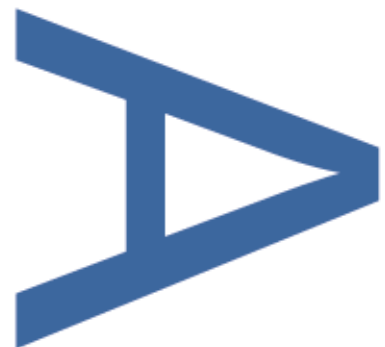


**BUILT HERITAGE RECORDING  
AT THE FORMER FORD PTA  
(PAINT, TRIM, ASSEMBLY PLANT)  
SITE,  
BEAM PARK,  
NEW ROAD (A1306),  
LONDON BOROUGH OF HAVERING/  
BARKING AND DAGENHAM**



**PCA REPORT NO: R13113**

**DECEMBER 2017**

**PRE-CONSTRUCT ARCHAEOLOGY**

**Built Heritage Recording at the Former Ford PTA (Paint, Trim, Assembly Plant)  
Site, Beam Park, New Road (A1306), London Borough of Havering/ Barking and  
Dagenham**

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**Site Code:** THV17

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**Client:** RPS CgMs Consulting Limited

**Central National Grid Reference:** TQ 50021 82962

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**PCA Report Number: R13113**

**DOCUMENT VERIFICATION**

**Site Name**

Former Ford PTA (Paint, Trim, Assembly Plant) Site,  
Beam Park,  
New Road (A1306),  
London Borough of Havering/Barking and Dagenham

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## 1 NON-TECHNICAL SUMMARY

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by RPS Group on behalf of Countryside Properties (UK) Limited to carry out built heritage recording at the former Ford Assembly Plant site, also known as Beam Park Riverside, which straddles the London Boroughs of Havering as well as Barking and Dagenham. The recording was focused upon redundant buildings and structures that survive within the Site (centred on OS NGR TQ 50021 82962). The Site presently comprises predominately hard standing associated with the slab of the former (demolished 2004) Ford Paint Trim Assembly (PTA) factory in the western area, and related car storage areas to the east, either side of the north to south flowing Beam River green corridor.
- 1.1.2 The survey works were carried out to accompany a cross-boundary hybrid planning application submitted for a two phase residential development comprising approximately 2,899 dwellings, two primary schools, a station and medical centre. The built heritage survey was undertaken in accordance with a Written Scheme of Investigation agreed by the Greater London Archaeological Advisory Service (GLAAS). It was completed in accordance with an Historic England Level 1-2 survey.
- 1.1.3 The upstanding utility buildings and other ancillary structures within the former Ford Paint Trim and Assembly (PTA) plant to the west of Thames Avenue and the Traffic Compound site to the east appear to have survived because of their continued use. Three accommodation bridges (Bridges 3, 4 and 7) still provide access between the two site areas and across the River Beam. Most of the other remaining structures were built during the initial development of the PTA site during the mid to late 1950s and are associated with utilities such as gas, water or drainage.
- 1.1.4 The acquisition of Briggs Motor Bodies Ltd by Ford-Britain led to a number of significant changes at Dagenham and in 1954 Sir Patrick Hennessy launched an ambitious expansion and modernisation programme. A critical element of that scheme was the remodelling and re-equipping of the Briggs plant (known as the stamping plant) and in 1954, the layout, design and construction of a new Paint, Trim and final Assembly (PTA) plant on a former 48 acre Ford sports ground, east of Kent Avenue. The majority of the recorded buildings and structures were built to service this new plant and the adjacent Traffic Compound sited to the east of Thames Avenue. The Fire Station (Building 13) accommodated the mobile appliances used by the Fire Protection Department of the Ford Motor Company, a department responsible for all fire precautions across Ford sites, while the adjoining Oil Store held a number of large oil storage tanks and circulating pumps for the purposes of supplying various grades of oil, transmission and axle oils, to the new main assembly building. There was a requirement to elevate both surface water and sewage to avoid the site flooding due to the site being low lying marshland. The former was collected from the extensive plant roofs. These issues were dealt with by providing a storm water pump house (Building 8) and sewage pump house (Building 12) as part of the original site layout. Access across the River Beam from Thames Avenue into the Traffic Compound site to the east, was initially provided by the iron girder, single-span beam bridge (Bridge 3), although this was later replaced, probably due to increases in axle weights and size of transport vehicles, by the modern concrete and steel bridges (Bridges 4 and 7).
- 1.1.5 As other factories and divisions of Ford elsewhere in Britain and Western Europe took up an increasing share of production during the 1970s, so the importance of Dagenham declined. While engine production continued to be a mainstay of the plant's output, the number of car lines built at the plant fell to one (the Fiesta) in the 1990s. Owing to falling sales and over-capacity in Europe, the company announced in early 2000 that it would axe 1,500 jobs at Dagenham and in the same year the company announced that the PTA plant would close in 2002, with the loss of a further 1,900 jobs. The company focused instead on the construction of a new diesel engine plant, which continues to operate to the present.

## 2 INTRODUCTION

### 2.1 Background

- 2.1.1 Pre-Construct Archaeology Limited was commissioned by RPS Group on behalf of Countryside Properties (UK) Limited to carry out built heritage recording at the former Ford Assembly Plant site, also known as Beam Park Riverside, which straddles the London Boroughs of Havering as well as Barking and Dagenham (**Figures 1 and 2**). The recording was focused upon a number of redundant buildings and structures that survive within the site, which is centred on Ordnance Survey NGR TQ 50021 82962. The recording work follows the previous production of an Historic Environment Desk Based Assessment which identified the Historic Buildings on site and their heritage significance (RPS December 2016).
- 2.1.2 The present Historic Building report is inclusive of all Phases of the Beam Park, London Riverside development in accordance with the requirements of a draft condition on Outline consent. The Historic Building aspect forms one component of the Heritage project that also includes archaeological evaluations, palaeo-environmental assessments and archaeological mitigation excavations where required. The overall requirements were set out in the project's Environmental Statement (PBA 2017; Chapter 13 'Archaeology and Cultural Heritage') and further consolidated for the agreement of Greater London Archaeological Advisory Service (GLAAS) within an 'umbrella' heritage strategy document (RPS CgMs 2017).
- 2.1.3 The survey works were carried out to accompany a cross-boundary hybrid planning application (P1242.17) submitted for a two phase residential development comprising approximately 2,899 dwellings, two primary schools, a station and a medical centre. The built heritage survey was undertaken in accordance with a Written Scheme of Investigation (Matthews, 2017), agreed in advance of works by GLAAS. It was completed to a level equivalent to an Historic England Level 1-2 survey and in accordance with guidance published by Historic England (2016) '*Understanding Historic Buildings: A guide to good recording practice*' and standards set out in the ClfA guidance for the archaeological investigation and recording of standing buildings or structures (CIFA, 2014a).

### 2.2 Site Location and Description

- 2.2.1 The Site is centred at Ordnance Survey National Grid Reference TQ 50021 82962 and is a former Ford Assembly Plant site covering an area of c.31.4ha to the south of the A1306 Ripple Road and between Marsh Way and Kent Avenue within the London Boroughs of Havering/Barking and Dagenham (**Figures 1 and 2**).
- 2.2.2 The Site presently comprises predominately hard standing associated with the slab of the former Ford Paint Trim Assembly (PTA) factory in the western area, and related car storage areas to the east, either side of the north to south flowing Beam River green corridor (**Figure 2**). The Site is also crossed roughly centrally by Thames Avenue (not a public road) and to the east by the elevated Marsh Way, which spans the London, Tilbury and Southend (and HS1) railway to the south. The Site is bounded to the west by Kent Avenue.
- 2.2.3 The Ford Motor Company Dagenham Estate site plan of c.1971 (**Figure 6**) depicts the large Car Assembly (PTA) Plant building within the western part of the Site. A Car Dispatch area is shown to the east of the Assembly Plant, to the west of Thames Avenue and south of an internal access Sierra Drive. A large area of hard-standing reserved as a Traffic Compound is shown to the east of Thames Avenue and the River Beam.
- 2.2.4 Only a handful of small brick built utility structures, bridges, compounds and the factory's fire station, remain upstanding and it is these buildings/structures that form the focus of the survey. None are statutorily listed or considered to be locally important heritage assets by the two local planning authorities. The Site does not lie within or close to the boundary of a Conservation Area. The central and western

areas of the Site fall within the Ripple Road Archaeological Priority Area (HER Ref: DLO37897), an archaeologically rich area designated for prehistoric remains. To the immediate south of Ripple Road is the Tier III Archaeological Priority Area 'Barking Level and Dagenham Marsh' (DLO37927), while the eastern area of the site is largely covered by an equivalent Havering Borough Council 'Archaeological Priority Zone' (APZ) relating to Alluvium Deposits (DLO33196).



### **3 PLANNING BACKGROUND**

#### **3.1 Introduction**

- 3.1.1 National legislation and guidance relating to the protection of historic buildings and structures within planning regulations is defined by the provisions of the Town and Country Planning Act 1990. In addition, local planning authorities are responsible for the protection of the historic environment within the planning system and policies for the historic environment are included in relevant regional and local plans.

#### **3.2 Legislation and Planning Guidance**

- 3.2.1 Statutory protection for historically important buildings and structures is derived from the Planning (Listed and Conservation Areas) Act 1990. Guidance on the approach of the planning authorities to development and historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is provided by the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012. The requirement for the built heritage recording is in accordance with NPPF Paragraph 141.

##### **LONDON PLAN POLICY 7.8 Heritage assets and archaeology strategic**

A. London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, world heritage sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.

B. Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

C. Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

D. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

E. New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

#### **3.3 Planning Application**

- 3.3.1 A Hybrid Planning Application (P1242.17) has been submitted for residential development. This includes a detailed element (536 dwellings) for the eastern Phase 1 area and an outline element for residential development of the remainder. The overall scheme comprises a total of approximately 2,899 dwellings, with two primary schools, a station, a medical centre, and other non-residential uses.

- 3.3.2 The Hybrid submission description is detailed as follows:

'Cross boundary hybrid planning application for the redevelopment of the site to include up to 2,900 homes (35% affordable); two primary schools and nurseries (Use Class D1); railway station; up to 4,110sqm of supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works'.

- 3.3.3 A draft condition was prepared by GLAAS for the Hybrid Scheme and has been

applied by the London Borough of Barking & Dagenham to the Outline consent as follows:

"71. No demolition shall take place in each phase until a written scheme of historic building investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:

A. The programme and methodology of historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works and;

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI."

## 4 METHODOLOGY

### 4.1 Aims and Objectives

4.1.1 The aim of the built heritage recording as set out in the Written Scheme of Investigation (Matthews, 2017) was to provide a record of the extant buildings and associated structures prior to their demolition. The aim of the work was to produce a permanent record of these building in their present condition and landscape, meeting nationally recognised standards. The built heritage recording was to be carried out in accordance with Level 1/2 as set out in Historic England (2016) *Understanding Historic Buildings: A guide to good recording practice*. The historic building survey was to be undertaken to a standard allowing the future understanding and interpretation of the buildings. The record was to ultimately form part of an ordered archive and report that would preserve 'by record' the building and structures affected by the proposals and thereby mitigate their loss.

### 4.2 On-Site Recording

4.2.1 The on-site survey was carried out during the week ending 20<sup>th</sup> October 2017 and on 13<sup>th</sup> November 2017 by the author. A photographic survey comprising high resolution digital images was undertaken recording external elevations, and where access was available the interior spaces to record key features, fixtures or fittings. A selection of the images has been included in this report (**Plates 1 to 37**) and **Figures 2 and 14** show the location and direction of these photographs.

4.2.2 The built heritage recording was carried out in accordance with a Level 1-2 survey as set out in the Historic England (2016) *Understanding Historic Buildings: A guide to good recording practice*. A Level 1 survey is principally a full visual record (photographic) supplemented by very basic descriptive information. This survey is a slightly advanced Level 1 (1-2), which also includes a brief site historic background and building descriptions.

### 4.3 Project Archive

4.3.1 A full and ordered archive that includes written, drawn and photographic records relating to this survey was completed as defined in ClfA (2014b); Taylor & Brown (2009) and UKIC and ADS guidelines for the preparation of archaeological archives for long term storage, and 'Archaeological Archives: A Guide to Best Practice in creation, compilation, transfer and curation' (AAF 2007).

4.3.2 The archive will be provisionally stored in Pre Construct Archaeology's London Office in Brockley, before its deposition with the LAARC (London Archaeological Archives Research Centre).

### 4.4 Guidance

4.4.1 All works were undertaken in accordance with standards set out in:

- Historic England: *Guidelines for Archaeological Projects in Greater London* (GLAAS, 2015)
- Historic England: *The Presentation of Historic Building Survey in CAD* (2005)
- ClfA: *Standards and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (2014a)

## 5 HISTORIC BACKGROUND

### 5.1 Introduction

- 5.1.1 Whilst a settlement is believed to have existed at Dagenham as early as the 7th century AD, it was not mentioned in the Domesday Book, suggesting that it was then part of the substantial manor of Barking. The parish of Dagenham was in existence by the early 13th century, when reference was made to a church there (Powell, 1966: 294). The southern part of the parish was dominated by marshland commons, which were mainly used for grazing sheep. The complex pattern of landholding in the marsh, together with the ever-present risk of flooding, discouraged local landowners from developing the marshes for commercial farming during the 17th and 18th centuries (Figure 3).
- 5.1.2 In the south-western corner of the parish lay the manor of Cockermouth, a free tenement held of Barking Abbey until 1330, when it was granted to the abbey in demesne (*ibid.*: 267-281). The abbey retained Cockermouth until the Dissolution, following which it was leased, then sold, to Sir Anthony Browne. By the mid-19th century, the title to the manor was held by one Thomson Hankey, although it had been greatly reduced in extent during the intervening centuries.
- 5.1.3 The manor house of Cockermouth originally stood at the junction of Ripple Road and Chequers Lane, immediately south of the Chequers Inn. This building was demolished in the 19th century and replaced by Pound House, its name derived from the manorial pound, which occupied part of the yard. Pound House Farm descended with Westbury in Barking until 1879–80, when it was sold to Francis Sterry of Romford. In 1898, Sterry sold the farm to Samuel Williams, the developer of Dagenham Dock and founder of the eponymous shipping firm. The farm was subsequently let to tenants, before being acquired by the London County Council in 1922.
- 5.1.4 Although it had been proposed to build a dock at Dagenham linked by railway to the existing line at Chadwell Heath as early as 1846, it was not until Samuel Williams (d. 1899) purchased the land in 1887 that development of the dock commenced. During the next few years the foreshore was filled in and raised to the height of the river wall, following which new jetties were built, forming a tidal basin and quay. The acquisition of Pound Farm secured the remaining land on the west side of Chequers Lane, offering the company an opportunity to develop the remainder of the marsh for commercial purposes. In 1903 Samuel Williams & Sons completed a new deep-water jetty, the first concrete structure of its kind on the Thames. Five years later the company built Dagenham Dock station in conjunction with the London, Tilbury and Southern Railway. Having secured permanent access to the railway network, Samuel Williams & Sons set about building the Dagenham Dock estate. Four new factories designed by the firm of Charles Heathcote & Sons were built between 1909 and 1914 for leasing to other firms.

### 5.2 The Development of the Ford Works at Dagenham, 1923-1931

- 5.2.1 The history of the Ford Motor Company's business in Britain can be traced back to 1904, when Aubrey Blakiston imported a dozen Model A Fords, which he intended to sell to the public via the newly established Central Motor Car Company (Burgess-Wise, 2001: 11). Blakiston resigned from the company in 1906, when he was succeeded by Percival Perry as managing director. Perry (1878-1956) liquidated the firm the following year, when he set up Perry, Thornton & Schreiber Ltd to sell the newly introduced Ford Model N, which the company supplied to customers with British-made coachwork. The firm was the first to introduce the famous Model T to the global market at the 1909 London Olympia motor exhibition. Perry parted company with Thornton and Schreiber the same year, when he was invited by Henry Ford to head the Ford Motor Company's first branch in England.
- 5.2.2 In 1911 the Ford Motor Company (England) Ltd was established to manufacture Ford cars specifically for the British market, the first Ford company to be set up outside

North America. Perry found a disused tramcar factory at the Trafford Park trading estate near Manchester which the company converted into an assembly works for its cars. A local coachbuilder was acquired by the company in 1912 to build vehicle bodies for the British market. By 1914 the Trafford Park factory had been fitted with one of Ford's innovative moving assembly conveyors and was producing chassis at a rate of 21 per hour (*ibid.*: 14). During the First World War the factory was used to manufacture modified Model T cars for use by the armed forces, in addition to the production of shell casings. A subsidiary factory was established by the firm at Cork in southern Ireland, intended originally for the manufacture of Fordson agricultural tractors.

- 5.2.3 Following the end of the First World War, the company began to search for an alternative production site to Trafford Park, which was too small to permit future expansion. Although Perry found and purchased a site at Southampton, which offered the deep-water access demanded by Henry Ford, the scheme did not receive the wholehearted backing of the American company and it was subsequently sold off in the 1920s. Perry resigned from the company's service in 1919, entering into a partnership with Noel Mobbs of the Pytchley Autocar Company to acquire a disused military transport depot at Slough, which they developed as the phenomenally profitable Slough Trading Estate. Knighted for his services during the First World War, Perry retired to the Channel Islands three years later.
- 5.2.4 During the early 1920s Ford's share of the English market began to decline, as the company suffered from the effects of protectionist legislation such as the 1920 Motor Car Act and the import duties imposed upon components manufactured at the company's Cork factory following the creation of the Irish Free State in 1922. The company's search for a new manufacturing site in mainland Britain intensified, culminating in the discovery in 1923 by Edward Grace (manager of the Cork works) of an area of undeveloped land close to Dagenham Dock station. Although the site was notoriously marshy, comprising areas of rough grazing interspersed with rubbish tips piled high with London's waste, the company purchased 295 acres of land from Samuel Williams & Sons for £150,000 in May 1924. Owing to financial uncertainties brought about by continuing falls in Ford sales in Britain, development of the site was delayed until later that decade (*ibid.*: 21; Powell, 1966: 267-281).
- 5.2.5 In 1927 Ford finally ceased production of the Model T after 19 years of continuous production. The launch of the new Model A was accompanied by an in-depth review of the company's European operations conducted by Henry Ford himself. Ford conceived an ambitious plan whereby the British operation would become "a Detroit in miniature, a virtually self-sufficient manufacturing colossus supplying and controlling a chain of 11 European assembly plants" (Burgess-Wise, 2001: 22). In order to implement what became known as Ford's '1928 plan', Sir Percival Perry was coaxed out of retirement. Perry recruited A.R. (Rowland) Smith from Standard Cars to take charge of Ford Britain's new manufacturing operation. The new Ford Motor Company Ltd was successfully floated in December 1928.
- 5.2.6 Work on the new Dagenham factory began the following May, when a ground-breaking ceremony was held on the site, attended by Henry Ford's son Edsel and Sir Percival Perry. Sir Charles Heathcote & Sons (architects of Samuel Williams' Dagenham Dock factories) were appointed architects to the scheme, whilst Sir Cyril Kirkpatrick was taken on as consulting engineer. An area of 66 acres was earmarked for the Ford factory itself, construction of which was preceded by a programme of site levelling and stabilisation, which necessitated sinking 22,000 concrete piles in the marshy ground to a depth of up to 80ft. The factory itself was built over a period of two years on concrete rafts laid on top of the piles. Amongst the buildings erected by Ford at Dagenham were a riverside power station, which from 1936 was illuminated at night by a Ford sign visible from 20 miles away, a foundry, coke ovens, gas plants and a blast furnace, together with the largest private wharf on the Thames (*ibid.*: 31). By the time that production commenced at Dagenham in the autumn of 1931, the company had spent some £5 million on the works and faced an uncertain future in an economy mired in the depths of the Depression.

### **5.3 The Briggs Motor Bodies and Kelsey-Hayes Wheel Factories at Chequers Lane, 1930-1954**

5.3.1 Having previously made a fortune from the development of the Slough Trading Estate, Sir Percival Perry appreciated the potential profits that might be made from establishing a similar enterprise at Dagenham. The company therefore set about purchasing additional parcels of land adjoining the works, acquiring a total holding of approximately 600 acres by 1932 (ibid: 35). The first part of the estate to be developed lay on the east side of Chequers Lane, in an extensive plot bordered by the New Road to the north and the London to Tilbury railway line to the south. New roads named Kent Avenue and Norwich Road were laid out across the site in anticipation of the arrival of business tenants. In the event, the only companies to set up factories on the Chequers Lane estate were closely connected with Ford itself, most notably the British subsidiaries of existing North American Ford suppliers the Briggs Manufacturing Company and the Kelsey Hayes Wheel Corporation, both of Detroit. By the late 1930s these companies had been joined by W.J. Reynolds (Motors) Ltd, a main dealer of Ford cars and Fordson commercial vehicles (TNA HO 192/1486).

### **5.4 Briggs Motor Bodies Co. Ltd**

5.4.1 The Briggs Manufacturing Company was formed out of an existing coach building company by Walter Owen Briggs of Detroit in 1909 (<http://www.coachbuilt.com/bui/b/briggs/briggs.htm>). From the outset the company manufactured interiors for the Model T, following which it concentrated the manufacture of closed coach bodies for Ford. The company was successfully floated in 1924, whilst the following year it manufactured half a million automobile bodies and turned a profit of \$11 million, giving shareholders an astonishing 200% dividend. The United Kingdom subsidiary appears to have been established as two separate concerns, a private company called Briggs Motor Bodies and the Briggs Trust Limited, the latter of which held the company's assets (TNA BT 31/37769/303263). In a lease dated 6th June 1932 between the Ford Motor Company and Briggs Motor Bodies for 99 years from 24th June 1931 the former demised the Chequers Lane site (containing an area of approximately 80,433 square yards) to the latter for a rent of £2849 per annum.

5.4.2 On 24th July 1935 the nominal capital of Briggs Motor Bodies was increased from £1,000 to £1 million through the issue of 999,000 ordinary shares of £1 each, and the business was reconstituted as a public company. The company was established with the object of carrying on "the business of designers, builders and manufacturers of motor bodies for use in connection with motor vehicles of any description". The company purchased the undertaking, business and assets of Briggs Trust Ltd in consideration of 599,993 ordinary shares. Whilst the Earl of Granard was appointed Chairman of the new company, the Board was dominated by directors of the American parent company, including Walter Owen Briggs himself, Robert Pierce and William Dean Robinson.

5.4.3 The Briggs Motor Bodies plant manufactured all of the coachwork for Ford's Dagenham works, together with that for the company's eleven European satellites in the early 1930s (Burgess-Wise, 2001: 52). The earliest bodies built by the plant comprised ash frames to which steel panels were attached. The pressings were comparatively small, welded together in jig tools that located the body panels by pneumatic pressure. Whilst the method of construction was said to have resulted in stronger bodies than those assembled from larger panels, it meant that the plant was unable to stamp out metal roof panels during the 1930s. Aside from windows and seat trim, which were fitted in the Ford plant, Briggs supplied ready trimmed and painted bodies to the neighbouring works.

### **5.5 Post-Second World War**

5.5.1 Within weeks of the end of fighting in Europe, the Ford plant at Dagenham was gearing up to build cars to meet the anticipated demands of peacetime (Burgess-Wise, 2001: 97). Post-war austerity, punitive tax rates on the motor industry, petrol

rationing and fuel shortages combined to suppress demand for private cars in the United Kingdom, forcing Ford and other companies to concentrate on export sales. Notwithstanding the gloomy economic outlook, Ford Britain took over the Kelsey Hayes Wheel Company in 1947.

- 5.5.2 Following the expansion of its manufacturing activities during the Second World War, Briggs Motor Bodies reduced the extent of its operations during the post-war period. By 1948 the workforce had fallen to less than 6,000. In order to maintain the company's finances, Briggs continued to build bodies and components for rival motor manufacturers, including Austin, Rootes, Standard, Leyland and Chrysler (*ibid*: 128). The death of Walter Owen Briggs in 1953 and the threat that Ford's American rival Chrysler would purchase his company provided an opportunity for Ford-Britain's Managing Director, Sir Patrick Hennessy to gain possession of the firm's British holdings. The Detroit parent company approved Sir Patrick's plan, and the British company was sold to Ford-Britain for the very reasonable sum of £3.2 million the same year.

## **5.6 The Briggs Motor Bodies Works under Ford ownership 1954-2002**

- 5.6.1 The acquisition of Briggs Motor Bodies Ltd by Ford-Britain led to a number of significant changes at the Chequers Lane plant. In 1954 Sir Patrick Hennessy launched an ambitious expansion and modernisation programme at Ford, which was intended to enable Dagenham to build as many as 2,000 vehicles per day (*ibid*: 137). A critical element of the scheme was the remodelling and re-equipping of the Briggs plant (known as the stamping plant). In 1954, the layout, design and construction of a new Paint, Trim and final Assembly (PTA) building on the former 48 acre Ford sports ground on the opposite (east) side of Kent Avenue. The latter is shown on the Ordnance Survey map of 1950 (**Figure 4**).
- 5.6.2 The new building was a two storey construction that included a facilities block, receiving bay and final assembly section, including body upholstery and fitting known as body trim. The first floor contained the phosphating plant and rinse, new paint shop, the wet sand decks and the drying ovens. The first floor was also linked by means of a large conveyor to the 'Body in white' plant to the west of Kent Avenue (Lax et al, 1960). The new PTA occupied an area of 250,000 square feet and was to be totally automated. When finished, the PTA building contained nine miles of conveyor track controlled by 1,200 miles of electric cabling. The north side of the plant comprised the facilities block: for admin staff, canteens, kitchens and medical centre. Ancillary buildings, which housed plant or services, were situated along the north and south sides of the main building, including amongst others the Fire Station, Oil store and pump house, storm water pump house and sewage pump house. The latter was required due to the low level of the site and the need to elevate surface water and sewage by pumping to avoid flooding. To lessen the risk of surface water, the ground levels over the site were raised by c. four feet (Lax, et al 1960). The site of the PTA and a number of ancillary buildings are shown on a mid 1950s plan of the site (**Figure 5**) while a later Estate Site Map published around 1970-1 (**Figure 6**) shows the PTA and the Traffic Compound; the latter on land to the east of Thames Avenue.
- 5.6.3 In November 1960, Ford America announced that it intended to buy up the 45.4% shareholding in Ford-Britain that remained in private hands in order to further integrate its operations and increase marketing effectiveness in both countries (TNA BT 64/5205; Burgess-Wise, 2001: 144). The parent company paid nearly £120 million for the outstanding 17,726,804 shares the following January. The move resulted in a diminution of Dagenham's role at the centre of the company's British operations, accompanied by a process of decentralisation that increased as the decade progressed. The styling, engineering and prototype divisions all migrated from Dagenham to Aveley (Essex) in 1960, while a new manufacturing plant capable of building 1,000 vehicles per day opened at Halewood on Merseyside in October 1963. The headquarters of Ford's operation in Britain, and subsequently Europe, relocated to a purpose-built office complex at Warley in Essex.

- 5.6.4 As other factories and divisions of Ford elsewhere in Britain and Western Europe took up an increasing share of production during the 1970s, so the importance of Dagenham to the company declined. While engine production continued to be a mainstay of the plant's output, the number of car lines built at the plant fell to one (the Fiesta) in the 1990s. Owing to falling sales and over-capacity in Europe, the company announced in early 2000 that it would axe 1,500 jobs at Dagenham (Burgess-Wise, 2001: 189). The same year the company announced that the PTA plant would close in 2002, with the loss of a further 1,900 jobs. As vehicle assembly ceased to be an element of the company's operations at Dagenham, the company invested instead in the construction of a new diesel engine plant, which continues to operate to the present. The PTA plant was demolished in 2004.



## 6 BUILDING DESCRIPTION

### 6.1 Introduction

6.1.1 At the time of the on-site recording, the Site had been mainly cleared of its buildings leaving only a handful of small primarily utility buildings, bridges and the Site's fire station. These buildings and structures were distributed widely across the Site, with a group clustered close to Thames Avenue and another group to the south of Ripple Road and towards Kent Avenue. For ease of reference each building or structure was assigned an identification number: Buildings 1 to 13 (**Figure 2; Plates 1 to 37**).

### 6.2 Building 1

6.2.1 Building 1 is a small rectangular-plan, flat-roofed brick building constructed during the third quarter of the 20th century (**Plates 1 and 2**). It lies towards the northern boundary of the Site, to the east of Thames Avenue and west of the Beam River (**Figure 2**). A building of similar dimension appears close to this position on the Ordnance Survey map of 1939 (not illustrated) although is not shown on the subsequent edition of 1950 (**Figure 4**). Building 1 was built with red brick elevations, laid in English bond below a concrete slab roof structure. Door openings with simple soldier courses are present in the east and west walls (**Plate 2**), while casement windows pierce the north and south elevations (**Plate 1**). The former, facing Ripple Road, comprises a strip of five, individual iron-framed four light casement windows, and the latter, a slightly smaller range of four corresponding windows. A small steel framed lean-to attached to the rear of the building shelters a complex of gas pipework and pressure control valves (**Plates 3 and 4**). Its function is unclear, its location close to the river may suggest a flood related function, although a small gas metering plant may be a possibility given the proximity of the gas pipework.

### 6.3 Building 2: Foundation

6.3.1 The foundation/lower courses of a square plan building is located immediately south-west of building 1 (**Figure 2; Plate 4**). Given its location, it was most likely associated with gas or some other utility. The foundation comprises two blockwork lower courses of the external walls and the part concrete/iron 'slabs' to a semi-basemented but suspended floor structure over a void.

### 6.4 Bridge 3: Iron Bridge

6.4.1 This accommodation bridge is the earlier of two bridges crossing the River Beam within the northern area of the Site. It lies to the south of Beam Bridge, a modern structure which carries the A1306 Ripple Road over the River Beam to the north and outside the Site boundary, and to the north of a similar (to Beam Bridge) concrete accommodation bridge (Bridge 4; **Figure 2**). Bridge (3) is a steel (possibly wrought iron) framed single span, unsupported beam bridge built with a steel and concrete deck and a pair of triangulating girder beams, with vertical and raking struts, which stiffen the structure and form the bridge balustrade (**Plates 5 to 7**). This accommodation bridge was originally built (post 1950) to enable vehicle access onto the Site east of the River Beam, and was later replaced, probably due to heavier axle weights of modern vehicles, by bridge (4) to the south.

### 6.5 Bridge 4: Concrete Bridge

6.5.1 An accommodation bridge and replacement for girder beam bridge (3). This clearly modern (late 20<sup>th</sup> century) bridge is an unsupported single span beam bridge constructed using concrete girders built off concrete abutments with a concrete/tarmac deck (**Plate 8**). The balustrades to the bridge are simply formed using squat, angle steel posts and pre-formed moulded sheet steel rails to the road way and a taller lattice link balustrade to a pedestrian way along the northern side of the bridge (**Plate 9**).

## **6.6 Building 5: Foundation to a former Portable Building**

- 6.6.1 An L-shaped foundation to a former portable building comprised of a series of earth-fast concrete beams with aggregate between (**Plate 10**). This foundation was located to the east of the river and south of an internal access road and within an area of mainly tarmac and hard-standing (**Figure 2**).

## **6.7 Building 6: Gas Valve Compound**

- 6.7.1 A large high pressure and high capacity Gas Valve Compound (**Plates 11 to 13**) had been built alongside, and to the east of, the River Beam and to the west of an internal access way (**Figure 2**). It is enclosed by a modern galvanized steel security fence, with gated entry to the north and south ends.

## **6.8 Bridge 7: Concrete Bridge**

- 6.8.1 Accommodation Bridge 7, similar to Bridges 3 and 4, provided vehicular access across the River Beam. It was built as an unsupported single span beam bridge constructed on concrete girders and built off concrete abutments. The principal difference between this bridge and Bridge 4, was the use of solid brickwork for the bridge parapets (**Plate 14**). The parapets were topped with plain concrete copings, while the bridge deck was dressed with tarmac for a roadway (**Plate 15**). The bridge was positioned immediately north of the London, Tilbury, Southend railway corridor (**Figure 2**).

## **6.9 Building 8: Storm-water Pump House**

- 6.9.1 The pump house is located just west of Thames Avenue and the Beam River and close to the southern site boundary, adjacent to Sierra Drive (**Figure 2**). It was built with a rectangular floor and with brick elevations rising to an over-sailing concrete slab flat roof (**Plates 16 and 17**). The walls were built in red brick laid in Flemish bond with queen closers to the openings. Large fixed window openings, with heavy concrete lintels and lighter concrete sills occupy the bulk of the longer east and west elevations (**Plate 16**). A wide door with a similar lintel and a roller type door, lies central to the north wall and immediately below a window, of the same width, set high in elevation (**Plate 17**). The south wall is blind. The upper brick courses and therefore the present roof give the impression of a rebuild, although an engineering drawing (Drawing No. 1501/7025A) dated 1956 for electrical installations (**Figure 7**), shows a flat roof as at present. It also depicts an arrangement of in line pumps, each powered by 20 horse power Star Delta electric motors. The four large bore steel, storm water pipes extend through circular openings, turned in brick, at the base of the east wall and connect with the outfall. The section shows the sub-floor storm water chamber, the intake to the pumps and an adjoining control chamber.

## **6.10 Building 9: Barrier Gatehouse**

- 6.10.1 This comprises the concrete base to a former gatehouse (**Plate 19**), situated on the east side of a wide gated vehicular entry along the north of the Site, east of Thames Avenue (**Figure 2**).

## **6.11 Building 10: Gas Meter House**

- 6.11.1 A large brick-built flat roofed Gas Meter House is situated along and to the north of Sierra Drive (**Figure 2**). It is presently obscured by vegetation on all sides so access was very limited (**Plate 20**). Plans (Drawing No. 1501/1135, **Figure 8**) detailing Foundation Details, and drafted in April 1958, show that the building was built over four equal sized bays and off an reinforced concrete slab (Granolithic Screed with mesh reinforcement) and with a valve pit along its southern wall. Drawing 1501/? (**Figure 9**) shows that the roof was constructed using pre-cast concrete units, incorporating a pair of raised square roof lights to the rear of a parapet wall and the metre house contained four metering units.

## **6.12 Building 11: Gatehouse No. 1, Search Lodge and Mess Room**

6.12.1 A single storey, flat-roofed and brick built former gatehouse and lodge is laid out on an L-shaped footprint, along the south side of Sierra Drive (**Figure 2**). The brick elevations were built using red brickwork laid in stretcher bond and incorporate concrete lintels to openings and piers (**Plate 21**). The over-sailing slab roof is covered in bitumen roofing felt. A wide, full height blocked opening is central to the southern elevation, while a similar opening, with internal concertina-type barrier railing, is present in the corresponding bay to the north wall. The eastern bays (Gate House) were glazed from half-wall height to ceiling level (**Plate 22**), while smaller discrete windows and door openings present across the western bays or Search Lodge, light the Mess Room and the Search Room. A drawing 1501/? (**Figure 10**) dated October 1957, although of bad quality, illustrates Gatehouses 1, 1A, 2 and 2A showing the internal layout of Gatehouse No. 1. Clearly theft from the plant, from employees or outside contractors was taken as a serious issue.

## **6.13 Building 12: Sewage Pump House**

6.13.1 A small rectangular plan, single storey and flat roofed building is located to the north of Sierra Drive (**Figure 2**). The red brick elevations were built in English bond, in a hard cement mortar and the flat roof is a concrete slab. A large (blocked) window opening with patent glazing, built with a heavy concrete lintel and lighter sill over a concrete clad apron, forms the bulk of the northern elevation (**Plate 23**). Door openings are present within the east and west elevations (**Plate 24**), while the south elevation to Sierra Drive is built blind. The Sewage Pump House is illustrated in plan and section on drawing 1501/? (**Figure 11**) on which the date is obscured, but is entitled Sewage Pump House, General Arrangement (for Briggs Motor Bodies Ltd). It shows the building housed three 'Barrington' sewage pumps and incorporated a deep brick built 'chamber' in the south-eastern corner which connected with an adjacent external chamber. The Sewage Pump House shares similar architectural characteristic with the Storm Water Pump House (Building 8; **Plates 16 and 17**), which was built around 1956-8.

## **6.14 Building 13: Fire Station and Oil Storage (Plates 25- 37; Figs 12, 13 & )**

6.14.1 Located towards the north-western boundary of the site, east of Kent Avenue and south of Ripple Road, the Fire Station comprised a small group of three separate buildings and a fire drill tower (**Figures 2 and 14**). The Fire Station accommodated the mobile appliances used by the fire protection department of the Ford Motor Company, a department wholly responsible for all fire precautions within the plant. However fire protection within the main assembly plant was based upon a sprinkler system (within all main buildings) supported by c.80 first aid hose reels, 64 main hydrants and small hand appliances located on every building stanchion (Lux et al, 1960).

6.14.2 The north-eastern of the three buildings is a modern blockwork and timber open-sided range with shallow pitched roof covered in corrugated iron (**Figures 2 and 14**). The range, probably built for staff vehicles or storage (as now), comprises three bays, the northern two equipped with tall garage-like double doors and the southernmost, rebuilt with a smaller opening (**Plate 25**). The two other buildings are much more substantial, the larger range to the west is the fire station.

6.14.3 Drawing No. 1501/79, dated July 1957, (**Figure 12**) shows a basic outline of the Fire Station, Oil store and CO2 store. This drawing does not show the western half of the fire station (Rooms 8 to 11 on **Figure 14**) or the garage/store which were added later.

6.14.4 The fire station now has three full height door openings, with red painted concertina-type doors in its south facing elevation (**Figures 2 and 14; Plate 27**). The western later openings are paired side by side and within a concrete frame of lintel and jambs below a corrugated panel up to roof level. The other earlier opening is set apart at a slight distance to the east, separated by a red brick elevation containing a ground floor window. The concrete surround to the opening is identical to those to the west and the intermediate window. The fire station has red brick elevations in stretcher

bond with a flat roof obscured by a low brick parapet wall with simple copings. Two double width door openings in the on the western later side of the north elevation lie below a pair of wide, rectangular, fixed glazed, iron framed casements of 6x2 lights with concrete lintels and sills, which light rooms 9 and 11 at the rear of the appliance house from the darker north side (**Figure 14; Plate 26**). The fire drill tower lies immediately north of the appliance house and is an open steel frame built over two stages (**Figure 14; Plate 26**). It is built off a small square brick structure used as the CO2 store.

- 6.14.5 Internal access into the Fire Station, via an original doorway east of centre in the southern elevation (**Plate 27**), opens into a north-south corridor (**Figure 14; Plate 31**). Immediately to the west is a central block of brick and concrete framed offices, a WC, a shower and a boiler room (rooms 2-8; **Plate 37**). Further to the west, accessed via an internal passage (**Plate 33**) or externally by the full height concertina doors, are the parking and maintenance bays for two appliances (Room 10), which were built later. Room 10 was 5 bays in length and was naturally lit by a large, central glazed roof light (**Plates 29 and 30**) set within a flat shuttered concrete ceiling structure. The central range of offices and rooms were original features and were built with brick elevations and standard mild steel patent glazing. An integral steel ladder built into the northern end of the WC (room 5), gave access to an upper floor, open-sided to the east (**Plates 33 and 36**), which was reserved for electrical switchgear and telecoms (**Plates 34 and 35**). Another original brick-built room, used as a kitchen (room 12), was located to the east of the passage and at the northern end of the building. Two modern offices (Rooms 13 and 14) with lightweight timber and plasterboard walls (**Plate 32**) had been built into the space formerly used for an appliance or vehicle hence the full height concertina door. This area (as room 10) was also top lit by a large roof light.
- 6.14.6 The 1957 (**Figure 12**) shows that the fire station was originally built with offices along its west side and double concertina doors for the appliance in the eastern part of the building (**Figure 14**). This building was extended presumably in the 1960s to garage two further appliances with two further rooms and a boiler room (Rooms 8, 9 and 11) to the north.
- 6.14.7 The eastern building is the Oil Storage building and is a two storey flat roof range with a part basement (**Figures 2 and 14; Plate 28**). It was built with its long elevations facing east or backing onto the appliance house. Its walls are similarly built in red brick laid in stretcher bond. It has five first floor window openings framed by concrete lintels and sills in its east elevation. A pedestrian door sheltered by a simple brick built porch is present within the northern bays, while a tall opening lies off centre to the southern end wall. The height of this opening shows the disparity in floor heights, the taller ground floor needed to accommodate the various oil tanks used for storage. When first built (c.1957-8) the oil store incorporated a number of oil storage tanks and circulating pumps for the purposes of supplying various grades of oil to the new main assembly building, for gearboxes and axles etc. The oil was pumped via a distribution system installed at high level to dispensing points adjacent to the assembly lines. To ensure a free flow of the oil, it was heated by steam and electrically heated tracer lines (Lax et al, 1960). The oil store originally contained eight storage tanks, two with a capacity of 3000 gallons and six smaller tanks with a capacity of 750 gallons. The oil pumps, by Brooke, were driven by 5 horsepower motors manufactured by Crompton & Parkinson (Essex). A plan and elevation drawing of the oil store (Drawing No. 1501/6190, **Figure 13**) drafted in April 1958 shows the layout of the tanks and possibly a prototype version of the enclosing building, designed with a simple truss roof.

## 7 DISCUSSION

- 7.1.1 The upstanding utility buildings and other ancillary structures within the former Ford Paint Trim and Assembly plant to the west of Thames Avenue and the Traffic Compound site to the east appear to have survived because of their continued use. The accommodation bridges (Bridges 3, 4 and 7) still provide access between the two site areas and across the River Beam. Most of the other remaining structures were built during the initial development of the PTA site during the mid to late 1950s and are associated with utilities such as gas, water or drainage.
- 7.1.2 The acquisition of Briggs Motor Bodies Ltd by Ford-Britain led to a number of significant changes at Dagenham and in 1954 Sir Patrick Hennessy launched an ambitious expansion and modernisation programme. A critical element of that scheme was the remodelling and re-equipping of the Briggs plant (known as the stamping plant) and in 1954, the layout, design and construction of a new Paint, Trim and final Assembly (PTA) plant on a former 48 acre Ford sports ground, east of Kent Avenue. The majority of the recorded buildings and structures were built to service this new plant and the adjacent Traffic Compound sited to the east of Thames Avenue. The Fire Station (Building 13) accommodated the mobile appliances used by the Fire Protection Department of the Ford Motor Company, a department responsible for all fire precautions across Ford sites, while the adjoining Oil Store held a number of large oil storage tanks and circulating pumps for the purposes of supplying various grades of oil, transmission and axle oils, to the new main assembly building. There was a requirement to elevate both surface water from collected by extensive plant roofs and sewage by pumping to avoid the site flooding due primarily to the site being low lying marshland with a potential for flooding. These issues were dealt with by providing a storm water pump house (Building 8) and sewage pump house (Building 12) as part of the original site layout. Access across the River Beam from Thames Avenue into the Traffic Compound site to the east, was initially provided by the iron girder, single-span beam bridge (Bridge 3), although this was later replaced, probably due to increases in axle weights and size of transport vehicles, by the modern concrete and steel bridges (Bridges 4 and 7).
- 7.1.3 As other factories and divisions of Ford elsewhere in Britain and Western Europe took up an increasing share of production during the 1970s, so the importance of Dagenham declined. While engine production continued to be a mainstay of the plant's output, the number of car lines built at the plant fell to one (the Fiesta) in the 1990s. Owing to falling sales and over-capacity in Europe, the company announced in early 2000 that it would axe 1,500 jobs at Dagenham and in the same year the company announced that the PTA plant would close in 2002, with the loss of a further 1,900 jobs. The company focused instead on the construction of a new diesel engine plant, which continues to operate to the present. In 2004, the redundant PTA plant was demolished.
- 7.1.4 It is recommended that the results of the built heritage recording are included in a brief summary in the *London Archaeologist* Round-up. It is considered that no further analysis is required.

## **8 ACKNOWLEDGEMENTS**

- 8.1.1 Pre-Construct Archaeology Limited would like to thank RPS CgMs for commissioning the project. The project was managed for Pre-Construct Archaeology Limited by Charlotte Matthews. The photographic survey was carried out by Adam Garwood. Guy Thompson researched and wrote much of the historical background, while Adam Garwood wrote the rest of the report. The illustrations were prepared by Hayley Baxter.

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## APPENDIX 1: OASIS FORM

OASIS ID: preconst1-299467

### Project details

Project name	Beam Park Built Heritage Recording
Short description of the project	Pre-Construct Archaeology was commissioned by RPS Group on behalf of Countryside Properties (UK) Limited to carry out built heritage recording at the former Ford Assembly Plant site (Beam Park Riverside) in the London Boroughs of Havering/Barking and Dagenham. The Historic England Level 1-2 recording was focused upon redundant buildings and structures that survive within the Site (centred on OS NGR TQ 50021 82962). The Site presently comprises predominately hard standing associated with the slab of the former (demolished 2004) Ford Paint Trim Assembly (PTA) factory. The upstanding buildings and structures appear to have survived because of their continued use. Three accommodation bridges still provide access across the River Beam. Most of the other remaining structures were built during the initial development of the PTA site during the 1950s and are associated with utilities. The acquisition of Briggs Motor Bodies Ltd by Ford-Britain led to a number of significant changes at Dagenham and in 1954 an ambitious expansion and modernisation programme was launched, which included the layout, design and construction of a new PTA plant on a former Ford sports ground. The majority of the recorded buildings and structures were built to service this new plant. The Fire Station accommodated the mobile appliances used by the Fire Protection Department of the Ford Motor Company, while the adjoining Oil Store supplied various grades of oil to the new main assembly building. A 1950s storm water pump house and sewage pump house prevented the site from flooding.
Project dates	Start: 18-10-2017 End: 19-10-2017
Previous/future work	No / No
Any associated project reference codes	THV17 - Sitecode
Type of project	Building Recording
Site status	Area of Archaeological Importance (AAI)
Monument type	FIRE STATION Modern
Monument type	PUMP HOUSE Modern
Monument type	COMPOUND Modern
Monument type	BRIDGE Modern
Monument type	METER HOUSE Modern
Monument type	GATEHOUSE Modern
Methods & techniques	"Photographic Survey"
Prompt	pre-planning

### Project location

Country	England
Site location	GREATER LONDON BARKING AND DAGENHAM BARKING AND DAGENHAM Former PTA (Paint, Trim, Assembly Plant) site, Beam



Park, New Road (A1306),  
Study area 0 Square metres  
Site coordinates TQ 50021 82962 51.525110513926 0.162802918289 51 31 30 N  
000 09 46 E Point

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**Project creators**

Name of Organisation Pre-Construct Archaeology Limited  
Project brief originator NA  
Project design originator Charlotte Matthews  
Project director/manager Charlotte Matthews  
Project supervisor Adam Garwood  
Type of sponsor/funding body Countryside Properties

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**Project archives**

Physical Archive Exists? No  
Digital Archive recipient LAARC  
Digital Media available "Images raster / digital photography"  
Paper Archive Exists? No

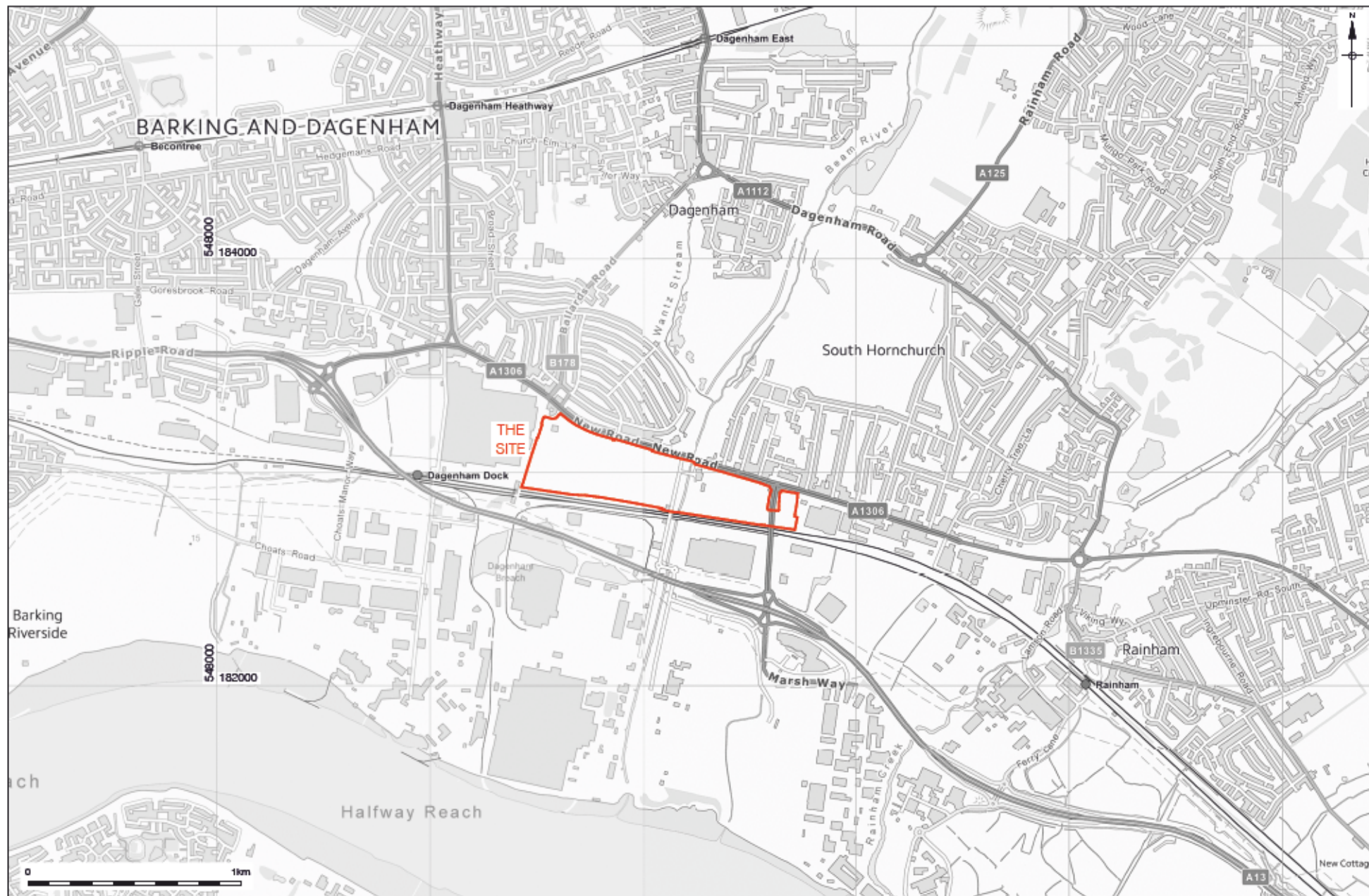
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**Project bibliography 1**

Publication type Grey literature (unpublished document/manuscript)  
Title Built Heritage Recording at the Former Ford PTA (Paint, Trim, Assembly Plant) Site, Beam Park, New Road (A1306), London Borough of Havering/ Barking and Dagenham  
Author(s)/Editor(s) Garwood, A  
Other bibliographic details PCA Report No. R13113  
Date 2017  
Issuer or publisher Pre-Construct Archaeology Limited  
Place of issue or publication London Office  
Description A4 PDF

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Entered on 5 December 2017

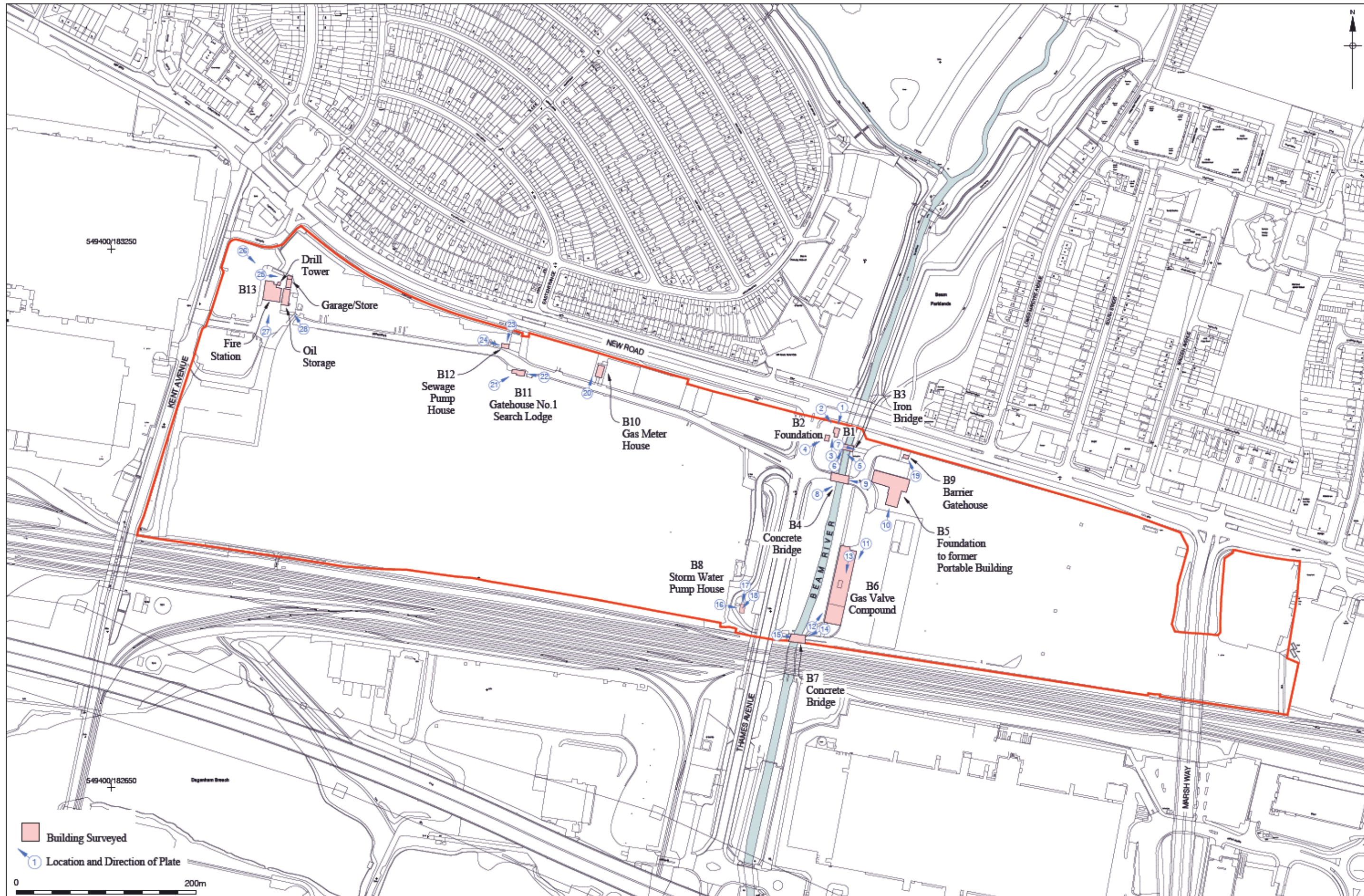


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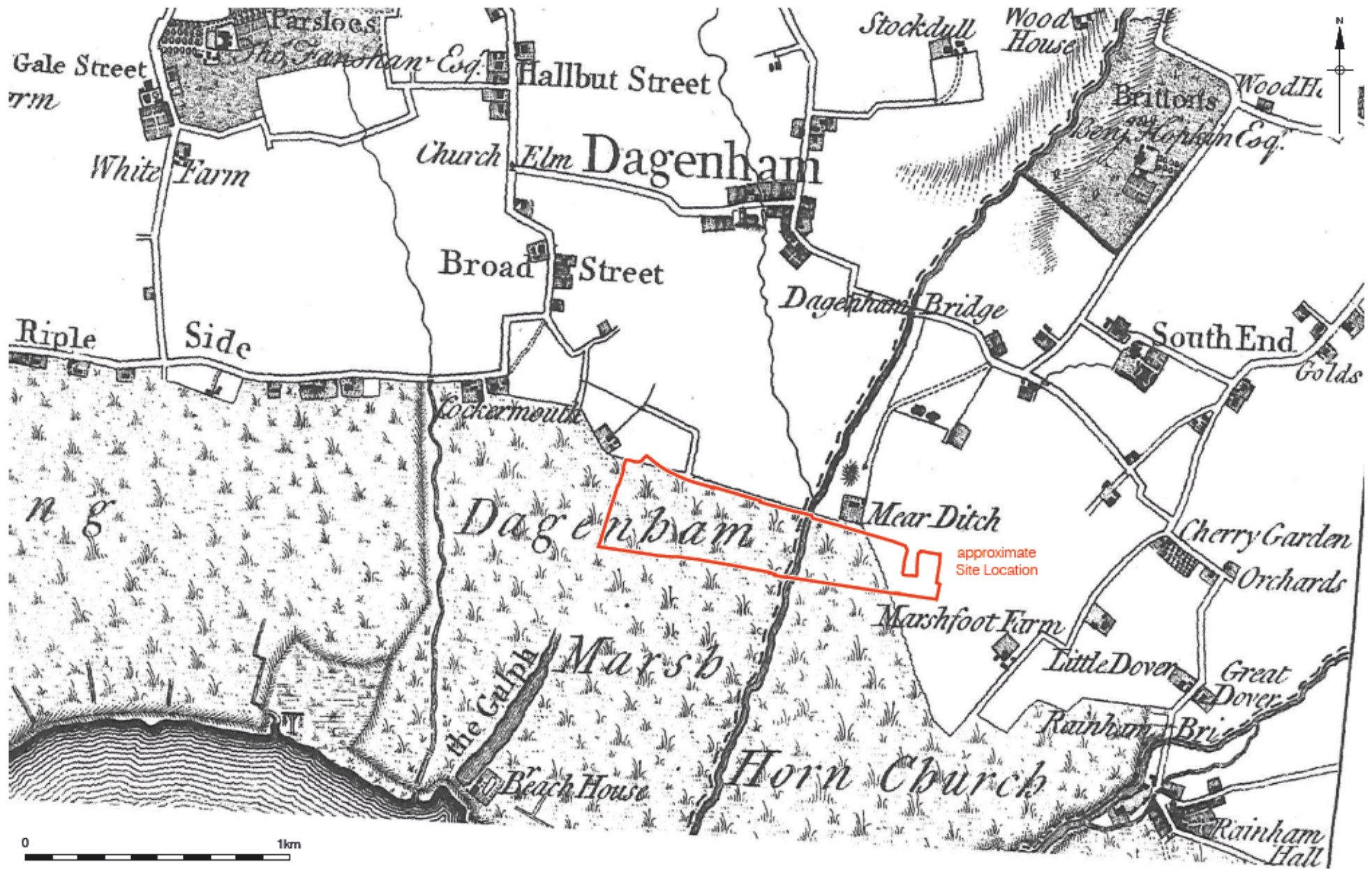
05/12/17 HB

Figure 1  
Site Location  
1:25,000 at A4



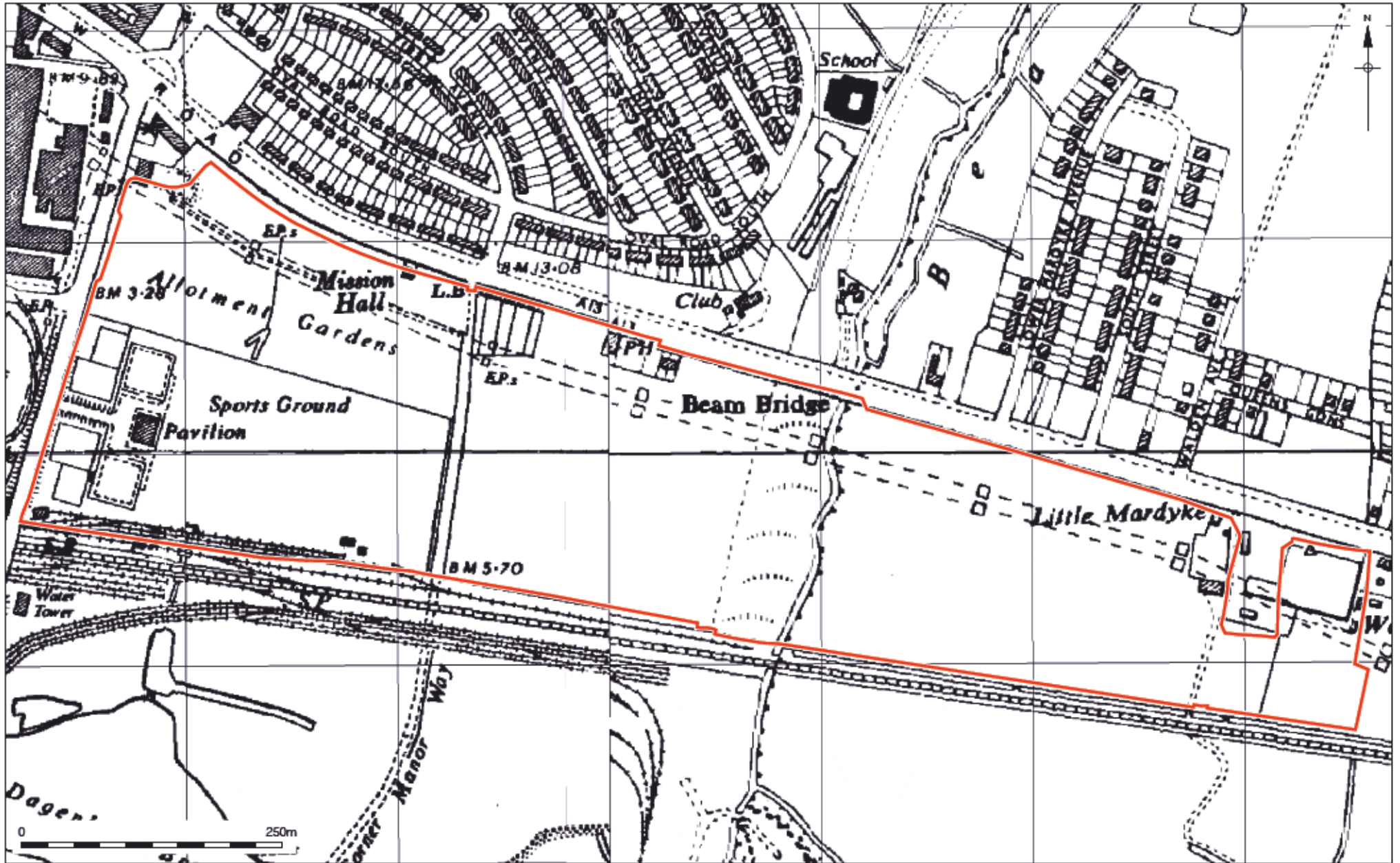
Based on Survey data supplied by the client, 2017  
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 08/11/17 HB

Figure 2  
 Detailed Site Location  
 showing Directions of Plates  
 1:4,000 at A3



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Figure 3  
 Chapman & Andre Map of 1777  
 approx 1:20,000 at A4

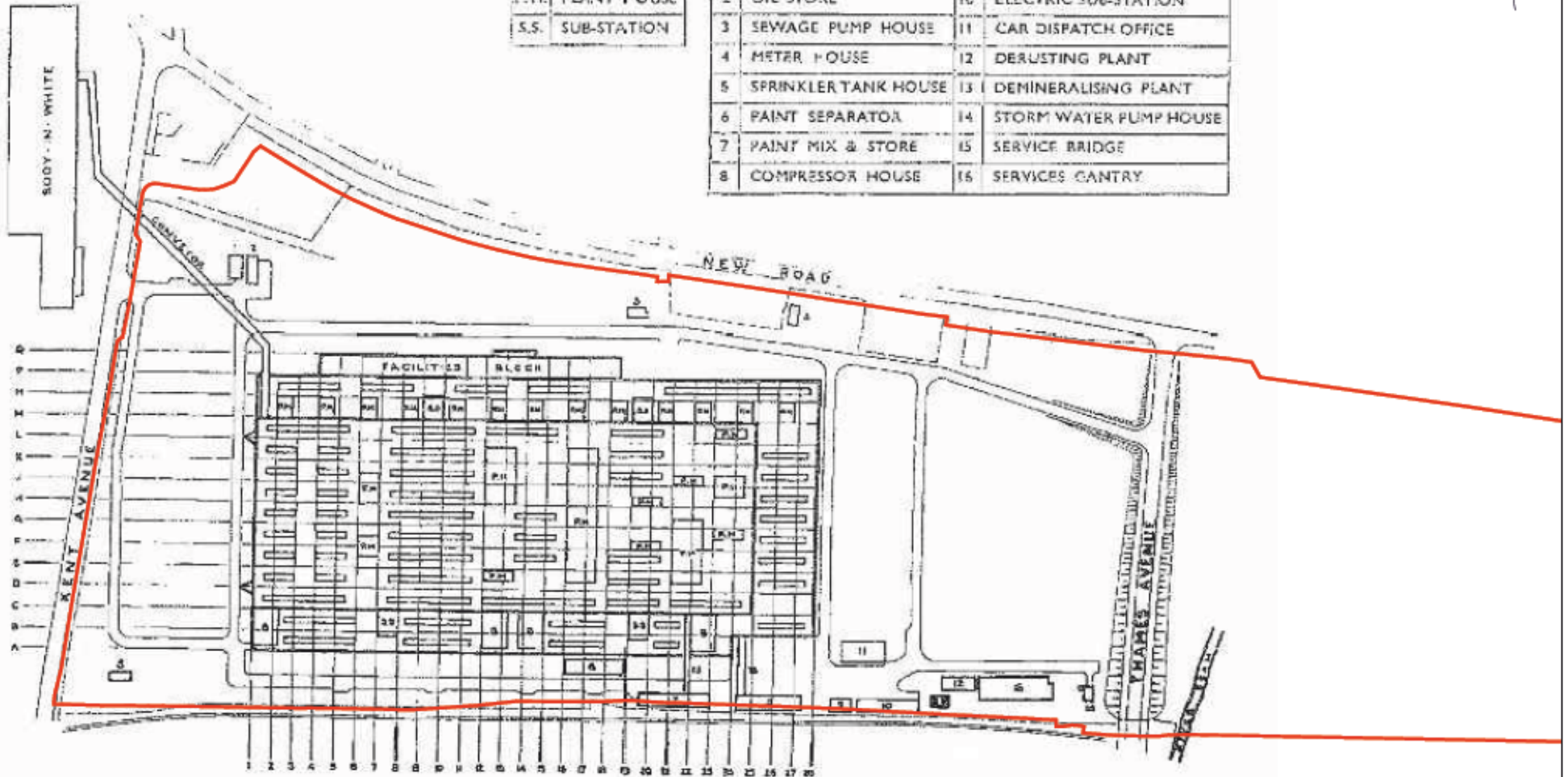




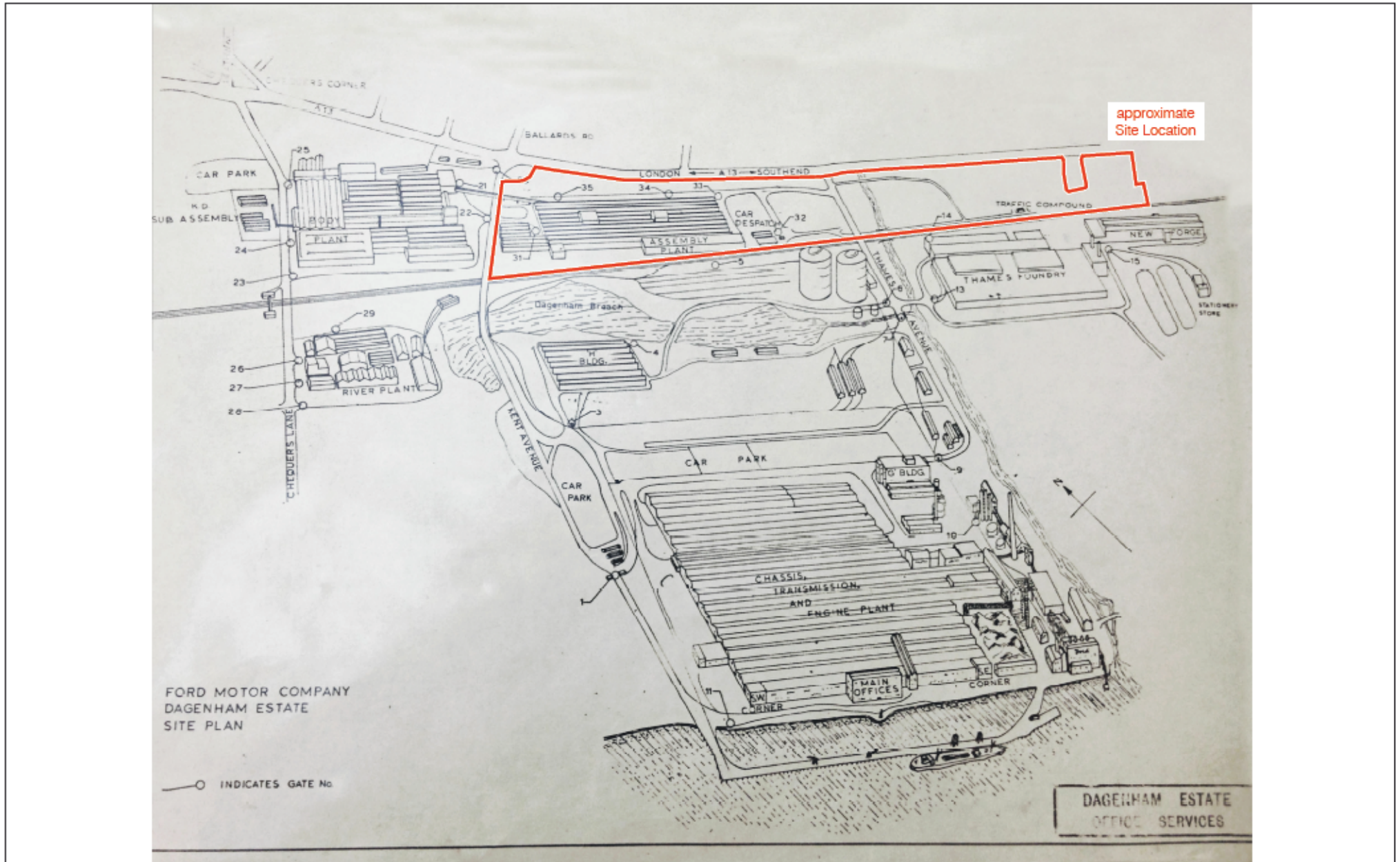
**LEGEND**

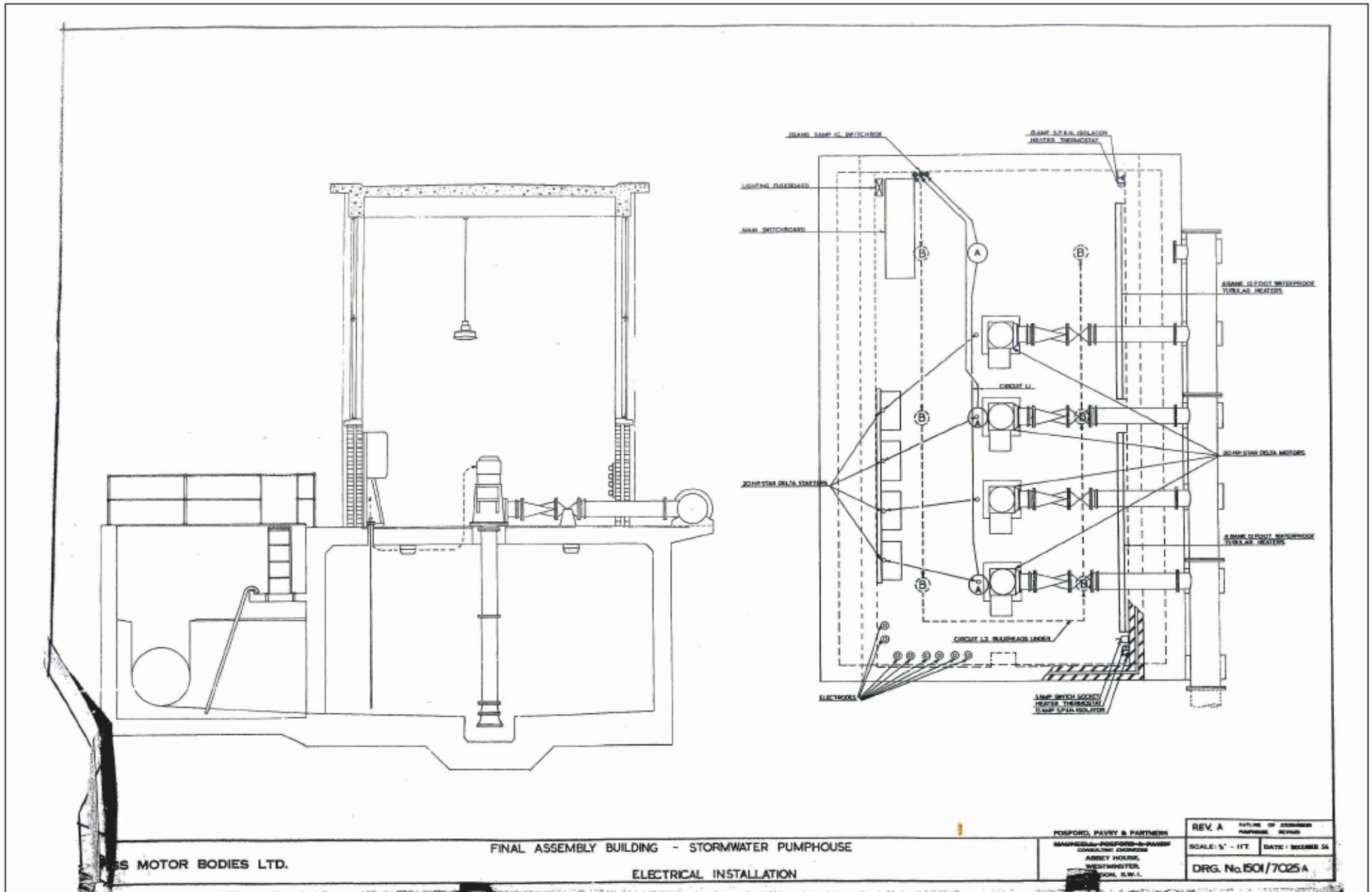
B	BUFFET
P.H.	PLANT HOUSE
S.S.	SUB-STATION

1	FIRE STATION	9	SERVICES TERMINAL BLDG.
2	OIL STORE	10	ELECTRIC SUB-STATION
3	SEWAGE PUMP HOUSE	11	CAR DISPATCH OFFICE
4	METER HOUSE	12	DERUSTING PLANT
5	SPRINKLER TANK HOUSE	13	DEMINERALISING PLANT
6	PAINT SEPARATOR	14	STORM WATER PUMP HOUSE
7	PAINT MIX & STORE	15	SERVICE BRIDGE
8	COMPRESSOR HOUSE	16	SERVICES GANTRY



0 200m





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Figure 7  
 Plan and Section of Storm Water Pump House (Building 8)  
 not to scale



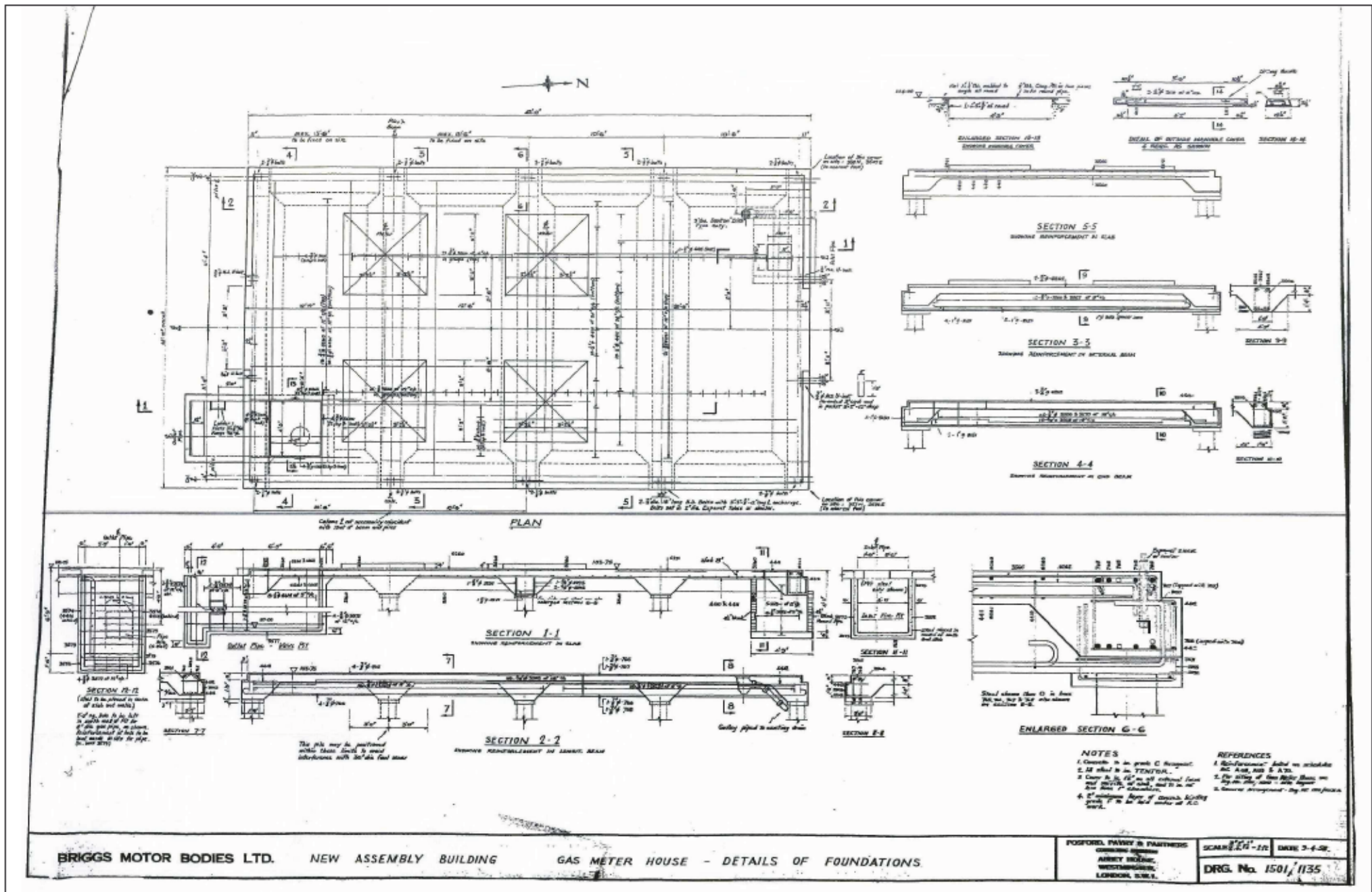


Figure 8  
Plan and Sections of Gas Meter House (Building 10)  
not to scale

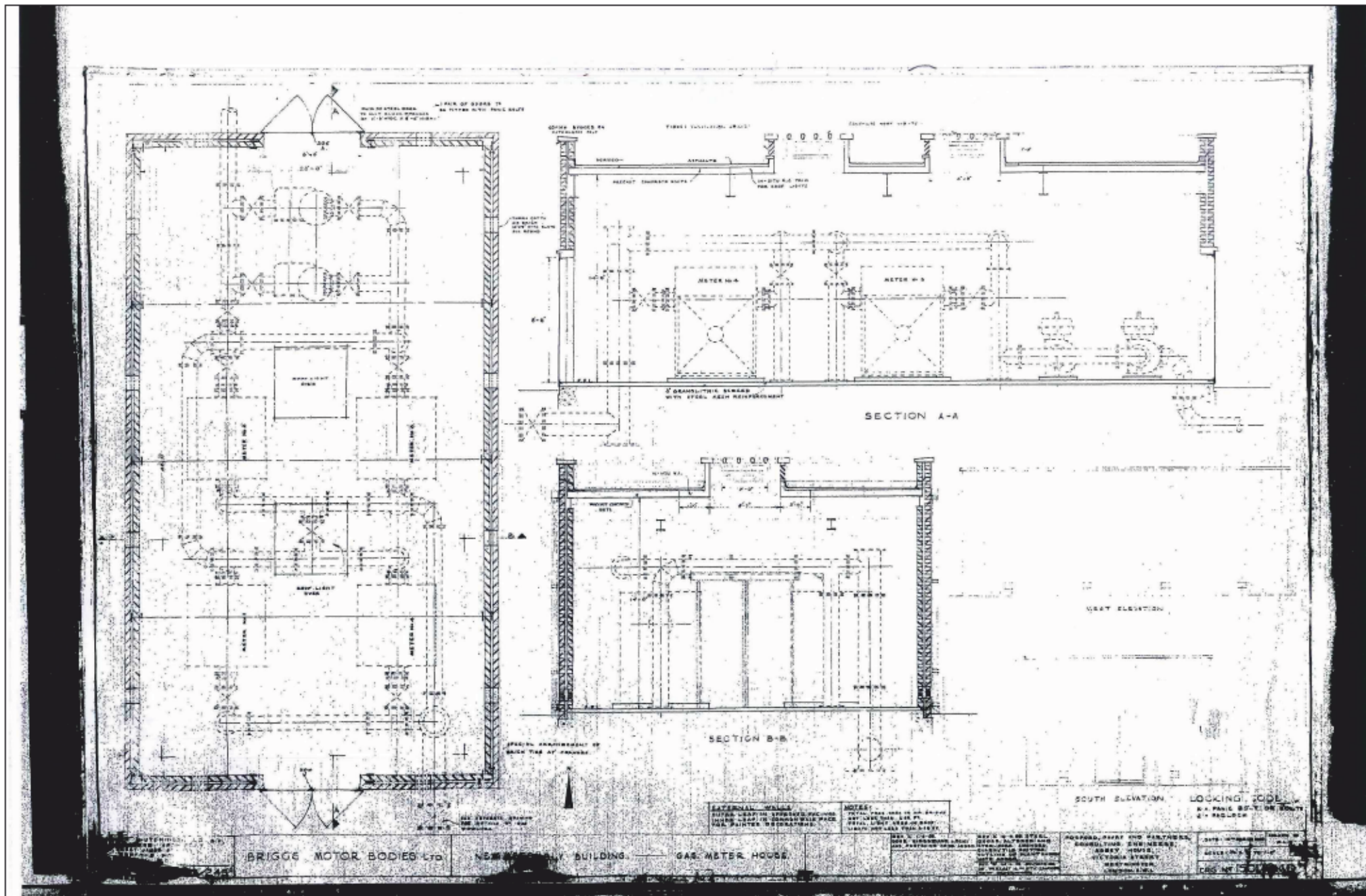


Figure 9  
 Plan and Sections of Gas Meter House (Building 10)  
 not to scale

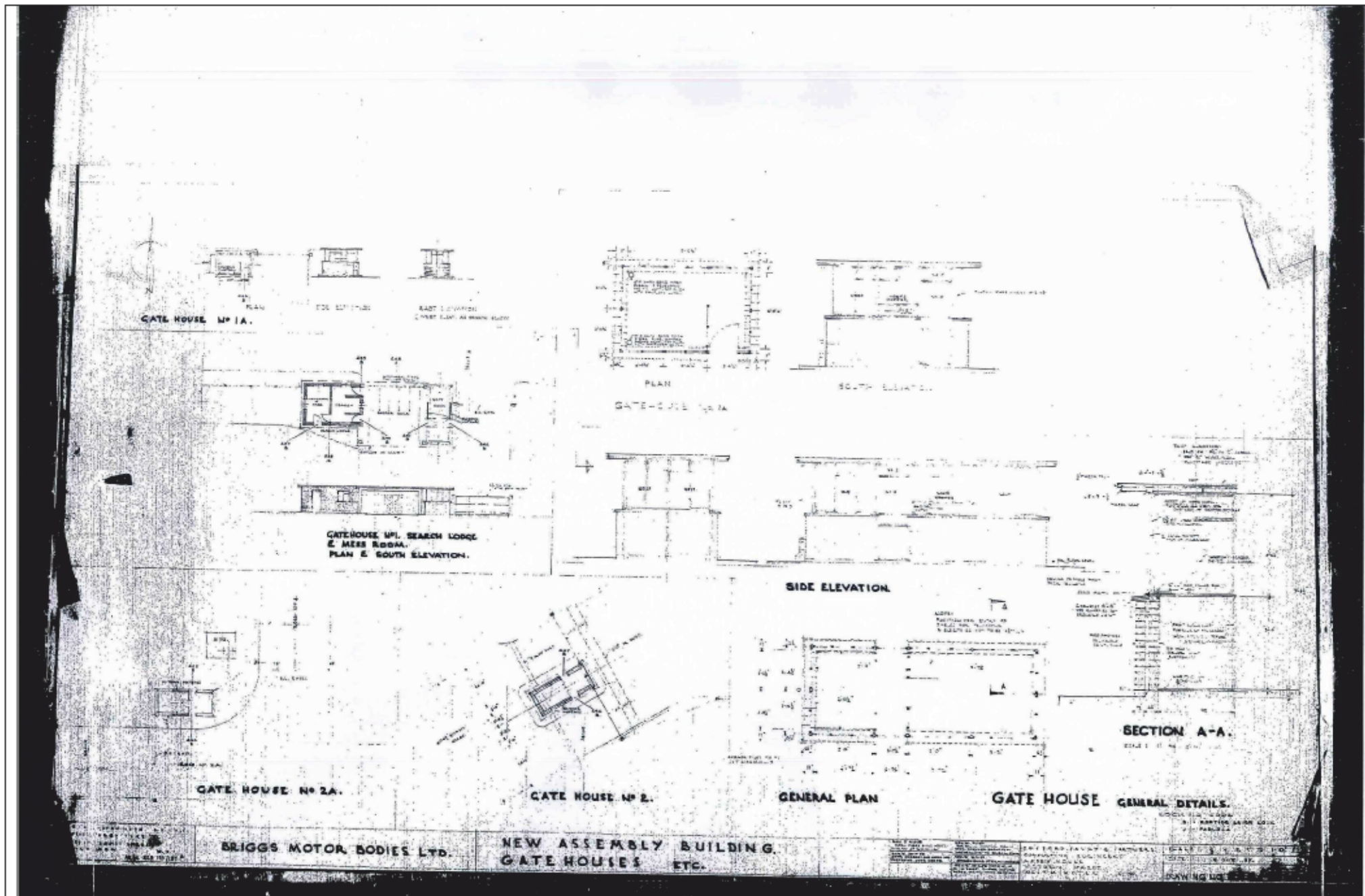


Figure 10  
Plan, Sections & Elevations of Gatehouse No.1 and Search Lodge (Building 11)  
not to scale

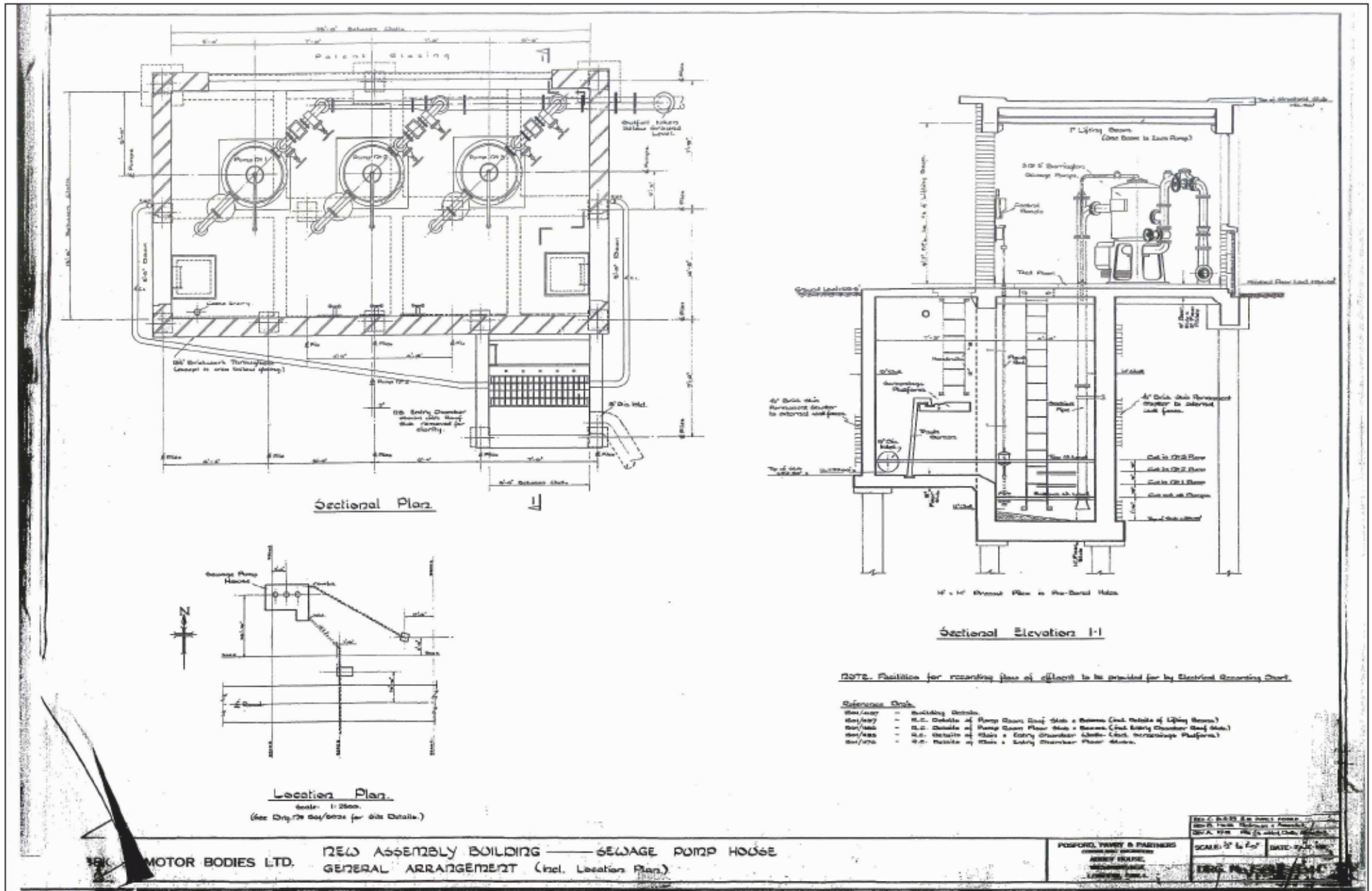


Figure 11  
 Plan & Section of Sewage Pump House (Building 12)  
 not to scale

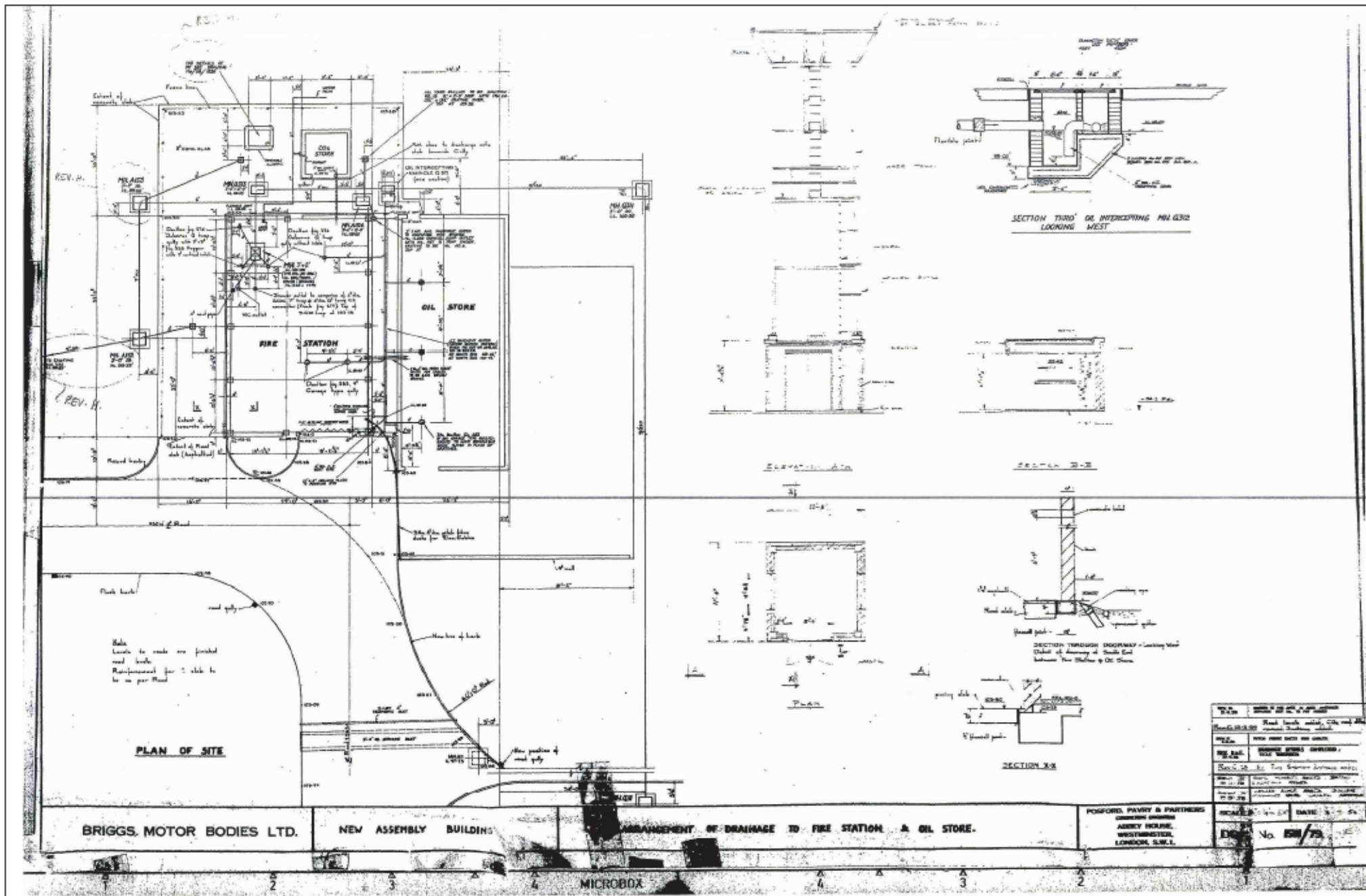
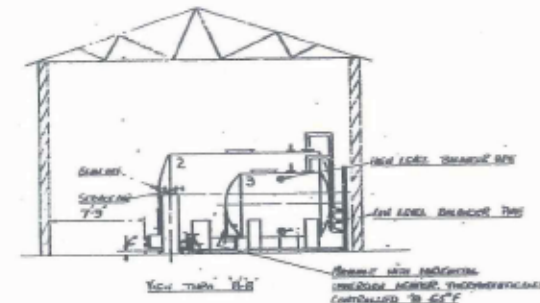
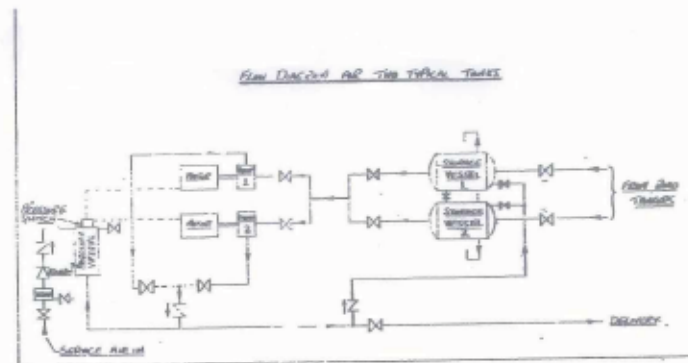
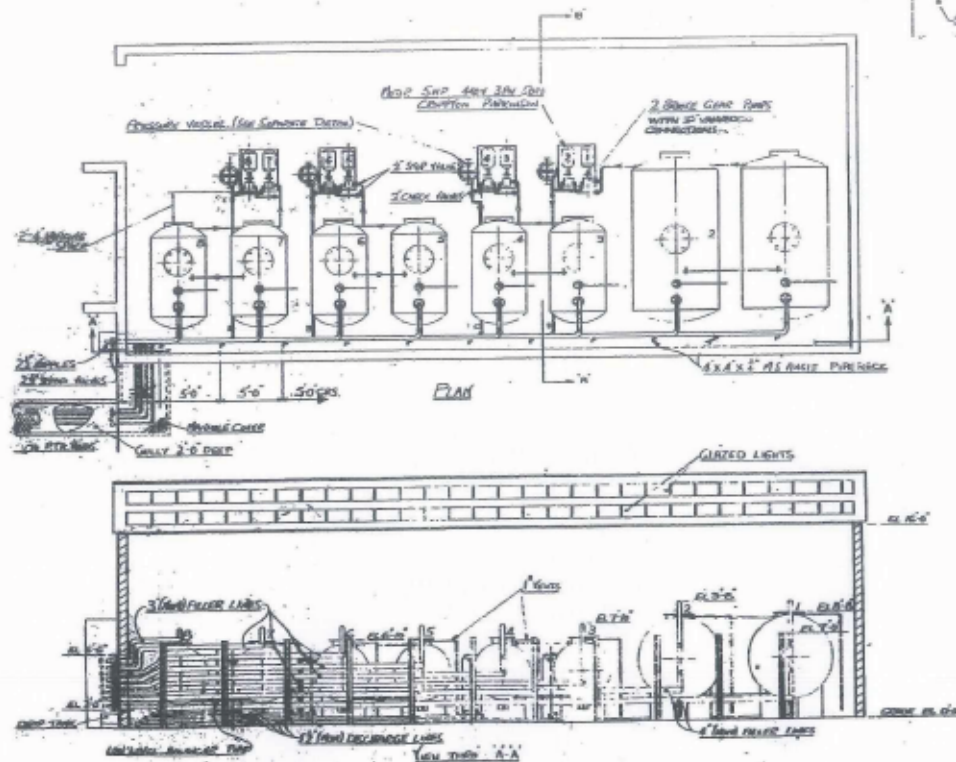


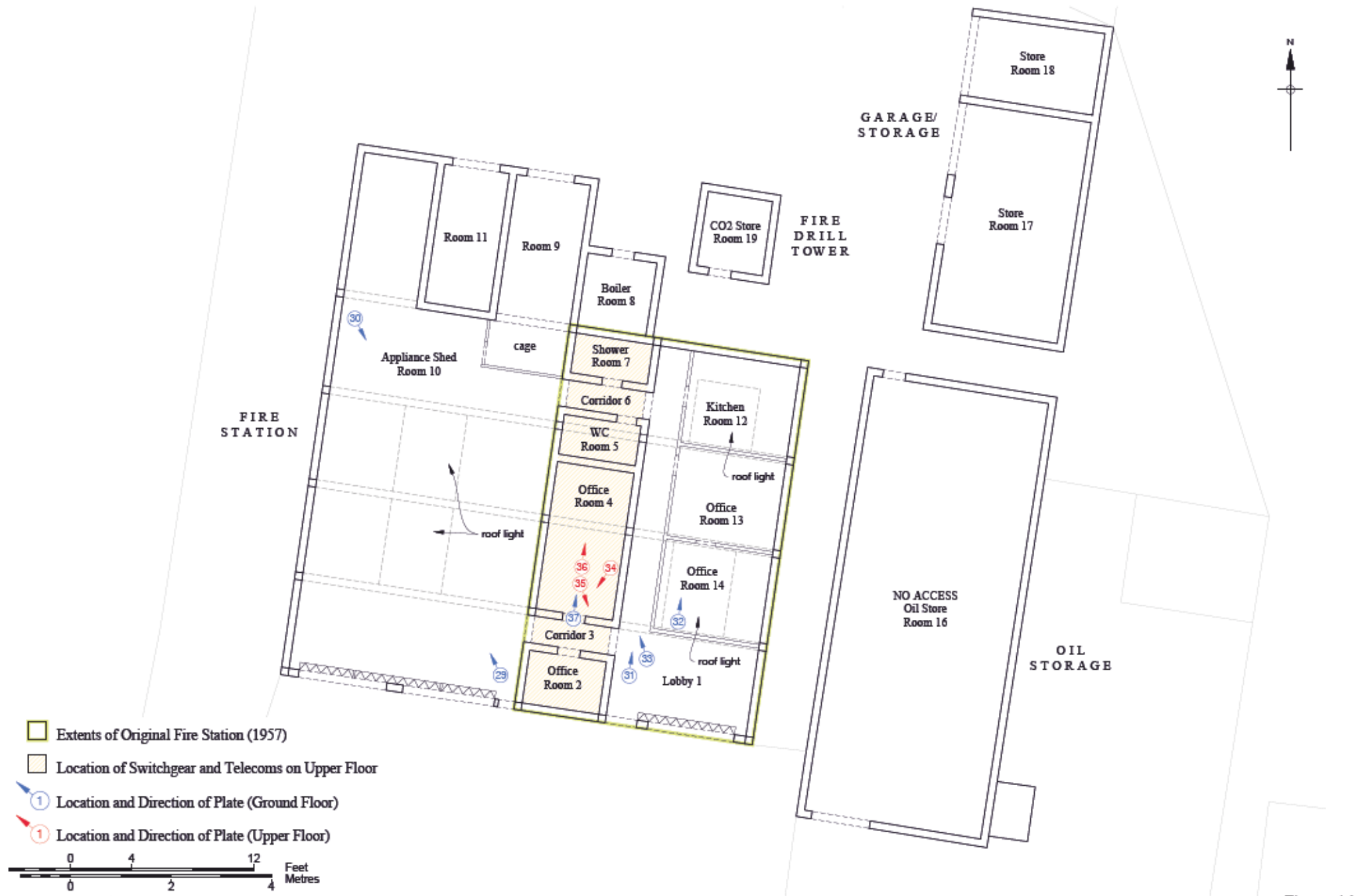
Figure 12  
 Drainage Plan of Fire Station and Oil Storage (Building 13)  
 not to scale

- Notes
1. TANK 182 300 GALL CAPACITY TANK
  2. 3-8 INCHES OF 70 GALL CAPACITY
  2. ALL PIPING 1 1/2" DIA. BRASS
  3. BRASS VALVES
  4. ALL FITTINGS VALVES ETC TO BE OF 1/2" DIA. BRASS
  5. STOP VALVES TO BE OF BRASS GLASS FUSED
  6. MATERIAL IN TANKS
  7. MS 182, MS AC20, MS 38A, MS 50AC, MS 58G, MS 5000, MS 78A, ETC.



BRIGGS MOTOR BODIES LTD. OIL STORE LAYOUT OF PLANT & PIPEWORK

POFFORD, PARRY & PARTNERS ARCHITECTS 10, ABNEY HOUSE, MECHINGOLD, LONDON, W.11.	SCALE 1/4" = 1'-0"	DRAWN BY J.P.S.
	DRG. No. 501 / 0190	



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05/12/17 HB

Figure 14  
Plan of Fire Station with Plate Directions  
1:200 at A4



Plate 1 Building 1: looking south



Plate 2 Building 1: looking south-east





Plate 3 Gas plant to rear of Building 1



Plate 4 Building 2: looking north-east



Plate 5 Bridge 3: looking north-west



Plate 6 Bridge 3: looking north



Plate 7 Bridge 3: Bridge deck, looking east



Plate 8 Bridge 4: looking north-east



Plate 9 Bridge 4: Bridge deck, looking west



Plate 10 Building 5: Foundation, looking north



Plate 11 Building 6: Compound looking south-west



Plate 12 Building 6: Compound looking north-east



Plate 13 Building 6: View south inside compound



Plate 14 Bridge 7: looking south-west



Plate 15 Bridge 7: Bridge deck, looking east



Plate 16 Building 8: Storm Water Pump House, looking east



Plate 17 Building 8: Storm Water Pump House, looking south



Plate 18 Building 8: Storm Water Pump House, Internal





Plate 19 Building 9: Foundation of Barrier Gatehouse, looking north-west



Plate 20 Building 10: Gas Meter House, looking north



Plate 21 Building 11: Gate House No. 1 and Search Lodge, looking north-east



Plate 22 Building 11: Gatehouse No. 1, looking west



Plate 23 Building 12: Sewage Pump House, looking south



Plate 24 Building 12: Sewage Pump House, looking east



Plate 25 Building 13: Garage/store looking east



Plate 26 Building 13: Appliance house and Drill Tower, looking south-east



Plate 27 Building 13: Appliance House looking north



Plate 28 Building 13: Oil Storage, looking north-west



Plate 29 Building 13: Appliance Shed (room 10) looking north-west



Plate 30 Building 13: Appliance Shed (room 10) looking south-east



Plate 31 Building 13: Modern offices (right) inserted into eastern bays (formerly for appliance)



Plate 32 Building 13: Modern Office (room 14) looking north



Plate 33 Building 13: Central brick and concrete framed offices, with switchgear and telecoms above





Plate 34 Building 13: Electrical switch gear above central offices, looking south-west



Plate 35 Building 13: Electrical switch gear above central offices, looking south-east



Plate 36 Building 13: Floor above central offices looking north



Plate 37 Building 13: Office (room 4)

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