



C263 Archaeology Late East
Interim Statement
Non-Listed Built Heritage Recording
Plumstead Portal, Worksites West and
East

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1 Introduction

This Interim Report covers the recording of the NLBH at the Plumstead Portal, Worksite West and Worksite East carried out by the Museum of London Archaeology (MOLA).

All fieldwork was conducted between 11/07/11 to 5/08/11 and supervised by David Sorapure (MOLA Supervisor), and included the photographic recording of various railway related, non-listed structures of low significance. In addition to these the survey included the investigation and recording of two sub-surface concrete structures. This research included the following:

- investigations into the two sub-surface concrete structures to determine their nature and extent as far as it was safe to do so
- investigations to determine the function and method of construction of the two sub-surface concrete structures as far as was possible to do so
- A series of measured sketches to record plan and section information of the structures
- Annotated sketches made during an on site analysis of the structures' make up, with attention paid to any areas of interest, alteration or repair
- A photographic record including general and detailed shots, as form of record and as an aid to off site analysis.

The event code (sitecode) is XSW 11

This document is an interim statement of the results of the NLBH fieldwork completed at the Plumstead Worksites West and East. More extensive results and conclusions will be included in the Fieldwork Report which will be submitted within six weeks of the end of fieldwork (Crossrail, *C156 Site-Specific Archaeological Written Scheme of Investigation, Doc. No. CR-SD-PRW-X-IS-00004, Rev. .14.12.10*).

The fieldwork was carried out in accordance with:

- The Crossrail **Generic WSI: Archaeology Generic Written Scheme of Investigation**, doc no. 140022008-44ES-P2Z1
- A Crossrail **Site-specific Written Scheme of Investigation C156 Site-Specific Archaeological Written Scheme of Investigation**, Doc. No. CR-SD-PRW-X-IS-00004, Rev, .14.12.10
- C263 Archaeology Late East **method Statement** Archaeological Evaluation and Non-Listed Bio;ding Recording Assessment Plumstead Portal doc no. C263-MLA-X-RGN-CR140-50001

2 Site Methodology and fieldwork objectives

2.1 NLBH Methodology

The primary task for the NLBH recording was described in the Plumstead Portal Site Specific WSI, (Crossrail 2008). Various assets were identified as potentially significant, albeit probably of low significance and further investigation was required. The assessment was to be carried out in order to include a photographic record of the features, the equivalent to a Level 1 record in the EH specifications (*Understanding Historic Buildings, a guide to good recording practice*, EH 2006).

The assets highlighted in the Plumstead Portal Site Specific WSI were as follows:

- Network Rail electricity sub-station on west side of White Hart Road
- Building adjacent to North Kent Line (NKL) to the west of White Hart Road, within the Old Goods Yard
- Late 20th century brick and concrete construction within the Old Goods yard
- Corrugated iron and steel frame structure, with brick base walls within Old Goods Yard.
- Rectangular corrugated iron sheeting and concrete framed building at west end of proposed worksite west of White Hart Road.
- Pavilion on sports ground adjacent to White Hart Depot (assessment of setting only as no physical impact anticipated)
- Black and white painted rectangular corrugated iron shed underneath NKL railway bridge.
- Kerbstones underneath NKL railway bridge on White Hart Road.
- Disused railway lines by the southern boundary of White Hart Depot Worksite.
- Small square brick structure within cartilage of listed building on southern edge of White Hart Depot
- Concrete blocks at far eastern end of White Hart Depot within former railway sidings
- Timber telegraph pole outside of Old Goods Yard, presumed redundant, west end of Old Goods yard
- Iron railings outside old goods yard on southern side of southern outfall sewer
- Timber telegraph pole, presumed redundant, within heavily vegetated portion of Old Goods Yard.
- Series of disused railway lines at west end of old Goods yard.

Further to the above items noted in the Plumstead Portal Site Specific WSI, (Crossrail 2008), were two recently discovered sub-surface concrete structures. These were to be assessed for their heritage significance and were recorded further, approximately to a level 2 in the English Heritage specifications (EH 2006). Initially a group of sub-surface structures were identified within Worksite East. It transpired that these were all part of one subterranean structure, whilst a second subterranean structure was identified in Worksite West. Both were subsequently investigated and recorded.

2.2 NLBH Fieldwork Objectives



The overall objective and aims of the NLBH recording was to secure preservation by record of the various features on both the West and East worksites. The field work undertaken and the continuing office based off-site work will produce the requisite results in the form of a report.



This report will be issued in due course giving a written and illustrated description of the features, in particular the sub-surface concrete structures history with site photographs and drawings reproduced.



This report and the site drawings and photographs will be archived under the relevant site code (XSW11), whilst a summary will appear in an appropriate publication such as the annual fieldwork round-up in the London Archaeologist.



3 Provisional Results

3.1 NLBH various features

Worksite East	
NLBH item	Results/comments
 <p><i>Fig 1 Disused railway lines by the southern boundary of White Hart Depot Worksite</i></p>	<p>This feature, due to be removed during the enabling works was photographed from multiple angles and in detail on the 11th of July. The gauge was measured (2') and it is likely to have been for the transport of coal through the goods yard. It located within the cartilage of the Grade II Listed White Hart Depot and is of local interest and of low significance as a heritage asset. The photographs taken, the location of the feature on plan and a description of the feature would constitute a Level 1 record of the structure. No further mitigation is likely to be necessary.</p>
 <p><i>Fig 2 Small square brick structure within cartilage of listed building on southern edge of White Hart Depot</i></p> <p>(Image taken from Site Specific WSI. Doc no. CR-SD-PRW-X-IS-00004)</p>	<p>The small square structure of orange bricks in stretcher bond located on the southern edge of the White Hart Depot is likely to have been built within the last 35 years. It is of no architectural merit, and of negligible significance as a heritage asset, though it is within the cartilage of the Grade II Listed building. This structure was not visible during the visit by MOLA on July 11th and is likely to have already been demolished. The photographs taken by Crossrail prior to demolition (See Site Specific WSI, document number CR-SD-PRW-X-IS-00004), will be sufficient to form a basic Level 1 record of the structure and no further mitigation is likely to be necessary.</p>

 <p><i>Fig 3 Concrete blocks at far eastern end of White Hart Depot within former railway sidings</i></p>	<p>These features, considered to be of low heritage significance, were photographed from multiple directions on 11th July 2011. The photographs taken, when combined with a short description will constitute an appropriate, Level 1 record and no further mitigation is necessary.</p>
<p>Worksite West</p>	
<p>NLBH item</p>	<p>Results/comments</p>
 <p><i>Fig 4 Network Rail electricity sub-station on west side of White Hart Road</i></p>	<p>This building and its associated brick structure (see below) are under the management of Network rail and therefore no access was possible up close to the buildings or to their interiors. The building was observed from the currently available areas within Worksite West and from White Hart Road. It is locally listed and considered to be a heritage asset of medium significance with the potential for this significance to increase with time. Though the impacts on the building are likely to be minimal and that the building will not be demolished or altered there will therefore be no physical impact on the building itself. The impact of the proposed scheme on the building's setting is also likely to be minimal. If this is the case further detailed recording is not thought to be required.</p>
<p>Building adjacent to North Kent Line (NKL) to the west of White Hart Road, within the Old Goods Yard</p>	<p>This structure is associated with the aforementioned electricity station and included in the results/comments outlined above.</p>
<p>Late 20th century brick and concrete construction within the Old Goods yard</p>	<p>This building is currently in use as a motor vehicle breakers yard. It was visually assessed from White Hart Road and is of negligible heritage significance as a heritage asset.</p>

 <p><i>Fig 5 Corrugated iron and steel frame structure, with brick base walls within Old Goods Yard.</i></p>	<p>This building and its extension to the south was observed and photographed internally and externally. It is of very low significance as a heritage asset and the photographs taken on 11th July will constitute the photographic element of a level 1 record of the building, to be combined with a written description. No higher level of record or further mitigation is necessary.</p>
 <p><i>Fig 6 Rectangular corrugated iron sheeting and concrete framed building at west end of proposed worksite west of White Hart Road</i></p>	<p>This building which is likely to be cleared in advance of worksite establishment was observed and photographed internally and externally. The associated rail tracks to the west and north were also photographed (see below). It is of very low significance as a heritage asset and the photographs taken on 11th July will constitute the photographic element of a level 1 record of the building, to be combined with a written description. No higher level of record or further mitigation is likely to be required.</p>
<p>Timber telegraph pole outside of Old Goods Yard, presumed redundant, west end of Old Goods yard</p>	<p>Not present at time of site visit, see below (<i>Fig 7</i>)</p>

 <p><i>Fig 7 Timber telegraph pole, presumed redundant, within heavily vegetated portion of Old Goods Yard.</i></p>	<p>The previous telegraph pole mentioned above (also specified in the WSI doc no. CR-SD-PRW-X-IS-00004) was no longer present in-situ at the time of the site visit. However from the photos in the WSI its form clearly conformed to the group of other identical laddered telegraph poles on the site which were photographed from multiple directions. The photographs taken constitute an appropriate, Level 1 record and no further mitigation is likely to be necessary.</p>
 <p><i>Fig 8 Series of disused railway lines at west end of old Goods yard.</i></p>	<p>Disused railway tracks lines at west end of old Goods yard were photographed and measured. They were associated with the rectangular corrugated iron sheeting and concrete framed building at the west end of worksite west</p>


NLBH items outside the worksite	
NLBH item	Results/comments
 <p><i>Fig 9 Iron railings outside old goods yard on southern side of southern outfall sewer</i></p>	<p>This feature, considered to be of low heritage significance, was photographed from multiple directions on 11th July 2011. The photographs taken, when combined with a short description of the features location will constitute an appropriate, Level 1 record and no further mitigation is necessary.</p>
<p>Black and white painted rectangular corrugated iron shed underneath NKL railway bridge.</p>	<p>This is outside the worksite east area and of negligible significance as a heritage asset. The impact of the scheme does upon its setting would be negligible.</p>



Fig 10 Kerbstones underneath NKL railway bridge on White Hart Road.

The stepped kerb was observed and photographed from multiple directions on the 11th of July. The asset is outside the worksite areas but may be subject to adverse impacts due to contact with site traffic. The photographs taken, combined with a brief description would constitute a level 1 record of the feature.



Fig 11 Pavilion on sports ground adjacent to White Hart Depot (assessment of setting only as no physical impact anticipated)

The proposed scheme would have a negligible impact of the setting of the asset in this case. In particular as railway infrastructure has existed to the south of the pavilion in the past.

3.2 Shelter 1

A World War II air-raid shelter was recorded within the Worksite East area in sufficient detail to constitute an appropriate level 2 record. Photographs were taken and the feature was drawn to scale in plan and section, whilst its relationship to other possible elements of the subterranean complex, the air vent and escape shaft were also photographed and located in plan (Fig 13 and Fig 14).



Fig 12 The entrance of the shelter from within, looking south



Fig 13 The escape shaft to the south of the shelter



Fig 14 The remains of the air vent to the west of the shelter

3.3 Shelter 2

A second WWII air-raid shelter within the Worksite West area was recorded to the west of the former electricity power station adjacent to the railway tracks. Foliage was cut back from around the east facing entrance to the feature (Fig 15) and annotated and measured sketches were made of the structure both internally and externally. A second opening was also discovered approximately 20m to the west of the entrance (Fig 17) which is likely to have formed an emergency exit or escape hatch to the shelter. However a definitive link was not established between the escape hatch and the observed underground shelter area. It may be that the link between the two has collapsed or has been obscured by dumped soil or that the underground network originally extended westwards, beyond the accessible and observed area.



Fig 15 A view of the entrance to shelter 2 looking west



Fig 16 An internal view of shelter 2 looking east



Fig 17 The escape hatch in the foreground, looking east

4 Future Deliverables

The remaining deliverables for the site, and their delivery dates as specified by *Crossrail, Archaeological Evaluation and NLBH Recording Assessment Plumstead Portal* (doc no. C263-MLA-X-RGN-CR140-50001) are as follows:

- **Fieldwork Report** (including OASIS Summary Sheet) by Friday 16th September
- **Summary Report** Due by Friday 30th September