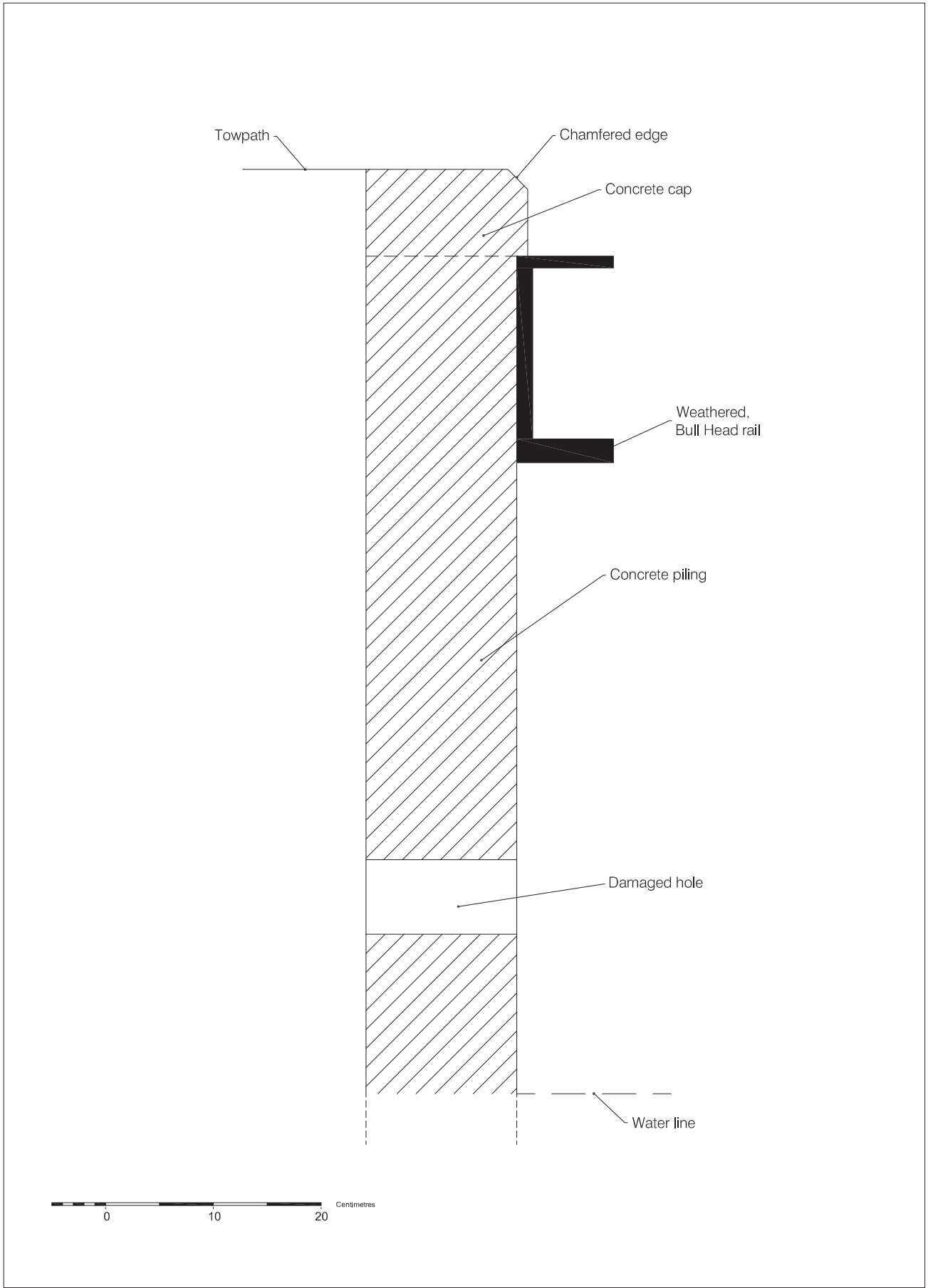
Concrete piles

Water line

Drainage holes

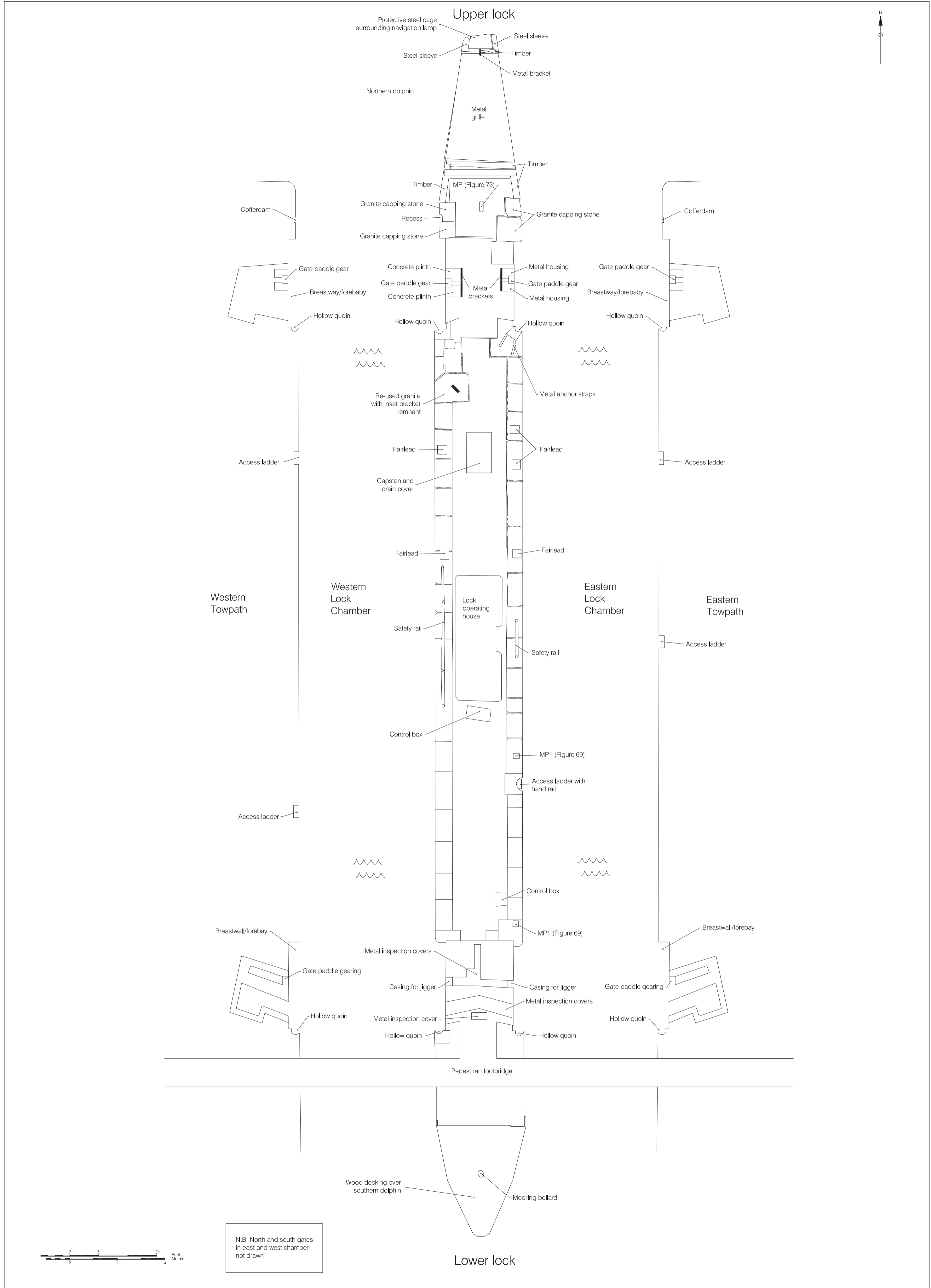
Figure 79



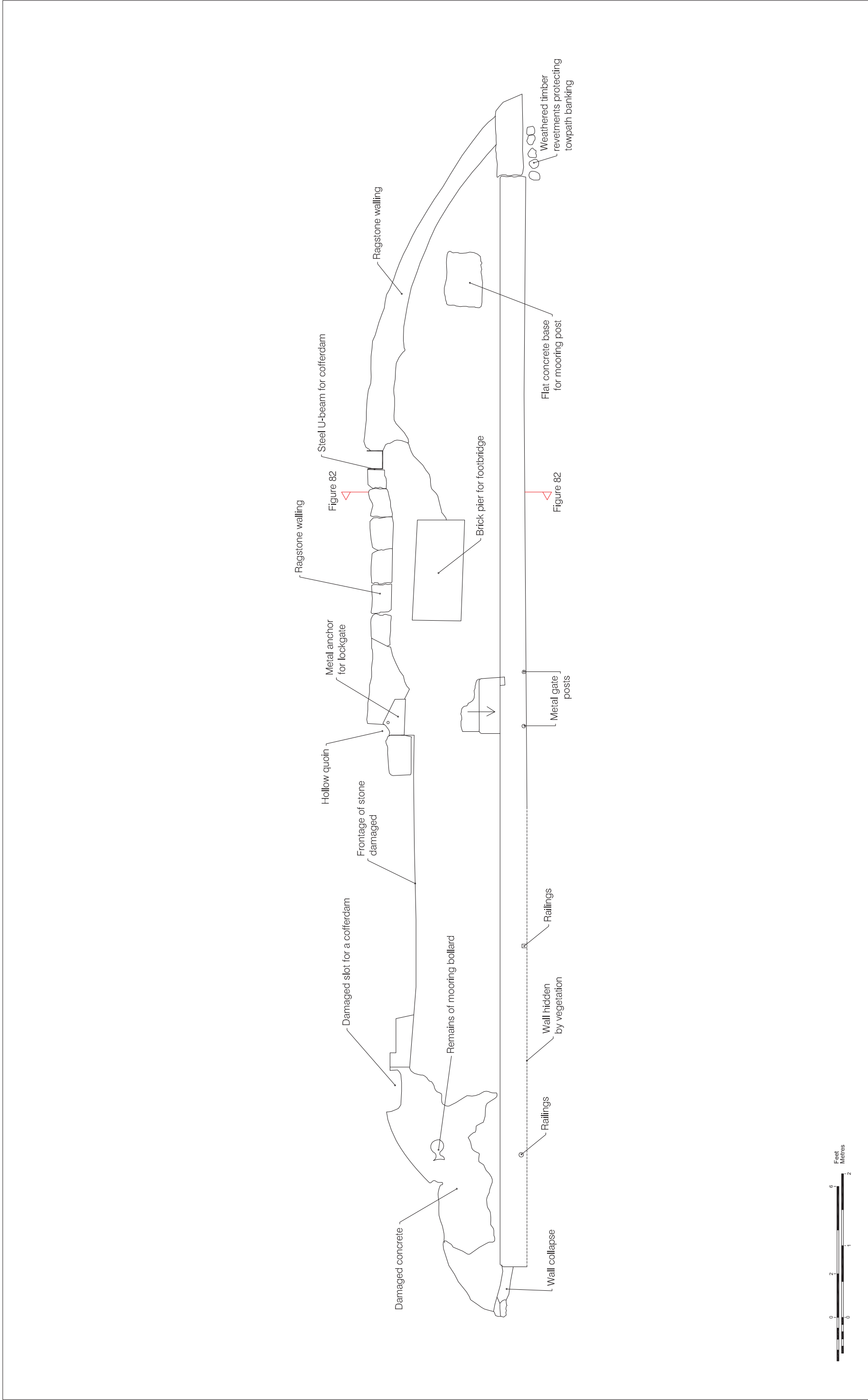


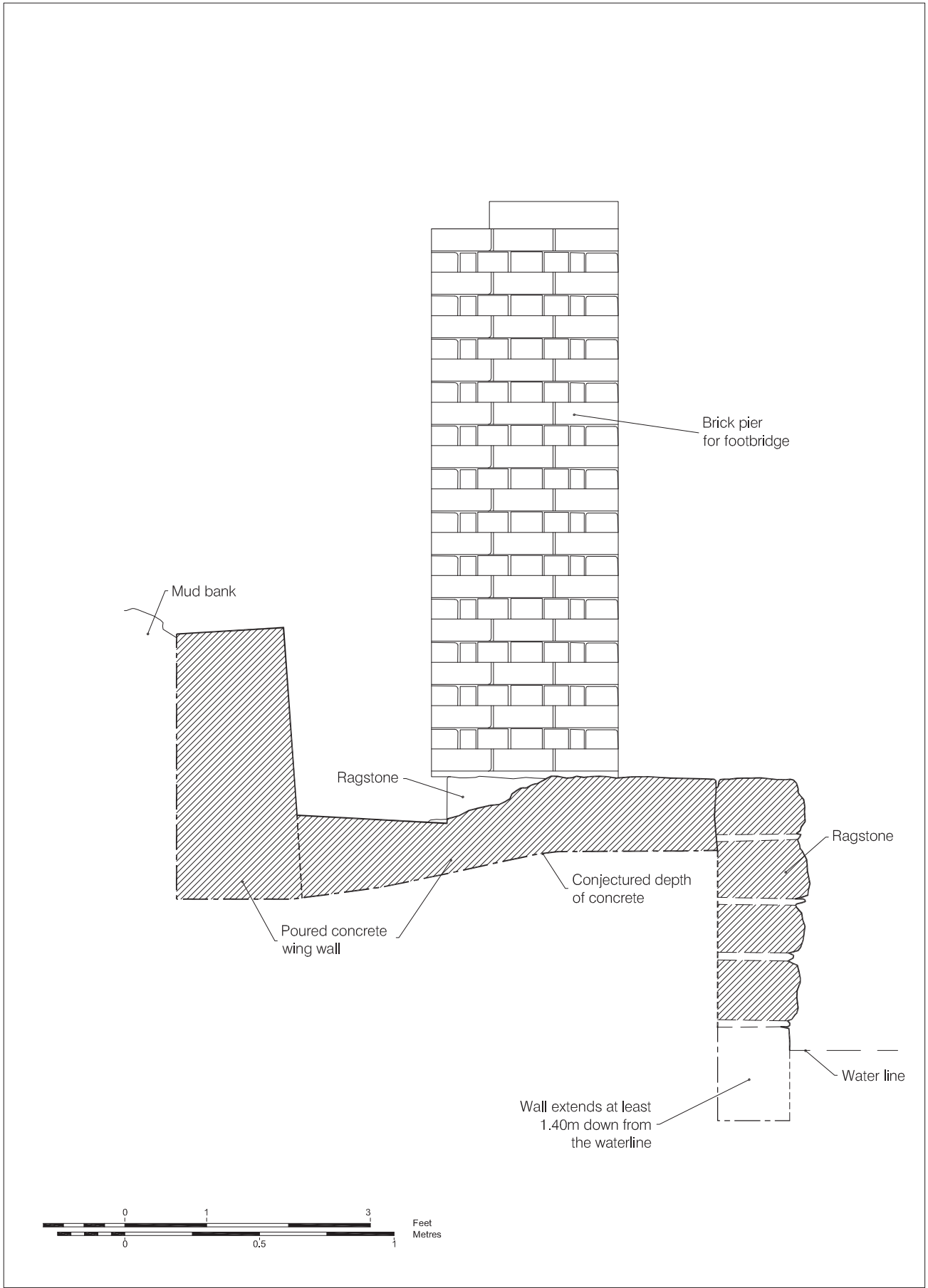
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Figure 79
 North facing sectional elevation of east bank, Pudding Mill River: OL-01207
 1:5 at A4



N.B. North and south gates in east and west chamber not drawn





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Figure 82
 South-west facing sectional elevation of east wing wall, Pudding Mill Lock: OL-05407
 1:20 at A4

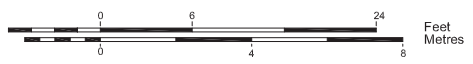
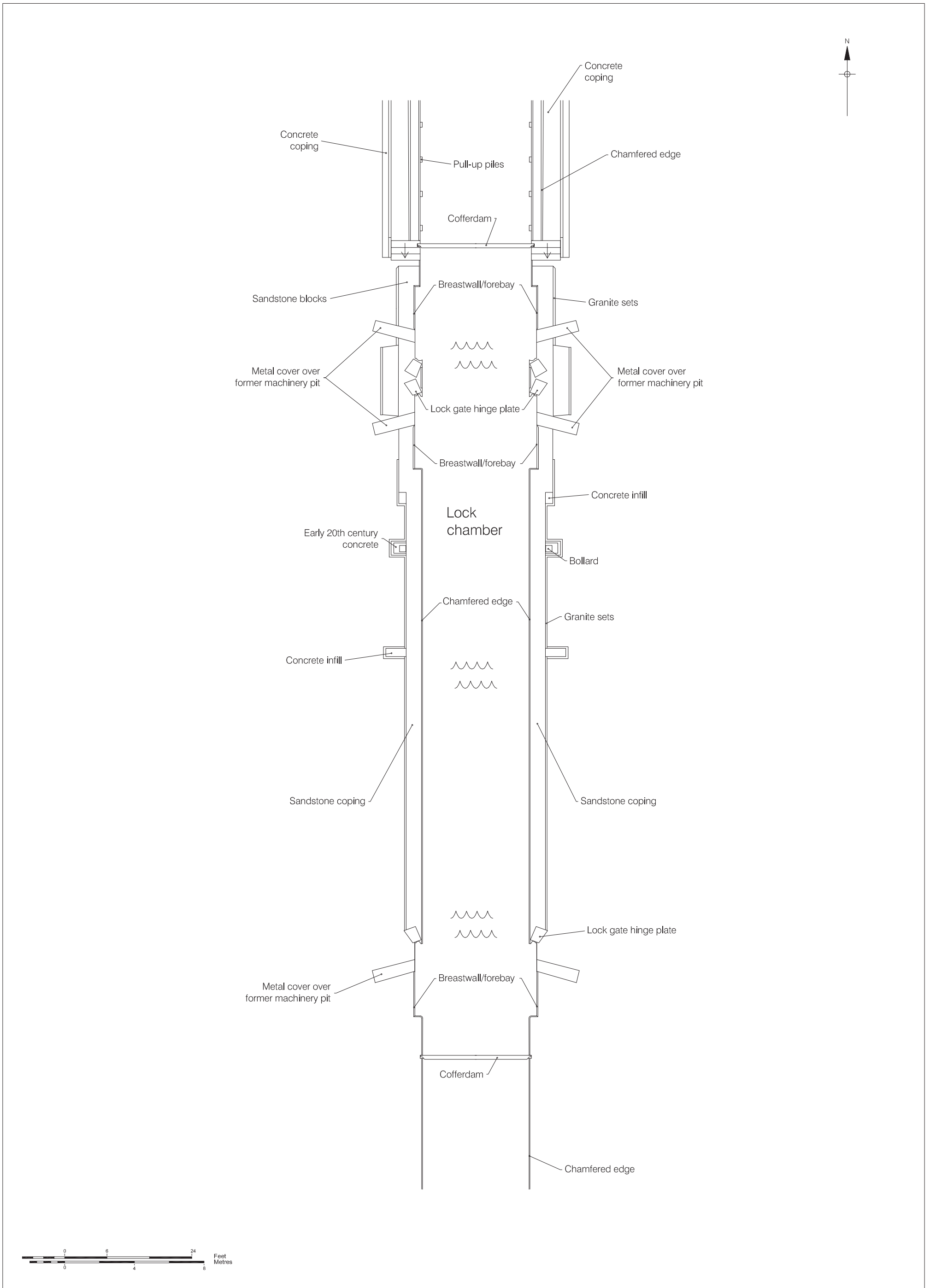
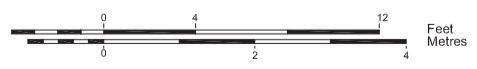
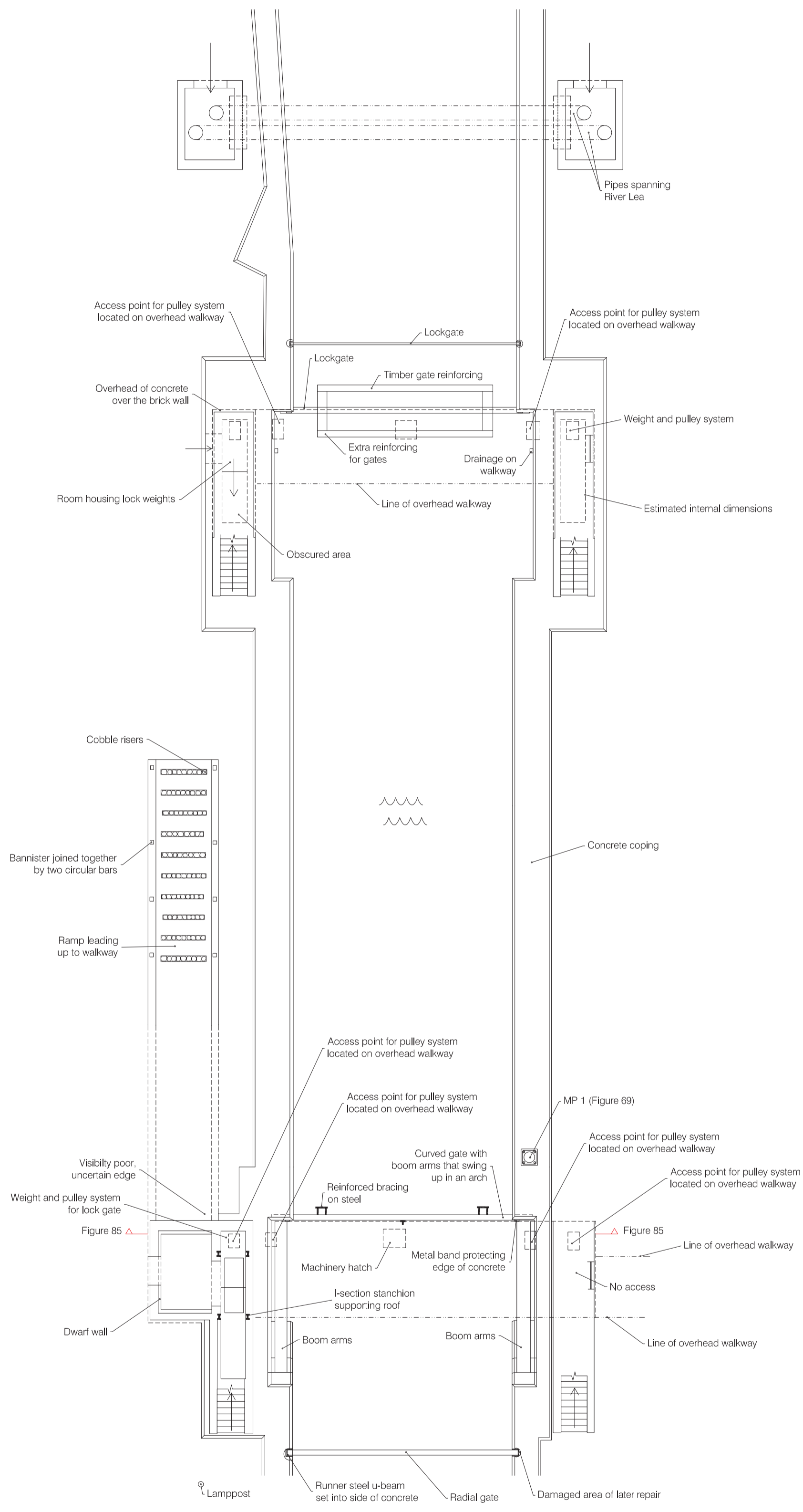
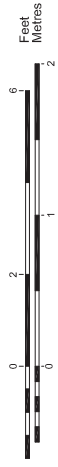
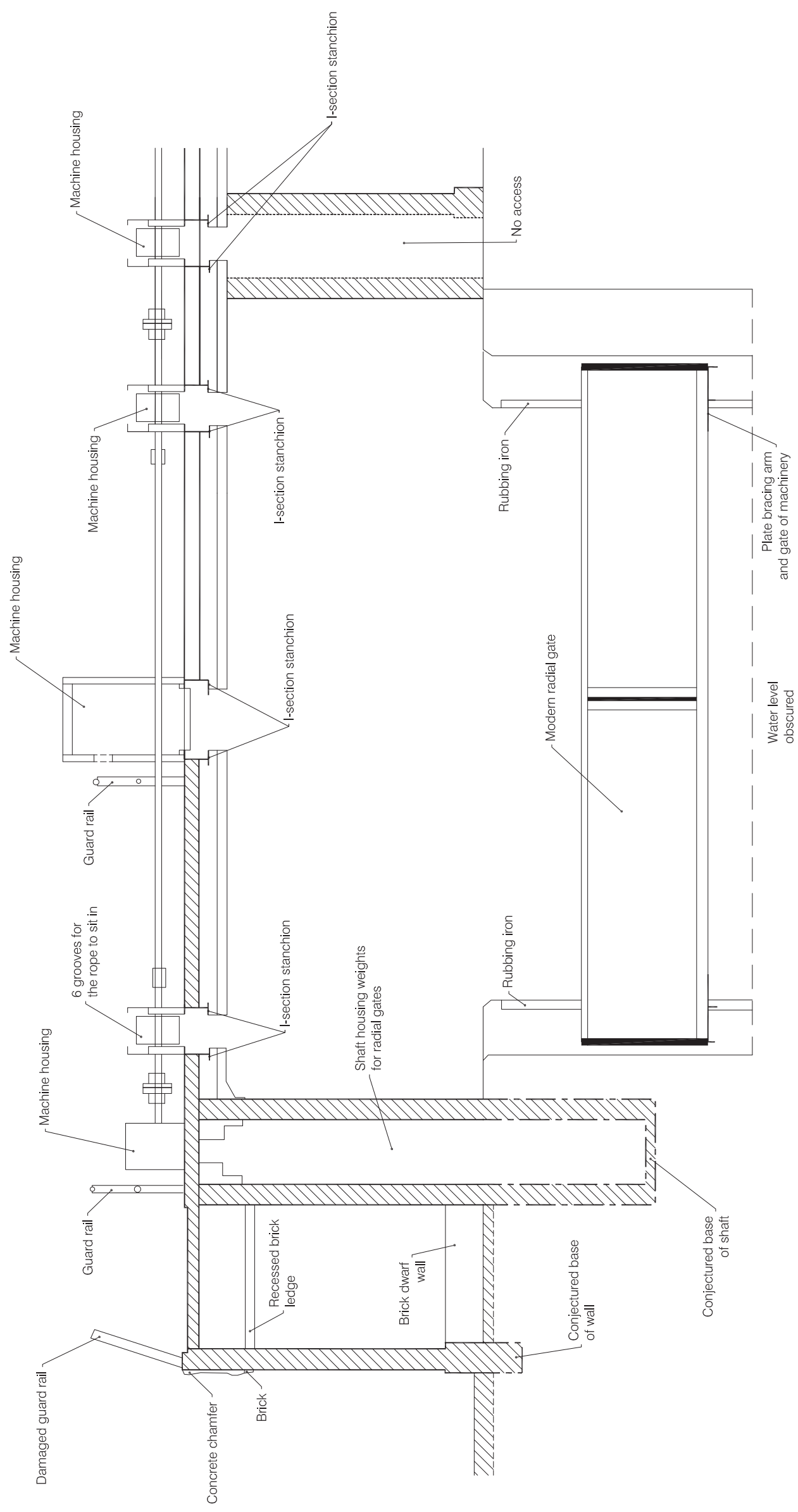
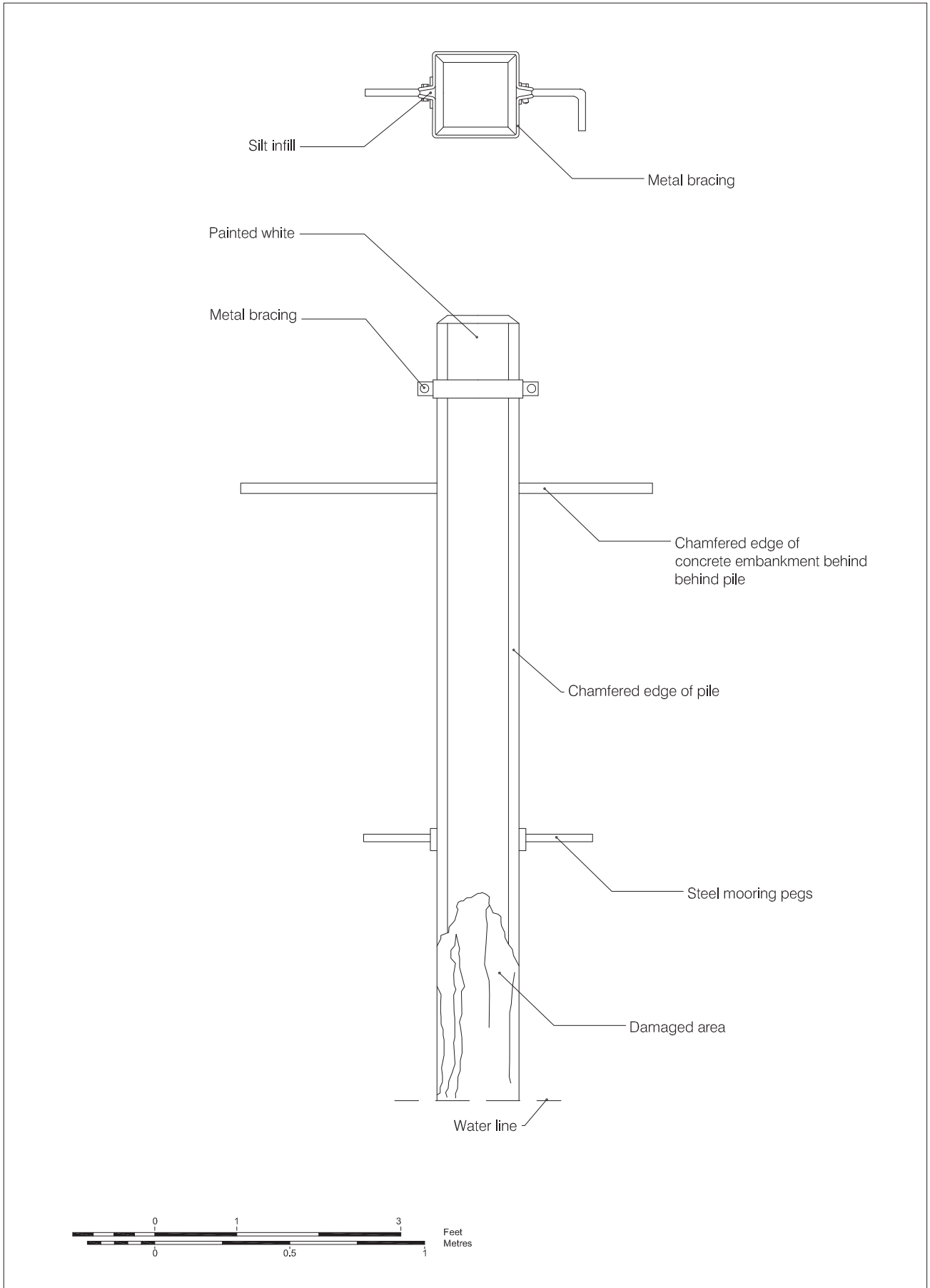


Figure 83
Plan of Marshgate Lane Lock: OL-07407
1:200 at A3

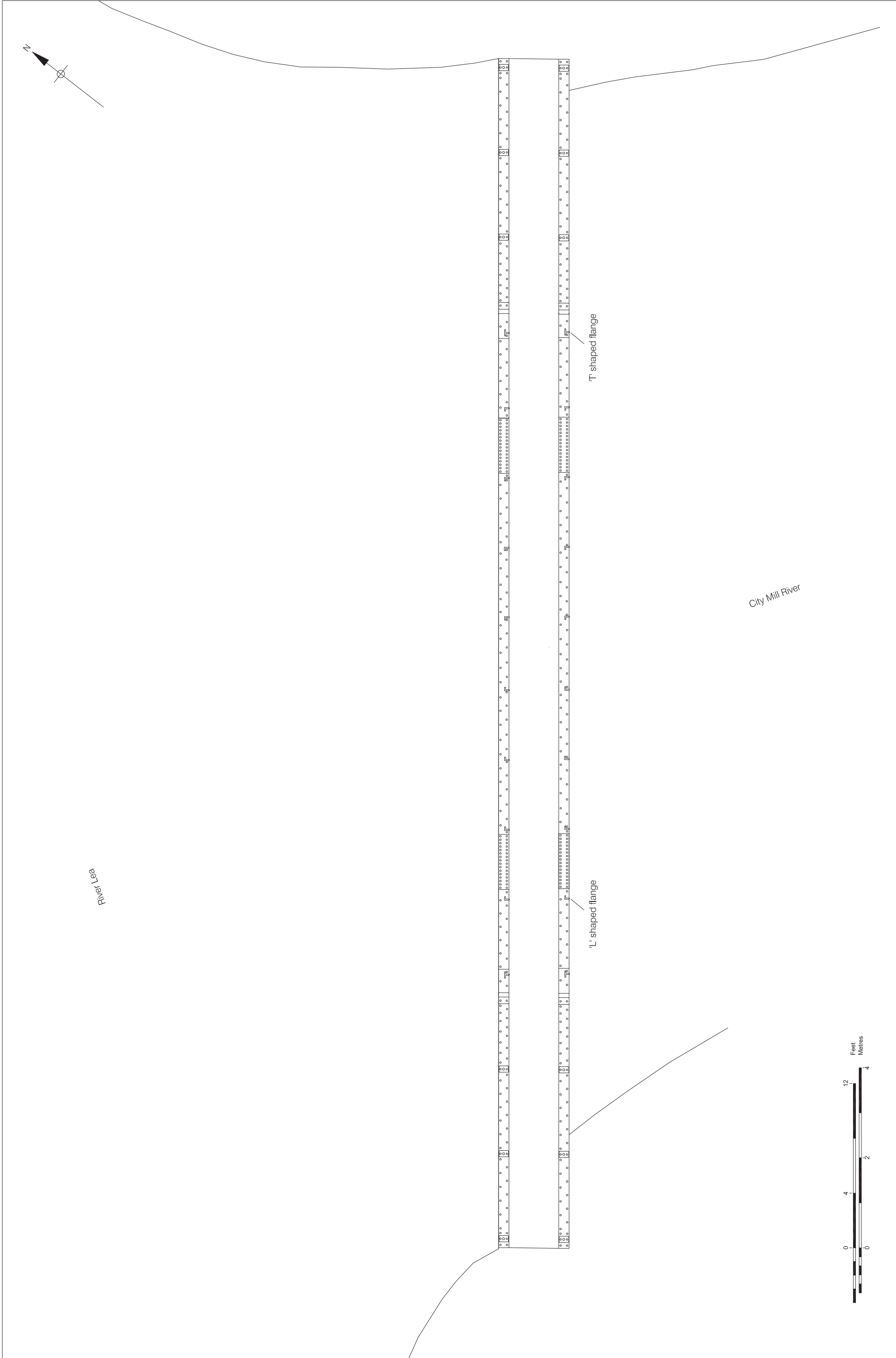


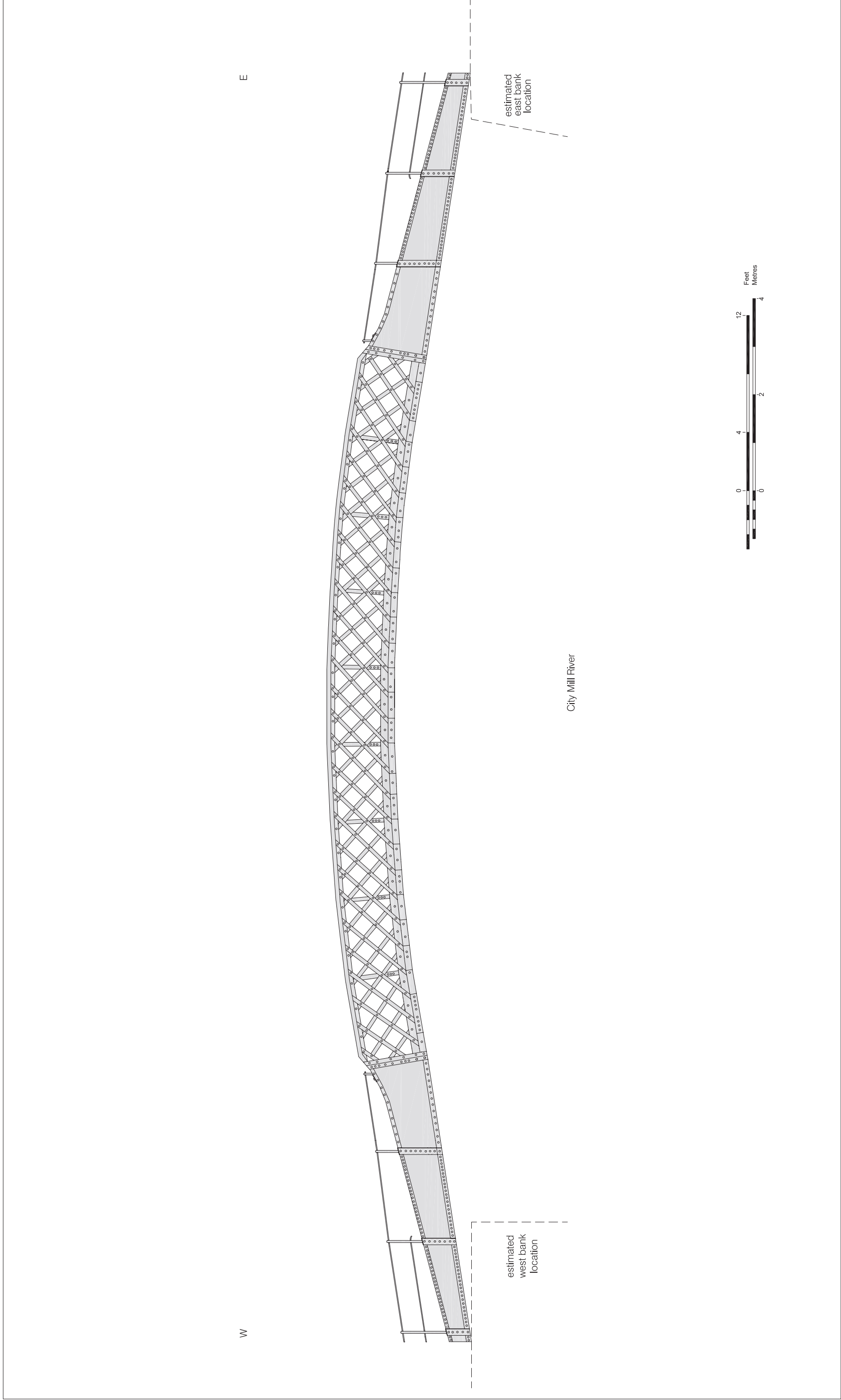




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Figure 86
 Detailed drawing of timber pull-up pile, west bank of River Lea, north of Carpenter's Lock: OL-03007
 1:20 at A4





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Figure 88
 South elevation of City Mill River Footbridge: OL-03507
 1:75 at A3

25 Appendix 6: Plates



Plate 1 View looking up the Channelsea River to point of new LCC discharge, 1910 (LD PEMPS 159/0740, courtesy of Newham Local Studies and Archive Library): OL-01207



Plate 2 View of the City Mill River near the River Lea before widening, 1930 (LD PEM PS 159/0800, courtesy of Newham Local Studies and Archive Library): OL-01207



Plate 3 Setting out of the flood channel (sloping poles show position of the future concrete revetments), May 1930: OL-01207



Plate 4 View of new lock at City Mills/ Stratford (Marshgate Lane Lock), 1933 (LD PEM PS 159/0855, courtesy of Newham Local Studies and Archive Library): OL-07407

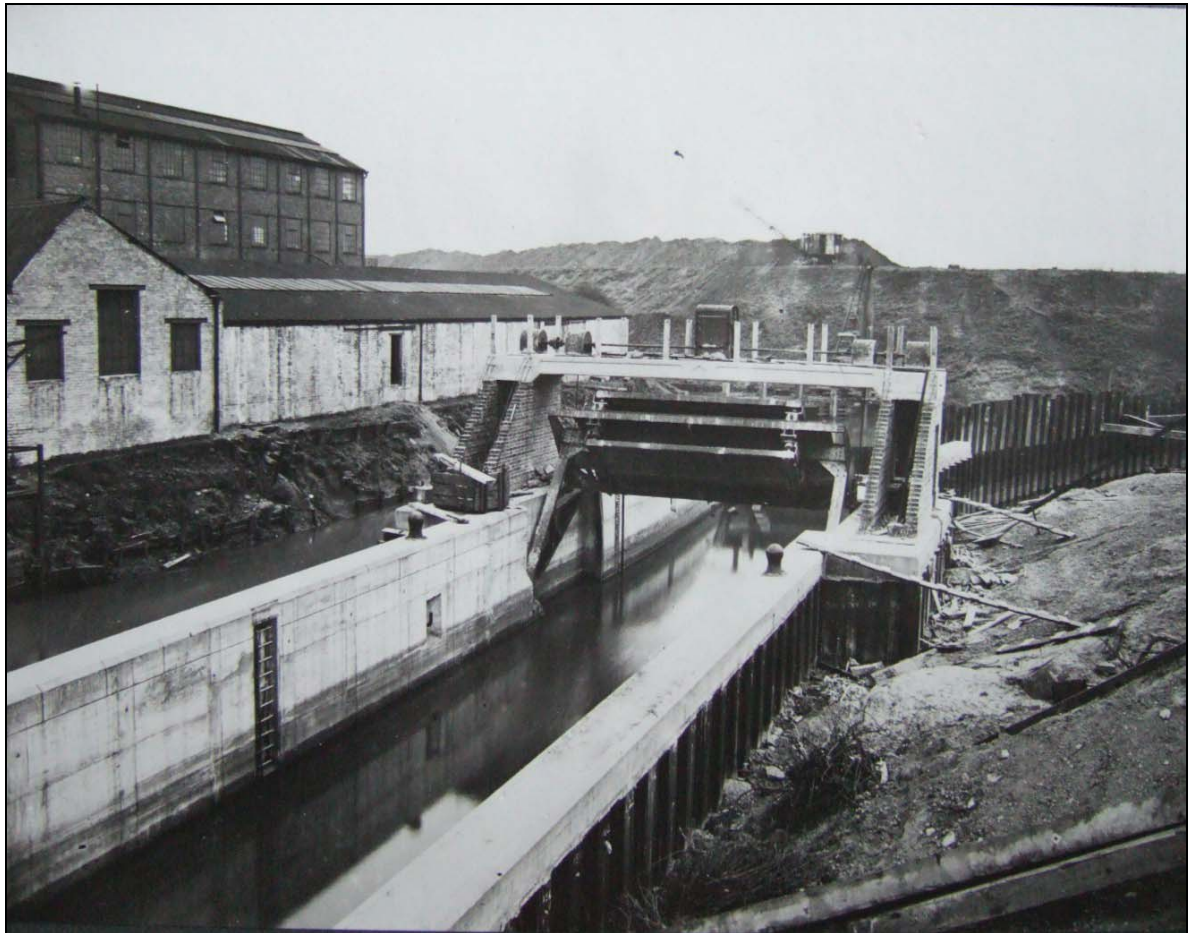


Plate 5 View of new lock near Carpenter's Road bridge (Carpenter's Lock), 1934 (LD PEM PS 159/0818, courtesy of Newham Local Studies and Archive Library): OL-03007



Plate 6 View of the improvements made under the Lea and Back Rivers scheme: Three Mills River and flood channel in foreground, Waterworks River to the right (north of High Street) and City Mill River to the left with Groves Bridge in the centre, 1936 (LD PEM PS 159/0719, courtesy of Newham Local Studies and Archive Library): OL-01207



Plate 7 View of bomb damage to central pier at Old Ford Locks, October 1940 (LD PEM PS 159/0976, courtesy of Newham Local Studies and Archive Library): OL- 05007



Plate 8 View of bomb damage to eastern lock chamber at Old Ford Locks, October 1940 (ACC/2423/P/459/8A, courtesy of London Metropolitan Archives): OL- 05007



Plate 9 View of the Channelsea River at Abbey Mills, 1964 (ACC/2423/P/459/9B, courtesy of London Metropolitan Archives): OL-01207



Plate 10 View of the Channelsea River towards Stratford High Street, 1973 (LD PEM PS 159/0753, courtesy of London Metropolitan Archives): OL-01207



Plate 11 View of Eastway slip road bridge spanning the Lea Navigation, looking south: OL-01207



Plate 12 View of Lea Navigation and covered footbridge, looking south: OL-01207



Plate 13 View of East London rail bridge spanning the Lea Navigation, looking north: OL-01207



Plate 14 View of White Post Lane bridge spanning the Lea Navigation, looking south: OL-01207



Plate 15 View of Lea Navigation's east bank showing Larsen camp sheeting with metal bracketing and cobbled capping: OL-01207



Plate 16 View of first tipping wharf on eastern bank of the Lea Navigation, looking south-east: OL-01207



Plate 17 View of pedestrian bridge spanning the River Lea towards Manor Garden Allotments, looking east: OL-01207



Plate 18 View of pedestrian bridge spanning the River Lea, south-east of Old Ford Locks, looking north-east: OL-01207



Plate 19 View of Greenway bridge spanning the River Lea with sewage pipes on foreground, looking north-west: OL-01207



Plate 20 View of wattling on the west bank of the River Lea, looking west: OL-01207



Plate 21 View of the east bank of the River Lea showing imprints of timber shuttering and sockets for mooring rings, looking south-west: OL-01207



Plate 22 View of Henniker's Ditch, looking east: OL-02007



Plate 23 View of culverted junction between Henniker's and Potter's Ditches, looking north-northwest: OL-02007



Plate 24 View of curve of Potter's Ditch with timber revetment, looking south-east: OL-02007



Plate 25 View of Channelsea River towards Potter's Ditch, looking north-east: OL- 02007



Plate 26 View of City Mill River footbridge with Marshgate Lane road bridge in background, looking north-east: OL-03507



Plate 27 View of west bank of City Mill River with row of drainage holes immediately above waterline, looking west: OL-01207



Plate 28 View of eastern concrete bank of City Mill River with timber pull-up piles, looking south-east: OL-01207



Plate 29 View of mooring area between GNER bridge and Northern Outfall Sewer bridge, City Mill River, looking south-east: OL-01207



Plate 30 View of disused portion of Marshgate Lane Lock, City Mill River, looking east: OL-07407



Plate 31 View of southern tip of Marshgate Lane Lock and island, City Mill River, looking north-east: OL-07407



Plate 32 View of Blaker Road bridge spanning Bow Back River, looking north-east: OL-01207



Plate 33 View of Pudding Mill River footbridge spanning the junction of Pudding Mill River and the River Lea, looking north-west: OL-01207



Plate 34 View of northern side of Pudding Mill River footbridge spanning the River Lea, looking south-west: OL-01207



*Plate 35 View of modern timber cofferdam on the Pudding Mill River, looking north- east:
OL-01207*



Plate 36 View of tyre dumping covering the east bank of the Pudding Mill River, looking south: OL-01207



Plate 37 View of concrete pile west bank of Pudding Mill River, looking south-west: OL-01207



Plate 38 View of modern timber bridge spanning the Pudding Mill River, looking south-east: OL-01207



Plate 39 View of concrete platform and banking on Pudding Mill River, looking south-west: OL-01207



Plate 40 View of the Waterworks River from Marshgate Lane road bridge, looking south-east: OL-01207



Plate 41 Oblique view of south elevation of Old Ford Lock Houses, looking north-northeast: OL-07307



Plate 42 View of three of the original ceramic roof finials, Old Ford Lock Houses, looking north-east: OL-07307



Plate 43 View of north elevation of Old Ford Lock Houses, looking south-east: OL-07307



Plate 44 View of west elevation of Old Ford Lock Houses with Old Ford Locks in foreground, looking east: OL-07307



Plate 45 View of south garden of Old Ford Lock Houses, looking north: OL-07307



Plate 46 Oblique view of west elevation of stables relating to the Old Ford Lock Houses, looking south-east: OL-07307



Plate 47 View of central island of Old Ford Locks with clough in foreground, looking north-west: OL-05007



Plate 48 View of weir on west bank of Old Ford Lock, with timber guard posts, looking west: OL-05007



Plate 49 Detailed view of navigation lamp on northern tip of Old Ford Locks dolphin, looking north: OL-05007

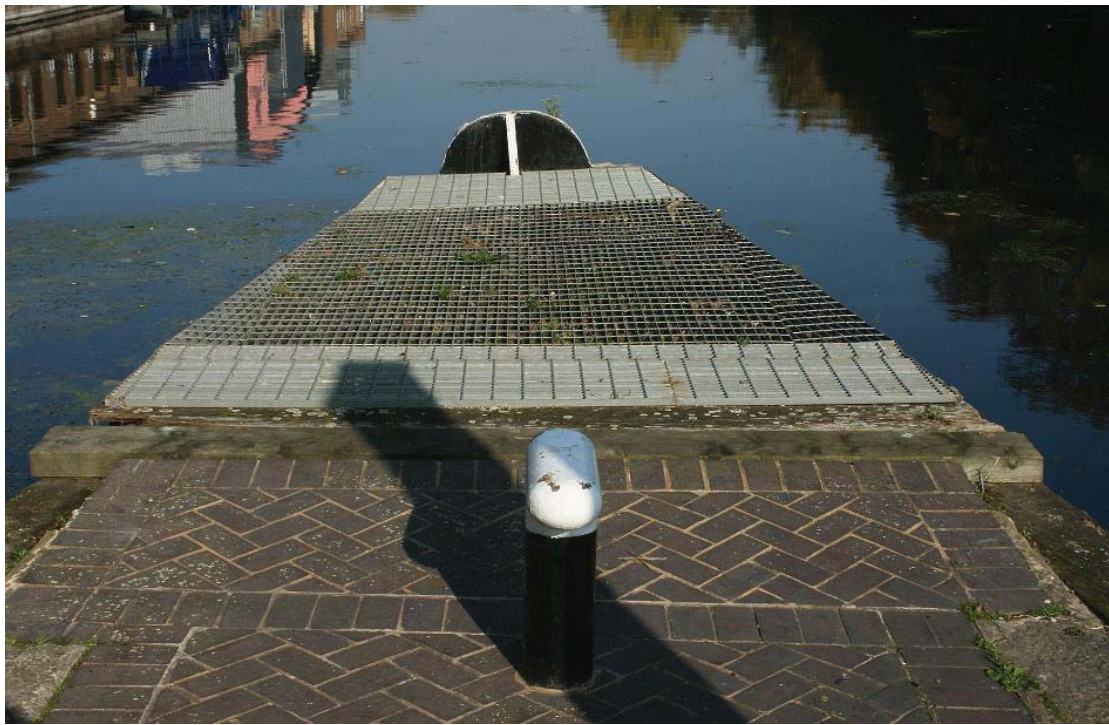


Plate 50 View of dolphin at north tip of central lock island, with mooring bollard in foreground looking north:OL-05007



Plate 51 View of central island of Old Ford Locks, showing control booth, looking north: OL-05007



Plate 52 View of east wall in east chamber of Old Ford Locks, showing brick bond pattern, looking east: OL-05007



Plate 53 Detailed view of mechanism and hinge of the west chamber's south gate, Old Ford Locks: OL-05007



Plate 54 View of mooring hook set into east wall of east chamber, Old Ford Locks, looking east: OL-05007



Plate 55 View of ladder set into the recess on the east wall of the east chamber, Old Ford Locks, looking east: OL-05007



Plate 56 View of stock groove on east chamber, Old Ford Locks, looking west: OL- 05007



Plate 57 View of south gate in west chamber, Old Ford Locks, looking west-northwest: OL-05007



Plate 58 View of south end of Old Ford Locks showing footbridge, lock gate and building fabric: OL-05007



Plate 59 View of Pudding Mill Lock, showing eastern towpath and footbridge in background, looking south-west: OL-05407



Plate 60 View of brick pier and east wing wall, Pudding Mill Lock, looking north: OL-05407



Plate 61 Detailed view of damaged eastern wing wall with metal mooring post, Pudding Mill River, looking north-northwest: OL-05407



Plate 62 View of metal fencing on east side of Pudding Mill Lock, looking south: OL-05407



Plate 63 View of lock gate recess on east side of central island, Pudding Mill Lock, looking north-west: OL-05407



Plate 64 View of Marshgate Lane Lock, looking south-west: OL-07407



Plate 65 View of Marshgate Lane Lock House, looking south-west: OL-07407



Plate 66 View of south gate of Marshgate Lane Lock, looking south-west: OL-07407



Plate 67 View of stone and brick riverbank wall, on west bank of River Lea, looking south: OL-07207



Plate 68 View of possible wharf entrance, stone and brick riverbank wall, looking southwest: OL-07207



Plate 69 View of continuation of stone and brick riverbank wall, looking west- southwest: OL-07207



Plate 70 View of stone and brick riverbank wall showing building fabric, looking north-west: OL-07207



Plate 71 View of Carpenter's Lock with City Mill River Footbridge in the background, looking south-southeast: OL-03007



Plate 72 View of south end of Carpenter's Lock, looking north: OL-03007



Plate 73 View of north gates of Carpenter's Lock, looking north-northwest: OL-03007



Plate 74 View of original lock mechanisms, Carpenter's Lock, looking east: OL-03007



Plate 75 View of ramp with granite risers on the east bank of the River Lea, Carpenter's Lock, looking south-west: OL-03007



Plate 76 View of modern tide gate with associated machinery, Carpenter's Lock, looking north-east: OL-03007



Plate 77 View of Thames Water sludge mains, immediately south of Carpenter's Lock, looking west: OL-03007



Plate 78 View of north end of Carpenter's Lock, looking south: OL-03007



Plate 79 Detailed view of junction between steel panel and lattice on north side of City Mill River Footbridge, looking north: OL-03507



Plate 80 Detailed view of layered steel panels on northern side of City Mill River Footbridge, looking north-west: OL-03507



Plate 81 View of northern side of City Mill River Footbridge and anchorage in concrete wall, looking north-east: OL-03507



Plate 82 Detailed view of handrail at the south side of the eastern end of the City Mill River Footbridge, looking south: OL-03507



Plate 83 Detailed view showing granite set risers and inset open ceramic drainpipes, City Mill River Footbridge, looking north-east: OL-03507