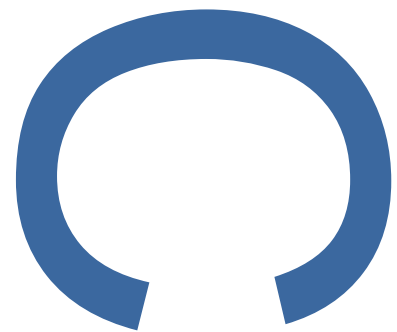


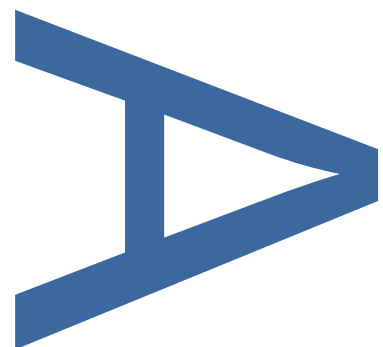
**KILMARTIN WAY, ELM PARK,  
HORNCHURCH, LONDON  
BOROUGH OF HAVERING RM12  
5EL:  
AN ARCHAEOLOGICAL  
EVALUATION**



**LOCAL PLANNING AUTHORITY:  
LONDON BOROUGH OF HAVERING**

**SITE CODE: KIL17**

**FEBRUARY 2017**



**PRE-CONSTRUCT ARCHAEOLOGY**

**KILMARTIN WAY, ELM PARK, HORNCHURCH, LONDON BOROUGH OF  
HAVERING RM12 5EL:  
AN ARCHAEOLOGICAL EVALUATION**

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**MUSEUM OF LONDON SITE CODE: KIL17**

**PLANNING APPLICATION NUMBER:**

**LOCAL PLANNING AUTHORITY: LONDON BOROUGH OF HAVERING**

**CENTRAL NGR: TQ 5278 8521**

**COMMISSIONING CLIENT: FRENCON CONSTRUCTION LIMITED**

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**WRITTEN AND RESEARCHED BY: MATTHEW EDMONDS**

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**PRE-CONSTRUCT ARCHAEOLOGY LIMITED  
FEBRUARY 2017**

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**DOCUMENT VERIFICATION**

**KILMARTIN WAY, ELM PARK, HORNCHURCH, LONDON BOROUGH OF HAVERING**

**RM12 5EL:**

**Type of project**

**AN ARCHAEOLOGICAL EVALUATION  
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## **1 NON-TECHNICAL SUMMARY**

- 1.1 This report details the working methods and results of an archaeological evaluation undertaken by Pre-Construct Archaeology Limited on land at Kilmartin Way, Elm Park, Hornchurch, London Borough of Havering, RM12 5EL (Figure 1). The fieldwork was undertaken between 30<sup>th</sup> January and 2<sup>nd</sup> February 2017 for Frencon Construction Limited.
- 1.2 Five evaluation trenches were excavated across the site up to 0.76m below current ground level. Natural deposits were recorded in all of the evaluation trenches but no gravel deposits were exposed.
- 1.3 Natural brickearth deposits were recorded in all of the trenches between 9.87m OD and 9.78m OD.
- 1.4 Deposits of sub-soil were noted in all five trenches sealing the brick earth deposits. These were in turn capped by layers of top soil.
- 1.5 No archaeological deposits were observed during the evaluation.
- 1.6 The completed archive will be deposited with LAARC under site code KIL17

## **2 INTRODUCTION**

- 2.1 An archaeological evaluation was undertaken on land at Kilmartin Way, Elm Park, Hornchurch, RM12 5EL in the London Borough of Havering, by Pre-Construct Archaeology Ltd between 30<sup>th</sup> January and 2<sup>nd</sup> February 2017. The site was located at National Grid Reference TQ 5278 8521 (Figure 1).
- 2.2 The site was a sub-rectangular plot of land bounded by Coronation Drive to the north, Kilmartin Way to the south, Southend Road to the east and Ambleside Avenue to the west (Figure 2).
- 2.3 The archaeological evaluation was conducted by Pre-Construct Archaeology Limited under the supervision of Matthew Edmonds, and the project management of Helen Hawkins. This report was written by Matthew Edmonds. The archaeological work was commissioned by Frencon Construction Limited and the project was monitored by Adam Single of Historic England, archeological advisor to the London Borough of Havering. The work was undertaken in accordance with an approved Written Scheme of Investigation (Hawkins 2017).
- 2.4 The site archive was identified using the unique site code KIL17, issued by the Museum of London. The completed archive comprising written, drawn and photographic records will, upon completion of the project, be deposited with the London Archaeological Archive and Research Centre (LAARC) under that code.
- 2.5 There were no Scheduled Monuments on or close to the site.

### **3 PLANNING BACKGROUND**

#### **3.1 National Planning Policy Framework (NPPF)**

3.1.1 The National Planning Policy Framework (NPPF) was adopted on 27th March 2012, and now supersedes the Planning Policy Statements (PPSs). The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.

3.1.2 In considering any planning application for development the local planning authority will be guided by the policy framework set by the NPPF, by current Local Plan policy and by other material considerations.

#### **3.2 Regional Policy: The London Plan**

3.2.1 The relevant Strategic Development Plan framework is provided by “The London Plan, Spatial Development Strategy for Greater London Consolidated with Alterations since 2004” (Feb 2008). It includes the following policy relating to archaeology within central London:

##### **Policy 4b.15 Archaeology**

The Mayor, in partnership with English Heritage, the Museum of London and Boroughs, will support the identification, protection, interpretation and presentation of London’s archaeological resources. Boroughs in consultation with English Heritage and other relevant statutory organisations should include appropriate policies in their DPDs for protecting Scheduled Ancient Monuments and archaeological assets within their area.

#### **3.3 Local Policy: Archaeology in the London Borough of Havering**

3.3.1 The relevant local policy is provided by the London Borough of Havering Core Strategy, which was adopted in 2010. It contains the following policy statement with regards to the Historic Environment:

##### **POLICY CP2: PROTECTING AND PROMOTING OUR HISTORIC ENVIRONMENT**

Havering has a rich local history.

However, compared to many other areas the Borough has relatively few protected historic environment assets such as listed buildings and conservations areas. With this in mind the Council will take particular care to:

- Protect and wherever possible enhance our historic environment.
- Promote understanding of and respect for our local context.
- Reinforce local distinctiveness
- Require development proposals and regeneration initiatives to be of a high quality that respect and reflects our historic context and assets.

#### **3.4 Planning permission**

3.5 The site lay within an Archaeological Priority Zone as defined by the London Borough of Havering. The site was located in the north-west corner of the former RAF Hornchurch and was also located in an area of known prehistoric settlement.

#### **3.6 The site had an archaeological planning condition (Condition 17):**

‘A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which

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has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason:-

Heritage assets of archaeological interest survive on the site. Insufficient information has been supplied with the application in relation to these matters. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development (including historic buildings recording), in accordance with Policy DC70 of the Development Control Policies Development Plan Document and the NPPF.'

3.7 An archaeological evaluation for the site was therefore requested by the archaeological adviser to the London Borough of Havering, in order to assess the archaeological significance of the site in advance of redevelopment.

3.8 Site Specific Constraints

3.8.1 There were no Scheduled Ancient Monuments or listed buildings within the development site.



## **4 EVALUATION OBJECTIVES**

4.1 The evaluation addressed the following primary objectives outlined in the Written Scheme of Investigation (Hawkins 2017):

- To determine the natural topography of the site;
- To establish the presence or absence of prehistoric activity;
- To establish the presence or absence of Roman activity;
- To establish the presence or absence of medieval activity;
- To establish the presence or absence of post-medieval activity at the site;
- To establish if the remains of any buildings shown on the 1938-46 Ordnance Survey map are present on the site, and identify if they do relate to the WWII use of the airfield;
- To establish the nature, date and survival of activity relating to any archaeological periods at the site; and
- To establish the extent of all past post-depositional impacts on the archaeological resource.

## **5 GEOLOGY AND TOPOGRAPHY**

### **5.1 Introduction**

5.1.1 The geological and topographical background cited below was obtained from the Written Scheme of Investigation prepared by PCA (Hawkins 2017).

### **5.2 Geology**

5.2.1 The British Geological Society (BGS Website 2017) records the solid geology of the site as London Clay Formation (Clay, Silt and Sand). Superficial deposits are recorded on the site as Hackney Gravel Member – Sand and Gravel. The Superficial Deposit formed up to 2 million years ago in the Quaternary Period, and indicates that the local environment was previously dominated by rivers.

5.2.2 Geotechnical investigations were carried out on the site by EPS in 2015. The investigations found that the Hackney Gravel was overlain by made ground which varied in thickness from 0.40m to 0.90m. The made ground is described as more of a soil than an accumulation of anthropogenic dumped material, and may mostly be made up of subsoil/ploughsoil and topsoil, which has not been differentiated for the purposes of the geotechnical report.

5.2.3 The evaluation recorded natural brickearth deposits varying in height from a high point of 9.87m OD in the north-western trench to 9.83m OD in the south-eastern trench.

5.2.4 Natural gravel was not seen in any of the trenches.

### **5.3 Topography**

5.3.1 The site was located on generally level ground at a height of c.10m Ordnance Datum (OD).

5.3.2 No watercourses or naturally occurring bodies of water are known within the immediate vicinity of the site. To the east of the site lies the Ingrebourne River and to the west the Beam River both of which are tributaries to the River Thames.

## **6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

- 6.1 The archeological and historical background is taken from the Written Scheme of Investigation prepared by PCA (Hawkins 2017).
- 6.2 Prehistoric, Roman and Early Medieval
- 6.2.1 Gravel extraction in the vicinity of the site has produced evidence that Palaeolithic features and deposits may be present within the local gravels. Amongst the finds in the locality have been Palaeolithic tools recovered from Scott/Albyn's Farm, North Rainham, whilst in the area of gravel extraction at Berwick Field/Berwick Pond Road not only were Palaeolithic tools recovered but also part of an elephant tooth.
- 6.2.2 There is plenty of evidence from the area to indicate that there was settlement in the vicinity throughout the prehistoric and Roman periods through to the Norman Conquest. The site stands in a good place for a settlement because there was easy access to water, good soil and a nearby river valley (The Ingrebourne) which afforded good pasture for livestock as well as providing other important raw materials such as reed for thatch, fish and game birds.
- 6.2.3 Numerous excavations around Thurrock, Aveley, Purfleet and Hornchurch have found evidence for prehistoric to early medieval settlement. During the 1970s, gravel extraction took place on the site of Hornchurch Country Park, c. 500m to the east of the site, which found prehistoric flints, and pottery, Roman pottery and coins and Early Saxon finds. Aerial photographs taken before the gravel extraction also showed there to be features present including several probable Bronze Age ring ditches in the southern portion of the airfield.
- 6.2.4 Aerial photographs taken of the area around RAF Hornchurch have indicated that settlement and funerary activity of prehistoric to early medieval date is widespread on the higher ground beside the Ingrebourne. Some of the features identified as cropmarks have since been investigated due to recent development. Extensive areas of cropmarks including enclosures, trackways and field systems have been recognised to the east of the Ingrebourne near Hacton Lane and at Berwick Field/Berwick Pond Road. In both these areas fieldwalking and archaeological trial trenching have recovered finds and identified settlement features of Neolithic to Romano-British date. Further cropmark sites identified in the area include a series of enclosures identified near St George's Hospital and a Ring Ditch just to the south of Sanders Draper School.
- 6.2.5 Excavated evidence to the west of the Ingrebourne includes investigations on Maybank Avenue which recorded evidence for Iron Age and early medieval settlement. A series of investigations at Scott and Albyn farms recorded evidence for a Bronze Age cremation cemetery as well as prehistoric and Romano-British settlement activity. Prehistoric, Romano-British and early medieval settlement activity has also been identified at the Lessa Sports Ground. A Roman kiln has been identified in Elm Park. Numerous stray finds are also recorded from the area including Neolithic flints near St George's Hospital and several Neolithic finds in North Rainham. The presence of a possible Roman Road running between London and Bradwell (Orthona) has also been suggested to run parallel to the District Line through Elm Park and Hornchurch.
- 6.3 Medieval
- 6.3.1 During the medieval period the site lay in an area to the south of the township and Priory at Hornchurch. The medieval settlement of the area is fairly well understood and comprises subordinate manors and farmsteads that became established along the edges of the Ingrebourne, possibly as a result of 12th century colonisation following Royal endowments of parts of the Royal Estate of Havering.
- 6.3.2 Sutton's Farm was the location of one of the medieval Manors in Hornchurch. The manor of Sutton's is first recorded in 1158 as an endowment of Hornchurch priory and had a chapel documented by 1317.

- 6.3.3 Settlement was also established during the medieval period on the site of or near the present Albyn's Farm c.1 m to the south-east of the current development site, as well c.2 km to the east at the medieval manor of Berwick. Another medieval farmstead is thought to lie in Elm Park.
- 6.4 Post-Medieval and Modern
- 6.4.1 Until the 20th century, the area in which the site lies remained on the periphery of the main centres of settlement in the area. Both Sutton's and Albyn's farms remained in the ownership of New College and are shown thus on a map of Havering drawn in 1618.
- 6.4.2 During the post-medieval period, the area around the site was predominantly agricultural with the pasturing of livestock, notably beef stock and sheep appearing to have been the staple of the local economy. Many of the local cattle were destined to be rendered by the tanning and leather industry which became established at Hornchurch during the medieval period and continued to be an important aspect of the local economy throughout the post-medieval period. Some exploitation of the local gravels for road surfacing may also have occurred as a quarry is recorded c 1 km to the north-west of the site.
- 6.4.3 The first and second edition Ordnance Survey maps of 1871 and 1890 show the site lying in open fields, to the north-west of a mission church located on a crossroads.

### **20<sup>th</sup> Century and RAF Hornchurch**

#### **First World War**

- 6.4.4 Even before the outbreak of War in 1914 against the Germany of Kaiser Wilhelm, the potential of military aviation to add a new dimension to war had already been realised. The Thames was an easy landmark to follow from the air, by day or by night, into the heart of London and the line of the Thames was first used thus by German raiders in World War I. The defence of London from air attack had been considered before 1914 by the then War Ministry and conclusions reached as to how it should be achieved. The conclusions were that the only sure way to prevent an air attack on London was to make an aerial interception of airborne attackers, preferably well before they made their own attacks.
- 6.4.5 To make such an interception it was appreciated that a permanent home defence force of dedicated fighter aircraft flying from bases in a cordon across enemy aerial approach routes was required. The airfields at which these aircraft were based were to have direct communication links to observer corps stations along the coast which would allow them to become airborne before intercepting the enemy. Land at Hornchurch was identified by military surveyors as being well suited and well located for one of the new airfields, and the new Royal Flying Corps aerodrome was established in October 1915. The new landing ground was set up next to the farm buildings at Sutton's Farm.
- 6.4.6 The original facilities were crude and comprised two canvas hangars, to house the two BE2c aircraft and a stretch of mown grass to fly from. To aid with night landings the landing ground was provided with a simple flare path reliant on cans stuffed with petrol soaked cotton waste. The pilots, the first of whom belonged to No. 13 Squadron, were put up in the local pub, the White Hart while the other ranks were billeted on local farms or in bell tents erected on the landing ground. In April 1916 the facilities at Sutton's Farm were improved with the construction of prefabricated timber hangars, brick accommodation blocks and a station office made from aircraft packing crates. The complement of aircraft was also increased to six BE2cs, comprising a single flight from No. 39 squadron.
- 6.4.7 The principal threat which the new landing ground at Sutton's Farm was to counter was that to London by bombing from German airships (known collectively as Zeppelins). This bombing was undertaken predominantly during the hours of darkness and initially the RFC aircraft appeared powerless to stop the Zeppelins. In 1915 and the first half of 1916 the British public came to believe that the vast airships could roam with impunity in Britain's night skies raining destruction and terror in their wake. However, on the night of 2nd/3rd September 1916, Lieutenant William

Leefe Robinson was instructed to take to the air from Hornchurch to intercept the German Airship SL.11 (Schutte-Lanz 11). Leefe Robinson successfully caught the airship after it had been illuminated by searchlights and after two attacks with machine guns using the new explosive ammunition caused the airship to catch fire and crash in flames near Cuffley in Hertfordshire.

- 6.4.8 Later in WWI, the aerodrome became a state of the art air defence station with proper hangars, accommodation blocks, workshops and its own fleet of transport trucks.
- 6.4.9 With the cessation of hostilities, the requirement for an aerodrome at Sutton's Farm was called into question. On December 31st 1919 RFC Sutton's Farm was closed and the landing ground returned to agricultural use. The Ordnance Survey map of 1920 shows no indication of the aerodrome or its extent. However, this may be because the site was not recorded for reasons of security. The current development site is likely to have been on the periphery of the aerodrome, as it was during the Second World War.

### **Inter-War Period**

- 6.4.10 In 1922 the Royal Air Force began an expansion program and once again the former landing ground at Sutton's Farm was chosen for the establishment of a two squadron airfield to form part of the planned defences for South East England and in particular London. In 1923, New College Oxford sold the land to the Royal Air Force and construction of the new facilities began the following year.
- 6.4.11 The new aerodrome took nearly four years to be designed and built but was finally opened as RAF Sutton's Farm on April 1st 1928. In July 1928 the aerodrome's name was changed to RAF Hornchurch, to make the aerodrome easier to find on public transport. The airfield's design was relatively typical for an inter war fighter station and thus many of its buildings such as the Officers Mess (located to the south of the site) shared the architectural theme designed for the RAF by Sir Edward Lutyens. By 1930 RAF Hornchurch already had a personnel strength almost equivalent to its World War I maximum with nearly 30 Officers, 250 other ranks and 24 civilians.
- 6.4.12 By 1936 construction at RAF Hornchurch was substantially complete with three big C Type hangars at the heart of an extensive technical area, Officer's housing and mess, airmen's accommodation and an airmen's institute. The site was located in the north-west corner of the aerodrome complex. The 1938-40 Ordnance Survey map shows a number of long rectangular buildings located on the site, although the rest of the aerodrome is not illustrated, again perhaps for security reasons. The shape and location of these buildings, in an area otherwise sparsely occupied, suggests a military use-they are very similar in nature to those buildings shown at other WWII military sites such as the Shorncliffe Barracks in Folkestone.

### **Second World War**

- 6.4.13 On 18th August 1940, during the most intensive air battles of the entire battle, RAF Hornchurch was bombed for the first time. This was only the first of at least ten bombing raids on RAF Hornchurch, with the heaviest attacks occurring on August 24th and August 31st.
- 6.4.14 During these bombing raids the flight ways were cratered, a new officer's mess was destroyed and parts of the dispersal areas damaged and vital phone lines cut. Residential housing in Elm Park was also hit and on at least two occasions planes were caught taking off and destroyed during raids.
- 6.4.15 On 7th September 1940, however the Luftwaffe changed its tactics and began to concentrate on bombing London giving the battle weary fighter stations, such as Hornchurch a break from intensive air attacks.
- 6.4.16 As the date for D Day approached the Hornchurch squadrons were steadily deployed away to forward airfields nearer to the proposed landing beaches. On February 18th 1944 the Hornchurch Operations Centre was stood down and closed. Fighter Operations from RAF Hornchurch had all but ended.

- 6.4.17 After the armistice Hornchurch continued to operate as a marshalling depot for service personnel and vehicles until late 1946 as well being home to the 55th MRU and 6221 BDF. By the end of 1945, however, all operational flying had ended at RAF Hornchurch although air training units still regularly used the landing ground.
- 6.4.18 In 1949 the demolition of the air field's facilities began with the dismantling of the 12 Blister Hangers.
- 6.4.19 The RAF presence at Hornchurch was steadily cut back during the 1950s as large parts of the aerodrome were moth balled only to be reopened as emergency depots when required. By 1960 even the Air Crew Selection centre was beginning to see a drop in the numbers passing through and the final death knell for RAF Hornchurch was sounded when it was announced that a purpose built Air Crew Selection centre was to be opened at RAF Hornchurch's great pre war and war time rival Biggin Hill.
- 6.4.20 On 9th April 1962 RAF Hornchurch passed into the history books. Within a year the site had been sold for storage and gravel extraction. Most of the airfield facilities and structures were demolished by 1966 and in the 1970s extensive gravel quarrying tore up the old flightways and technical areas.

## 7 ARCHAEOLOGICAL METHODOLOGY

7.1 The purpose of the archaeological evaluation was to determine the presence or absence of surviving archaeological deposits at the site and, if present, to assist in formulating an appropriate mitigation strategy (Hawkins 2017). All works were undertaken in accordance with the guidelines set out by Historic England and the Chartered Institute of Field Archaeology.

7.2 The evaluation consisted of the excavation of five trenches which were excavated to either the top of the first significant archaeological horizon or natural ground.

7.3 Trench dimensions and highest and lowest levels are listed below:

Trench Number	Length	Width	Depth	Highest level	Lowest level
1	10.00m	1.80m	0.68m	10.51m OD	9.83m OD
2	10.00m	1.80m	0.60m	10.44m OD	9.84m OD
3	10.00m	1.80m	0.76m	10.50m OD	9.56m OD
4	10.00m	1.80m	0.60m	10.42m OD	9.82m OD
5	10.00m	1.80m	0.52m	10.39m OD	9.87m OD

7.4 The excavation of all evaluation trenches was undertaken using a JCB (3CX) mechanical excavator. No breaking was required but the mechanical excavator used a toothless ditching bucket to remove modern overburden under constant archaeological supervision. Spoil was mounded at a safe distance from the edges of the trenches.

7.5 Machine excavation continued in spits of 100mm at a time until either significant archaeological strata were found or undisturbed natural ground exposed.

7.6 Trench locations were CAT scanned before machining could begin and then after each spit was removed in order to check for buried services which were not marked on the service plan.

7.7 All open trenches were secured with fencing.

7.8 Following machine excavation, relevant faces of the trenches that required examination or recording were cleaned using appropriate hand tools. The investigation of archaeological levels was carried out by hand, with cleaning, examining and recording both in plan and in section.

7.9 All archaeological features (stratigraphic layers, cuts, fills, structures) were excavated with hand tools and recorded in plan at 1:50 or in section at 1:10 using standard single context recording methods. Archaeological features and deposits were recorded as to characterize their form, function and date.

7.10 The recording system adopted during the evaluation was fully compatible with those widely used elsewhere in London that is those developed out of the Department of Urban Archaeology Site Manual, now published by the Museum of London Archaeological Service (MoLAS 1994) and with the PCA Site Manual (Taylor and Brown 2009). The site archive was organised to be compatible with the archaeological archives produced in the Local Authority area.

7.11 A full photographic record was made during the archaeological investigation consisting of a digital photographic archive that was maintained during the course of the archaeological investigation.

7.12 The trenches were located using a GPS prior to excavation.

7.13 One temporary benchmark was established with a GPS at a height of 10.53m OD on a concrete slab in the middle of the site.

- 7.14 The completed archive produced during the evaluation, comprising written, drawn and photographic records, will be deposited with the London Archaeological Archive and Research Centre (LAARC) under the allocated site code KIL17.
- 7.15 All trenches were backfilled and compacted without reinstating the turf.



## 8 THE ARCHAEOLOGICAL SEQUENCE

### 8.1 Phase 1: Natural Brick Earth

8.1.1 In all of the trenches natural clay gravel was identified. These deposits [3], [6], [9], [12] and [15] were recorded as firm mid to light brown orangey yellowish brown clay with occasional small sub angular pebbles and occasional bands of gravel. This clay gravel comprised what is generally known as 'brickearth'.

8.1.2 These deposits were summarized in the table below:

Trench	Context	N-S	E-W	Thickness	Highest Level
1	[15]	10.00m	1.80m	Unknown	9.87m OD
2	[3]	10.00m	1.80m	Unknown	9.84m OD
3	[9]	10.00m	1.80m	Unknown	9.78m OD
4	[12]	10.00m	1.80m	Unknown	9.82m OD
5	[6]	10.00m	1.80m	Unknown	9.87m OD

8.1.3 The natural clay gravel deposits found were consistent with the underlying drift geology described by the British Geological Survey.

### 8.2 Phase 2: Post-Medieval Activity (Sub-Soil)

8.2.1 Capping these natural deposits were various layers of a sub-soil deposit. These were identified in all of the trenches excavated.

8.2.2 These deposits [2], [5], [8], [11] and [14] were recorded as soft to firm light mid brown clay silt with occasional charcoal flecks and very occasional small angular flint gravels.

8.2.3 There was little direct dating evidence found within these deposits so an exact date for this sub-soil is problematic, but it probably formed during the medieval and post-medieval periods.

8.2.4 These deposits are summarized in the table below:

Trench	Context	N-S	E-W	Thickness	Highest Level
1	[14]	10.00m	1.80m	0.25m	10.15m OD
2	[2]	10.00m	1.80m	0.10m	9.85m OD
3	[8]	10.00m	1.80m	0.25m	10.03m OD
4	[11]	10.00m	1.80m	0.27m	10.09m OD
5	[5]	10.00m	1.80m	0.10m	9.91m OD

### 8.3 Phase 3: 20<sup>th</sup> Century Landscaping (Top Soil)

8.3.1 Similar deposits [1], [4], [7], [10], [13] of soft mid dark brown clay silts with rooting and modern inclusions, were seen across the area of investigation covering the sub-soils.

8.3.2 These deposits were summarized in the table below:

Trench	Context	N-S	E-W	Thickness	Highest Level
1	[13]	10.00m	1.80m	0.30m	10.51m OD
2	[1]	10.00m	1.80m	0.40m	10.44m OD
3	[7]	10.00m	1.80m	0.30m	10.50m OD
4	[10]	10.00m	1.80m	0.30m	10.42m OD
5	[4]	10.00m	1.80m	0.35m	10.39m OD



Plate 1: Trench1 facing north. The darker areas represent modern intrusions in all of the plates.



Plate 2: Trench 2 facing north



Plate 3: Trench 3 facing south



Plate 4: Trench 4 facing south- west



Plate 5: Trench 5 facing south-west

## **9 CONCLUSIONS**

- 9.1 Evidence of significant archaeological activity was limited on this evaluation. Deposits recorded either represented a general sequence of ground build-up for landscaping the site during the late 19th through to the 20th Century, a general medieval and post-medieval sub-soil horizon and natural deposits.
- 9.2 There was very little direct dating of the layers forming the sub-soil but it is believed that this material was developed over a broad length of time through the medieval to late post-medieval period and would have represented the agricultural land that would have formed the vast majority of the landscape at this time. This farm land or open fields would have formed in the late medieval period as described in early land records. The broad picture for the surface of this post-medieval ground can be seen on the early Ordnance Survey maps of 1871 and 1890 as open fields / agricultural land.
- 9.3 The more recent deposits of made ground were most likely part of the landscaping of the site during the early and middle part of the 20th Century when the surrounding structures and built elements of RAF Hornchurch were established. The site was located on the edge of RAF Hornchurch, adjacent to the living quarters of the RAF base and would probably have still been open ground for these properties up until 1962 when RAF Hornchurch was closed and subsequently sold, with large parts being demolished or used for storage. From the 1970s onwards this open land came into council ownership and would be part of a recreation ground for houses in what is now modern Hornchurch.
- 9.4 The site will be published as an entry in the annual fieldwork round-up of the London Archaeologist. The completed archive will be deposited with LAARC under site code KIL17.

## 10 ACKNOWLEDGMENTS

- 10.1 Pre-Construct Archaeology Ltd would like to thank James Nugent of Frencon Construction Limited for commissioning the work and Adrian O'Connor of Frencon for his help on site. We also thank Adam Single, archeological adviser to the London Borough of Havering, for monitoring the site works on behalf of the borough.
- 10.2 The author would also like to thank Helen Hawkins for her project management and editing, James Webb and Philip Henderson for their assistance in the field, Richard Archer for the surveying and Ray Murphy for the CAD illustrations.

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## APPENDIX 1: CONTEXT REGISTER

Site Code	Context No.	Trench	Plan	Section	Type	Description	Phase	Highest Level	Dimensions (N-S)	Dimensions (E-W)	Thickness /Depth	Photos
KIL 17	1	2	Tr. 2	1	Layer	Top Soil	3	10.44m OD	10.00m	1.80m	0.40m	D1
KIL 17	2	2	Tr. 2	1	Layer	Sub-Soil	2	9.95m OD	10.00m	1.80m	0.10m	D1
KIL 17	3	2	Tr. 2	1	Layer	Natural	1	9.85m OD	10.00m	1.80m	Unknown	D1
KIL 17	4	5	Tr. 5	2	Layer	Top Soil	3	10.39m OD	10.00m	1.80m	0.35m	D1
KIL 17	5	5	Tr. 5	2	Layer	Sub-Soil	2	9.91m OD	10.00m	1.80m	0.10m	D1
KIL 17	6	5	Tr. 5	2	Layer	Natural	1	9.87m OD	10.00m	1.80m	Unknown	D1
KIL 17	7	3	Tr. 3	3	Layer	Top Soil	3	10.50m OD	10.00m	1.80m	0.30m	D1
KIL 17	8	3	Tr. 3	3	Layer	Sub-Soil	2	10.03m OD	10.00m	1.80m	0.25m	D1
KIL 17	9	3	Tr. 3	3	Layer	Natural	1	9.78m OD	10.00m	1.80m	Unknown	D1
KIL 17	10	4	Tr. 4	4	Layer	Top Soil	3	10.42m OD	10.00m	1.80m	0.30m	D1
KIL 17	11	4	Tr. 4	4	Layer	Sub Soil	2	10.09m OD	10.00m	1.80m	0.27m	D1
KIL 17	12	4	Tr. 4	4	Layer	Natural	1	9.82m OD	10.00m	1.80m	Unknown	D1
KIL 17	13	1	Tr. 1	5	Layer	Top Soil	3	10.51m OD	10.00m	1.80m	0.30m	D1
KIL 17	14	1	Tr. 1	5	Layer	Sub-Soil	2	10.15m OD	10.00m	1.80m	0.25m	D1
KIL 17	15	1	Tr. 1	5	Layer	Natural	1	9.87m OD	10.00m	1.80m	Unknown	D1

## APPENDIX 2: OASIS FORM

<b>OASIS ID: preconst1-275412</b>	
<b>Project details</b>	
Project name	Kilmartin Way, Elm Park, Hornchurch, London RM12 5EL
Short description of the project	Five evaluation trenches were excavated up to 0.76m below current ground level. Natural deposits were recorded in all of these trenches but no gravel deposits were exposed. Natural brickearth deposits were recorded at a height of 9.87m OD and 9.78m OD. These natural deposits were overlaid by a sequence of post-medieval and later subsoils. No archaeological deposits were observed during the evaluation.
Project dates	Start: 30-01-2017 End: 03-02-2017
Previous/future work	No / Not known
Any associated project reference codes	KIL17 - Sitecode
Type of project	Field evaluation
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 14 - Recreational usage
Monument type	NONE None
Significant Finds	NONE None
Methods & techniques	"Sample Trenches"
Development type	Urban residential (e.g. flats, houses, etc.)
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)
<b>Project location</b>	
Country	England
Site location	GREATER LONDON HAVERING HORNCHURCH Kilmartin Way, Elm Park, Hornchurch
Postcode	RM12 5EL
Study area	0.75 Hectares
Site coordinates	TQ 5278 8521 51.544568807216 0.203522801722 51 32 40 N 000 12 12 E Point
Height OD / Depth	Min: 9.56m Max: 10.51m
<b>Project creators</b>	
Name of Organisation	Pre-Construct Archaeology Ltd.
Project brief originator	GLAAS
Project design originator	Helen Hawkins
Project director/manager	Helen Hawkins
Project supervisor	Matt Edmonds
Type of sponsor/funding body	House builder

Name of sponsor/funding body	Frencon Construction Limited
<b>Project archives</b>	
Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	KIL17
Digital Contents	"none"
Digital Media available	"Database", "Images raster / digital photography", "Spreadsheets", "Survey", "Text"
Paper Archive recipient	LAARC
Paper Archive ID	KIL17
Paper Contents	"none"
Paper Media available	"Context sheet", "Drawing", "Matrices", "Plan", "Report", "Section", "Survey "
<b>Project bibliography 1</b>	
Publication type	Grey literature (unpublished document/manuscript)
Title	Kilmartin Way, Elm Park, Hornchurch, London Borough of Havering, RM12 5EL
Author(s)/Editor(s)	Edmonds, M.
Date	2017
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	London
Entered by	archive (archive@pre-construct.com)
Entered on	07-Feb-17



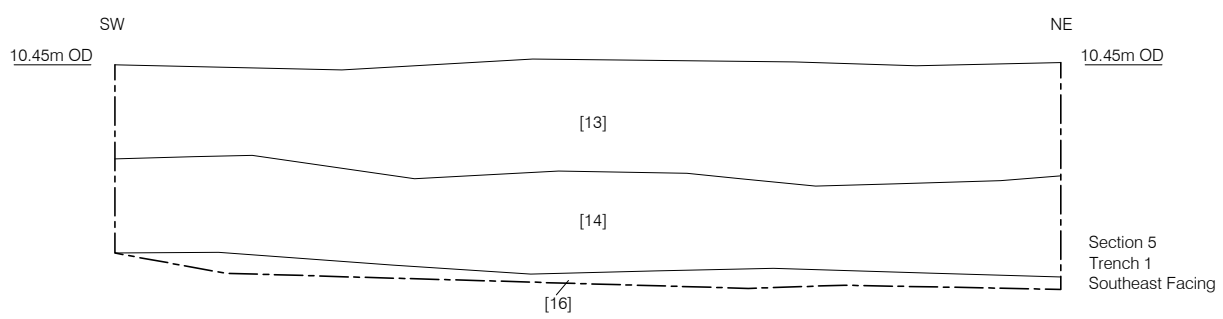
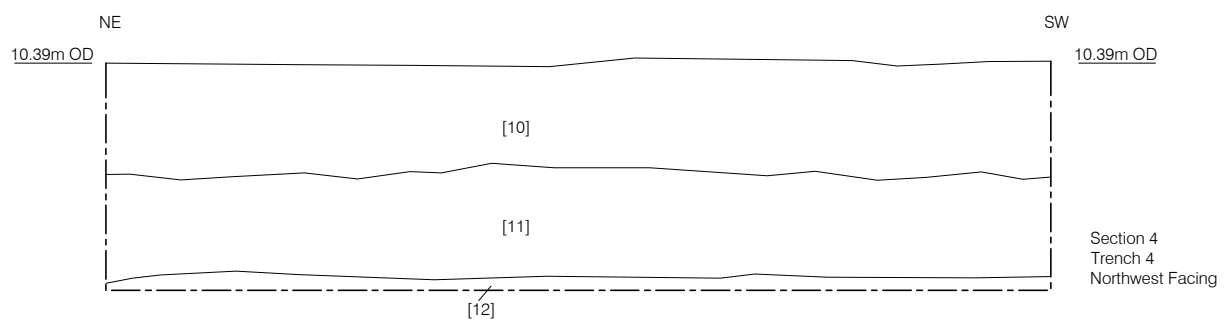
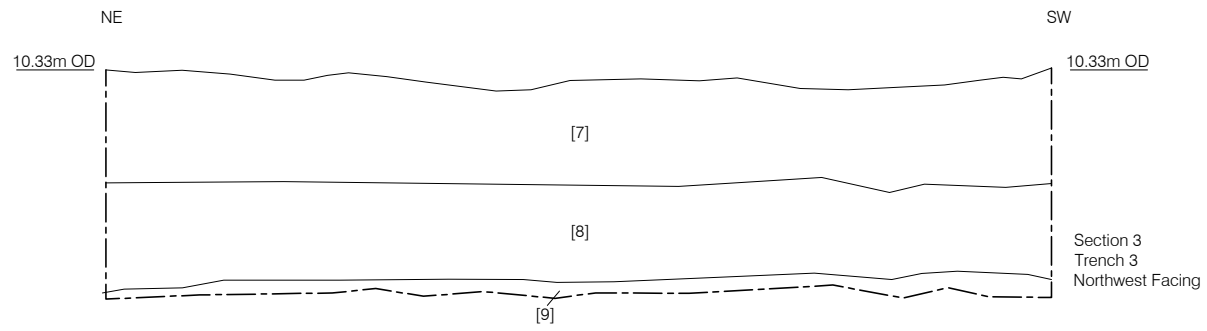
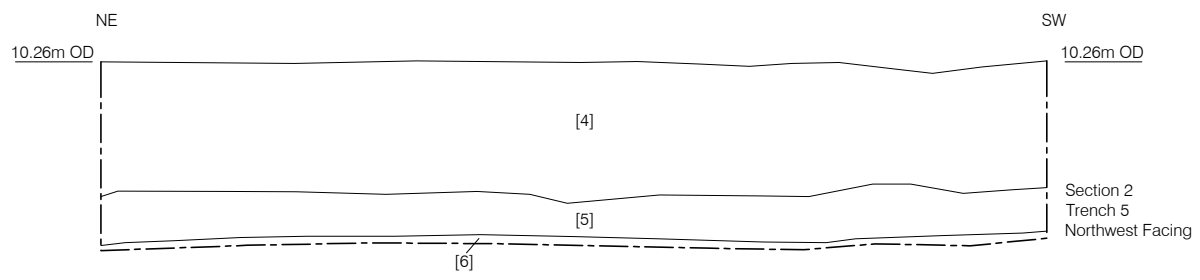
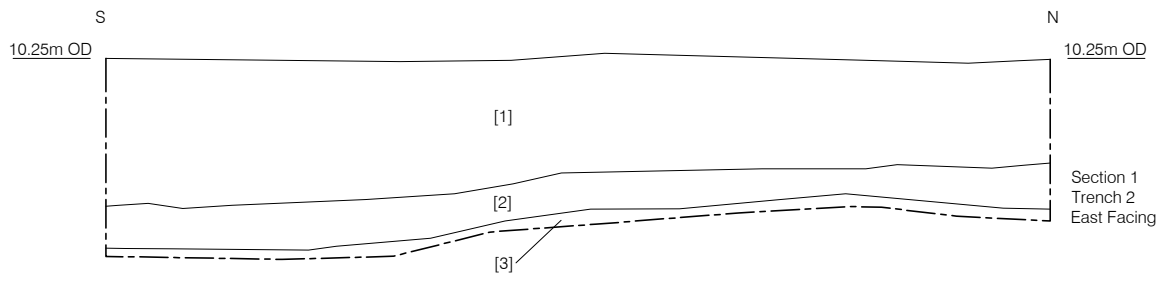
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06/03/17 RM

Figure 1  
Site Location  
1:20,000 at A4





# PCA

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