BEAM PARK RIVERSIDE PHASE 2 WEST, THAMES AVENUE, LONDON BOROUGH OF BARKING AND DAGENHAM
AN ARCHAEOLOGICAL EVALUATION

SITE CODE: THV17

LOCAL PLANNING AUTHORITY:
LONDON BOROUGH OF BARKING AND DAGENHAM

JUNE 2018

PRE-CONSTRUCT ARCHAEOLOGY

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SITE CODE:	**THV 17**
LOCAL PLANNING AUTHORITY:	**LONDON BOROUGH OF BARKING AND DAGENHAM**
PLANNING APPLICATION NUMBER:	**18/00349/FUL**
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COMMISSIONING CLIENT:	**CGMS HERITAGE (PART OF THE RPS GROUP) ON BEHALF OF COUNTRYSIDE PROPERTIES**

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BEAM PARK RIVERSIDE PHASE 2 WEST, THAMES AVENUE, LONDON

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1 ABSTRACT

1.1 This report details the results of an archaeological evaluation on land at Beam Park Riverside (Phase 2 West), Thames Avenue, London Borough of Barking and Dagenham, RM9 6DE. The evaluation was undertaken by Pre-Construct Archaeology Limited, and was commissioned by CgMS Heritage on behalf of Countryside Properties.

1.2 Four trenches were excavated across the site. Natural deposits were noted in the four trenches excavated. Notably an area of brickearth was recorded in one of the trenches located on the northern edge of the site. This deposit is thought to have formed during the late Holocene period.

1.3 A complex sequence of alluvial and peat deposits was encountered at various depths in all of the trenches excavated, especially towards the south. Geo-archaeological trial holes were carried out in two of the trenches to investigate the floodplain deposits as they were not encountered in the main trench.

1.4 An organic layer was encountered in one of the trenches and contained fragments of burnt flint but no archaeological features were identified.

1.5 The alluvial deposits were sealed by modern made ground.

1.6 Modern truncation was encountered in all the trenches and this was seen to be most severe towards the western side of the site; where reinforced concrete, underground tanks and ground beams from the warehouses and buildings of the 20th century Ford Assembly Plant were uncovered.

2 INTRODUCTION

2.1 An archaeological evaluation was undertaken by Pre-Construct Archaeology Limited on land at Beam Park Riverside Phase 2, Thames Avenue, Dagenham, RM9 6DE. The site comprised an irregular shaped piece of land with the east-west New Road (A1306) located to the north. The site was bordered to the south by the London, Tilbury and Southend (and HS1) railway. The site was to the west of the north to south flowing Beam River green corridor and was also west of the north-south Thames Avenue (not a public road). The site was centred at NGR TQ 5014 82908 (see Figure 1).

2.2 The site comprised predominantly hard standing associated with the slab of the former Ford car assembly factory in the western area. The only remaining structures on the site comprised a handful of small brick buildings associated with its later 20th century use, including the factory's fire station.

2.3 The eastern part of the Phase 2 area (Trenches 7, 8, 9, 14 and Trenches 16-25) had previously been evaluated with archaeological trenches. The Phase 2 area was located to the east and west of the Beam River. The new trenches were located to the west of the Beam River and to the west of the previous trenches in this area of the site.

2.4 The trenches previously carried out in the Phase 2 area, to the west of the Beam, found a sequence of gravel sealed by alluvial and peat layers, which in turn was sealed by modern made ground. During the evaluation to the west of Beam River, a possible worked wooden stake was identified in Trench 21, and a large timber was identified in Trench 14. A mitigation area was therefore requested by Historic England/GLAAS, around these two trenches. The mitigation area exposed the peat layer across an area measuring c. 12m x 25m. Within this area, the large timber proved to be a fallen tree and a further yew tree was found which had been worked on its upper part with a metal chisel which could have been copper or bronze. This may have been an attempt to hollow the tree out. The radiocarbon date from the worked yew corresponded to the late Neolithic/early Bronze Age which may suggest a copper tool was used.

2.5 The Phase 2 west archaeological evaluation works were carried out between 4th and 15th June 2018 and were commissioned by CgMS Heritage on behalf of Countryside Properties. The work was undertaken in accordance with an approved Written Scheme of Investigation (Hawkins 2018) and an Archaeological Strategy and Scheme of Resource Management (SARMS) which covered the Phase 1 mitigation and the Phase 2 evaluation trenching (RPS / CgMS 2017). The evaluation work also followed Historic England guidelines (GLAAS 2014).

2.6 Phase 2 is located within a locally designated Archaeology Priority Area.

2.7 The archaeological evaluation was supervised by Matt Edmonds and was project managed by Helen Hawkins for PCA. The overall project was managed for Countryside Properties by Robert Masefield of RPS / CgMS. The work was monitored by Adam Single, Historic England, Archaeology Advisor to the London Borough of Barking and Dagenham.

2.8 The completed archive comprising written, drawn, and photographic records and artefacts will be deposited with the London Archaeological Archive and Research Centre (LAARC).

2.9 The Phase 1 and Phase 2 work was allocated the unique site code THV 17.

3 PLANNING BACKGROUND

3.1 National Guidance: National Planning Policy Framework

3.1.1 The National Planning Policy Framework (NPPF) was adopted on March 27 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 Barking and Dagenham

3.3.1 The relevant local policy is provided by the London Borough of Barking and Dagenham 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

Barking and Dagenham has a rich local history. Signs of our fishing, maritime and industrial heritage can still be seen for example at Barking Town Quay, the Ford works in Dagenham, and the Malthouse and Granary buildings on Abbey Road. The Becontree Estate, the Curfew Tower and remains of Barking and Abbey, Eastbury Manor House, Valence House and Dagenham Village are also important symbols of our past.

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 respects and reflects our historic context and assets.

REASONED JUSTIFICATION

Archaeological sites of interest and their settings and Ancient Monuments are irreplaceable and, therefore, it is important that policy seeks their protection, enhancement and preservation for the benefit of current and future generations. There are three scheduled Ancient Monuments in Havering, the 14th Century Upminster Hall Barn or Tithe Barn in Hall Lane Upminster, the moated site at Dagenham Park and the Roman Road across Romford golf course.

The archaeological 'hotspots', which are areas that have a greater potential for containing remains, will be shown in the Heritage SPD. They are divided into Archaeological Priority Areas where important archaeology can be expected and Archaeological Priority Zones where there is a potential need for archaeological consideration and consultation with English Heritage. The identification of these areas is as a guide to the existence of or potential for archaeological remains being present and each particular application should be dealt with on a case by case basis.

3.4 Planning Permission

3.4.1 The Phase 2 western trenches were carried out as part of an archaeological condition on the site's surcharging application. The condition is as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

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 stage 2 WSI.

4 EVALUATION OBJECTIVES

4.1 The Written Scheme of Investigation (Hawkins 2017) following the Project Strategy (RPS / CgMS 2017) highlighted the following research objectives:

- Establish whether the Site contains evidence for Mesolithic to early Neolithic riverside camps and if so specific nature of relationship of camps with edge of floodplain location;
- Further inform how the local landscape was used and to what level of intensification in the prehistoric periods;
- Establish as far as practicable, the presence/absence of preserved prehistoric (or later) worked wood or structures within peat via Phase related trenching and if present devise suitable mitigation;
- Further inform how the landscape was used and to what level of intensification in the Romano-British period;
- Inform how the landscape was used and to what level of intensification in the Romano-British period;
- Inform how the landscape was used and to what level of intensification in the Anglo-Saxon period;
- Inform how the landscape was used and to what level of intensification in the medieval period and to identify landscape features that were contemporary with the site;
- To further establish whether the nature of post-medieval agricultural land-use at the site and to relate the evidence to cartographic and historical sources.
- To excavate, record and remove any burials legally;
- To refine the geo-archaeological sub-surface topographical modeling at each phase via borehole assessment and analysis (where appropriate) and via test pits within trenches.

5 GEOLOGY AND TOPOGRAPHY

5.1 The geological and topographical background was taken in part from the desk based assessment (RPS 2016) and RPS SARMS (2017).

5.2 The site is located within the former floodplain of the River Thames, 1.25km to the south, on generally level ground. The site is generally flat with varying ground elevations varying between approximately 0.4m above ordnance datum (OD) to 2.4m OD. A decrease in elevation is present between the paint trim assembly site (PTA) and the Beam site. Ground levels rise above the floodplain to the north of the Site. The Beam River tributary and its valley flows north-south through the eastern area of the Phase 2 site.

5.3 The Dagenham Breach is located to the south of the site and is an area of deliberately flooded marsh. The Gores Brook runs north-south c. 0.5km west of the site.

5.4 The British Geological Survey (BGS Website, 2016) and British Geological Survey Solid & Drift Sheet 257 (BGS 1996) records the solid geology of the majority of the site as Lambeth Group (Clay, Silt and Sand) with London Clay Formation (Clay, Silt and Sand) at the extreme north-west end and extreme east end of the site. Superficial deposits of Pleistocene and Holocene date are recorded across the site. Taplow Gravel Formation Superficial Deposits, formed up to 2 million years ago in the Quaternary Period', are present sealing Sold Geology across the site area but outcrop at the surface in the north-eastern area of the site, to the east of the Beam River. This was shown to be capped by late Holocene Brickearth deposits by the pre-determination evaluation (Edmonds 2017). The extreme north-west corner of the site area is also mapped with as Pleistocene sand and gravels at surface. Alluvium (Clay, Silty, Peaty, Sandy) deposits of the Holocene overlay the sand and gravels for the remainder of the site.

5.5 Specialist geo-archaeological contractor QUEST has provided the detailed deposit model for both the Hybrid application site and the surcharging area (QUEST 2017a & 2017b). Approximately 600 borehole records have been input into their geo-archaeological model which is fine grained (Peat and Alluvium individually mapped) and relates to OD heights. This is amongst the most detailed models so far available for the Lower Thames Valley and so makes a good contribution to the regional geo-archaeological knowledge base. Made ground was found to be usually between 1m and 2m+ thick over alluvium which is present over most areas, apart from the higher terrace outcropping immediately below made ground in the north-eastern areas. It is considered that the gravel under the site is most likely equivalent in age to the Shepperton Gravel - and is present in those areas as high as 0m to 1m OD in the north-eastern zone. The terrace edge is older – probably Kempton Park or earlier. The overlaying peat has a similar distribution but is less evident against the higher terrace.

6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The archaeological and historical background is taken from the Desk Based Assessment (RPS / CgMS 2016) and the summary in the Archaeological Strategy and Scheme of Resource Management (RPS / CgMS 2017). Additional historical background information on the development of the Ford Works in Dagenham has been taken from the Historic Building Report (Garwood PCA 2017)

6.1 Prehistoric

Palaeolithic

6.1.1 There are no certain Palaeolithic finds recorded on the GLHER within 1km of the centre of the site. The present Thames floodplain, within which the site is situated, represents the latest phase in gravel terrace deposition sequence. The braided Pleistocene River Thames was a shallower and more dynamic, faster flowing river. Most former land-surfaces within the floodplain have been significantly re-worked since deposition, such that the potential for encountering in-situ 'site' (e.g. kill sites or camp sites) within the gravels is low. Such gravels have potential to contain redeposited flint artefacts such as handaxes and flintworking debitage and, in very rare instances, faunal remains, but the significance of re-deposited finds is generally low in the absence of context.

Mesolithic and Neolithic

6.1.2 The GLHER includes several Mesolithic worked flints from the vicinity of the site including at Walden Avenue c.100m north of the eastern area of the site and c.70m to the north within a pit loosely dated as Mesolithic to Iron Age. The lower levels of peat beneath the date may date to the late Mesolithic.

6.1.3 Despite the advent of farming, the site area was almost certainly still characterised by natural low-lying wetlands of the Thames Valley floor and by the north-south flowing Beam River valley corridor. Thames-side peat deposits continued to be deposited throughout the Neolithic and the Bronze Age as confirmed by geo-archaeological and archaeological work at several locations within the study area. As in the Mesolithic the site probably continued to be characterised by exploitation of natural resources (fishing and fowling). Local finds include the famous 'Dagenham Idol', an anthropomorphic wooden figurine radiocarbon dated to the Late Neolithic period (2459-2110 BC), was discovered in 1922 during the installation of sewer pipes on the edge of the marshes near to Gores Brook, c.750m west of the western end of the overall site.

Bronze Age

6.1.4 Marshland exploitation continued in the Bronze Age. The transition from dry to marginal wetland environments and the importance of accessing the latter may be illustrated via a 1993 evaluation c.1km west of the site at Pooles Lane that located a Middle Bronze Age track constructed of gravel, burnt flint and sand. In terms of possible settlement, a number of investigations beyond the site itself have located indicators. These include 2009 investigation at the Mardyke Estate to the north, where a cremation was located.

6.1.5 The overall archaeological potential of the site for Mesolithic, Neolithic and Bronze Age archaeology was defined as moderate.

Iron Age

6.1.6 It seems likely that there was agricultural and possibly industrial salt production within the wider study area during the Late Bronze Age, Iron Age and Roman period. During these periods settlement related activity and arable land would probably have been concentrated to the north, beyond the marsh land limit. The marsh itself may have been used for grazing. However, it is also possible that former marshy areas, former paleo-channels and in particular the stream corridor itself, may contain isolated water management features such as revetments or bridge supports, or other water related finds (such as small boats). These may be most likely within the preserved River Beam green corridor.

6.1.7 Iron Age archaeological features were identified by an excavation at 105-109 New Road Rainham, c.140m north-east of the site at the Beam Washlands site, along with a Late Iron Age/Early Roman settlement site. Archaeological potential for Iron Age settlement is, however, considered to be Low, although along with residual finds, the former presence of marsh trackways, water-management features and bridge supports of this date associated with alluvial or paleo-channels cut through alluvium cannot be ruled out.

6.2 Romano- British

6.2.1 It is possible that the (apparent) farmsteads identified to the north of the site, suitably positioned above the flood plain, were the main settlements of this area. These include settlement evidence of Beam Washlands and at Lower Road/Walden Avenue (Mardyke Estate), c.400m to the north of the eastern area of the site, where three 'keyhole kilns' for the production of pottery have been investigated. Local Roman-British settlement activity also includes the aforementioned settlement site, cremations and industrial area at Beam Washlands. Phase 1 excavation (Area 1) also encountered probably clay extraction pits of Roman date along with a presently undated but potentially contemporary waterhole (PCA forthcoming). There is a Low potential for settlement presence within the Phase 2 site which was probably predominantly used as salt marsh grazing. Drainage features (cut into the surface of the alluvial marsh) are perhaps the most likely archaeological features to be present. On this basis it has been considered that there is a Moderate potential for low density Roman archaeological remains of Low (local) importance with a Moderate potential for presence of other waterside activities – e.g. associated with the Beam River and former palaeo-channels (such as isolated water management features such as wooden revetments or bridge piles.

6.3 Anglo-Saxon and Medieval

6.3.1 The settlement of Dagenham, was first mentioned in a Charter of AD 687 and in 1086 the manor of Dagenham fell within the larger holding of Barking. Dagenham was recorded as Deccanhaam in c.690. Rainham (now with Havering) was a village by AD 811 when referred to, in a charter and in 1086 was known as 'Raineham', 'homestead village of a man called Regna'. However, there is no former Saxon or medieval village cores within close proximity of the site, with the Grade I Listed Church of St Helen and St Giles (dated from c.AD1170) central to the medieval settlement of Rainham well to the east of the site.

6.3.2 Archaeological evidence for early Saxon occupation is slight, but a gully and pit were excavated at the Beam Washlands excavation site suggesting some local settlement whilst medieval archaeology is restricted to a figurine and tokens from Lower Mardyke Avenue to the north of the site. It seems likely that the site would have been comprised salt marsh pasture. The archaeological potential for the site for these periods has thus been to be low for settlement and moderate for drainage features.

6.3.3 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. 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.

6.3.4 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.

6.4 Post-Medieval and Modern

6.4.1 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.

6.4.2 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.

6.4.3 The map regression set out in the DBA (RPS / CgMS 2017) demonstrates that the site remained marshland with some use as agricultural land up to the mid 20th century with construction of the Briggs Motor Bodies and Kelsey-Hayes Wheel Company Works (Ford Stamping Plant) to the west in 1932 (now under demolition). The immediate surroundings have been developed, with residential areas to the north and the Ford Motor Works to the south. The western area of the site itself was occupied the now demolished Ford Assembly Plant c.1963.

6.4.4 The Historic Landscape Classification for the area provided by the GLHER currently identifies the site area and it surroundings as 'Industry' reflecting the remaining hard-standings associated with former Ford Motor Works. As noted above these concrete hard-standings were used for cart storage.

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

6.5.1 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. 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.

6.5.2 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. 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.

6.5.3 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.

6.5.4 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.

6.5.5 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". 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.

6.5.6 Work on the new Dagenham factory began the following May, when a groundbreaking 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. 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.

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

6.6.1 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. 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).

6.7 Briggs Motor Bodies Co. Ltd

6.7.1 The Briggs Manufacturing Company was formed out of an existing coach building company by Walter Owen Briggs of Detroit in 1909. 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.

6.7.2 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.

6.7.3 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. 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.

6.8 Post-Second World War

6.8.1 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. 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.

6.8.2 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. 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.

6.9 The Briggs Motor Bodies Works under Ford ownership 1954-2002

6.9.1 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. 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.

6.9.2 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. 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. The site of the PTA and a number of ancillary buildings are shown on a mid 1950s plan of the site while a later Estate Site Map published around 1970-1 shows the PTA and the Traffic Compound; the latter on land to the east of Thames Avenue.

6.9.3 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. 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.

6.9.4 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. 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.

7 METHODOLOGY

7.1 The evaluation was undertaken according to a Written Scheme of Investigation (Hawkins 2018) and SARMS (RPS 2017) which was approved in advance by Adam Single, GLAAS, archaeological adviser to the London Borough of Barking and Dagenham. The aim of the work was to define and characterise any archaeological deposits and features, in order to allow an assessment to be made of the archaeological potential of the site, and the impact upon it from the proposed development.

7.2 The evaluation comprised of the excavation of four trenches. All trenches were laid out with GPS survey equipment and checked with a CAT scanner prior to excavation. The trenches were backfilled with the upcast material and compressed by the machine until the surfaces were level.

7.3 The four trenches were designed to be stepped once to safely reach the alluvium or peat, to a maximum depth of 2.4m BGL. Sondages below this depth were excavated where necessary.

7.4 The trench dimensions and highest and lowest levels are tabulated below:

Trench Number	Orientation	Length	Width	Depth	Highest level	Lowest level (base of main trench)
26	E-W	32.00m	4.00m	2.40m	1.28m OD	-1.12m OD
27	N-S	32.00m	4.00m	2.40m	1.18m OD	-1.22m OD
28	NW-SE	18.00m	4.00m	2.40m	0.98m OD	-1.42m OD
29	E-W	8.5m	4.00m	1.00m	1.34m OD	0.34m OD

7.5 All excavations were supervised by the author or an experienced archaeologist and proceeded in 100mm spits using a 360 degree tracked machine with a toothless bucket. Modern surface concrete and thick tarmac were broken out with a breaker attached to the 360 digger.

7.6 Trenches were CAT scanned after each spit through made ground 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 Heras fence panels to prevent unauthorised access.

7.8 The trenches were cleaned by hand, recorded and photographed. Recording of the deposits was accomplished using the Single Context Recording Method on proforma context and planning sheets. Contexts were numbered and are shown in this report within squared brackets. Plans were drawn at a scale of 1:20, 1:50, 1:100 and sections at a scale of 1:10 and 1:20.

7.9 The proposal follows CIFA guidelines, and the methodologies set out in Historic England (GLAAS) Guidance Papers for standards and practices in archaeological fieldwork watching briefs and assessments and evaluation.

7.10 A small programme of geo-archaeological work was also included in the evaluation work carried out. Two of the four trenches had an extra sondage/trial hole excavated by machine using a narrow toothless bucket. This work was supervised by the author with a geo-archaeologist from QUEST in attendance for one of these (Trench 27). The sondage was excavated through the alluvium in the base of the trench until natural drift geology was encountered or water ingress made it dangerous/difficult to continue. These sondages/trial holes were recorded and back-filled straight away with up-cast material.

7.11 The geo-archaeological trial holes are summarised in the table below:

Trench Number	Orientation	Length (Metres)	Width (Metres)	Depth (Metres)	Highest level m OD (top of trial-hole)	Lowest level m OD (bottom of trial-hole)	Level on top of Peat m OD
26	E-W	2.80	1.5	1.9	-1.12	-3.02	-0.91
27	N-S	2.50	2.00	1.8	-1.21	-3.01	-0.80

8 ARCHAEOLOGICAL SEQUENCE, BY TRENCH

8.1 Six phases of activity were noted during the evaluation:

- Phase 1 represented the natural brickearth deposits (Langley Silts)
- Phase 2 represented the lower alluvial sequence
- Phase 3 represented the peat deposits
- Phase 4 represented organic deposits
- Phase 5 represented the upper alluvial sequence
- Phase 6 19th Century and Modern

8.2 **Trench 26**

Phase 2

8.2.1 The earliest deposit encountered in this trench was [502] a firm mid to light greyish brown clay with occasional lenses of sand. This layer was interpreted as natural alluvium and represented the lower alluvial sequence on this site. The layer was recorded at a highest level of -1.51m OD in a geo-archaeological trial hole at the eastern end of the trench. The layer had a recorded thickness of 1.50m. Similar deposits were encountered on the south side of the Thames (Erith) and contained Late Mesolithic flintwork.

Phase 3

8.2.2 Sealing the lower alluvium in this trench was [501] was a layer of peat which organically rich with identifiable natural wood remains. The layer was encountered at -0.91m OD and was 0.60m thick. The layer was recorded in a geo-archaeological trial hole at the eastern end of the trench. Similar deposits encountered elsewhere within the Thames floodplain usually date from the early Neolithic and Bronze Age.

Phase 5

8.2.3 Sealing the organic peat deposit was a layer of alluvial clay [500] which was greenish grey in colour. It was recorded at 0.09m OD and was 1.00m thick. Such deposits usually date to the Late Bronze Age and Iron Age (though later deposits of alluvium also occur).

Plate 1: Trench 26 looking east showing upper alluvium

Phase 6

8.2.4 Sealing the natural deposits were various layers of modern made-ground up to 0.5m thick which in turn were covered by a thick layer of reinforced concrete layer which was 0.5m in thickness.

8.2.5 The made-ground [503] contained a few fragments of pottery and glass dated to the late 19th - 20th century. One sherd of pottery dated to the Roman period was also recovered from this deposit but is thought to be residual.

8.2.6 The current ground level on the surface of the tarmac was 1.28m OD. A large portion of the trench was truncated by modern activity especially towards the western end of the trench where reinforced concrete beams and deep concrete with metal shuttering was encountered.

Plate 2: Trench 26 looking west showing amount of modern truncation

8.3 **Trench 27**

Phase 3

8.3.1 The earliest deposit encountered in this trench was an organic rich layer [512] interpreted as natural peat. The deposit was a soft dark brown clayey silt layer with a high organic content with some identifiable fragments of wood. Its upper level was recorded at -0.80m OD and it was 1.20m thick. This deposit was observed in a geo-archaeological trial hole at the northern end of the trench.

Phase 5

8.3.2 Sealing the peat deposit was a layer [507] of firm to compact blueish grey clay with occasional sub-angular stones which was encountered from -1.03m OD and was 0.80m thick. The layer was interpreted as being part of the natural upper alluvial sequence.

Phase 6

8.3.3 Sealing the alluvium were layers of modern made-ground which were 1.20m in thickness and encountered at 0.17m OD. Layers of reinforced concrete and tarmac which formed the current ground surface sealed these layers of made ground. This trench was also heavily truncated by modern activity with both the northern end and large parts of the middle section showing the remains of a concrete structure with metal reinforcing in places round the edges of the concrete. These areas were back-filled with brick rubble, presumably when the plant was demolished, and then capped with thick reinforced concrete. The modern ground surface had an OD height of 1.19m.

Plate 3: Trench 27 looking south

8.4 **Trench 28**

Phase 2

8.4.1 The earliest deposit identified in this trench was a layer of alluvium [511] seen at the base of the trench. The layer was a firm plastic silver grey clay with occasional lenses of sand. It was

recorded from -1.74m OD and was interpreted as being part of the lower alluvial sequence. The full thickness of the layer was unknown as it continued beyond the base of the trench.

Phase 3

8.4.2 An organic rich layer of peat [510] was sealing the lower alluvial deposit. This layer was encountered at -0.64m OD and was 1.10m thick. No cultural remains were identified within the peat.

Phase 5

8.4.3 The peat was capped by a layer of firm mid to dark blueish grey clay [509] and was interpreted as being part of the upper alluvial sequence. This layer was encountered at -0.04m OD and was 0.60m thick.

Phase 6

8.4.4 The alluvium was sealed with layers of modern-made-ground 0.80m in thickness which was covered by 0.20m of tarmac. Ground level was 1.19m OD

Plate 4: Trench 28 looking north-west

8.5 **Trench 29**

Phase 1

8.5.1 A layer of brickearth [505] was the earliest deposit encountered in this trench and was predominantly located in the northern half of the trench. The layer comprised a firm mid orange greyish brown sandy clay silt and was interpreted as natural brickearth /Langley silt and was recorded at 0.71m OD. No archaeological features were identified cutting into the surface of the brickearth.

Phase 2

8.5.2 Towards the south of the trench a layer of natural alluvium [508] was recorded. The layer was a firm light grey clay with occasional lenses of sand and occasional flecks of charcoal. It was recorded at 0.48m OD and was interpreted as part of the lower alluvial sequence. The thickness of the layer was unknown as it continued beyond the base of the trench.

Phase 4

8.5.3 Recorded overlaying the lower alluvium was a layer of organic soil [504]. This layer was a soft dark reddish brown clay silty peat with occasional rounded pebbles and some fibrous plant remains, it was encountered at 0.73m OD and was 0.25m thick.

8.5.4 Numerous burnt and fire-cracked flint fragments were recovered from this layer but only provided a broad date range (pers comm E Egberts PCA).

Phase 5

8.5.5 Sealing these lower deposits and covering the vast majority of the trench was a thin layer [513] of upper alluvium . It was a firm dark grey silty clay deposit. It was recorded at 0.93m OD and was approximately 0.20m thick.

Phase 6

8.5.6 The upper alluvium was sealed by a layer of modern made-ground which was approximately 0.30m thick. This layer in turn was sealed by a thin layer of tarmac which formed the current ground surface.

Plate 5: Trench 29 looking south-east showing brickearth [505] and organic layer [504]

Plate 6: Trench 29 looking east showing brickearth [505] and organic layer [504]

9 CONCLUSIONS AND RESEARCH OBJECTIVES

9.1 General Discussion

9.1.1 The evaluation identified five broad phases of deposits and activity.

Phase 1 – Natural Brickearth

9.1.2 A layer of natural brickearth was encountered in Trench 29 in the north of the site and was similar to the brickearth uncovered during the Phase 1 evaluation and further investigated during work in the Phase 1 excavation Area 1. This deposit was interpreted as a Langley Silt and represented the formation of drier land to the north away from the marshy land that falls away to the south. This deposit is thought to form during the late Holocene period.

Phase 2 – Lower Alluvial Sequence

9.1.3 A sequence of lower alluvial deposits was encountered in three of the archaeological trenches excavated. The deposits were found at levels ranging from 0.48m OD to -1.74m OD, which followed the natural fall in the original topography to the south.

9.1.4 This lower alluvial unit represented the extensive early alluvial inundation of the area through flooding. Dating this deposit is problematic but it is likely that it was part of the early flooding of the area, possibly during the late Mesolithic period. The dating is based on comparisons with similar dated deposits at an excavation in Erith on the A2016 'Bronze Age Way' (Bennell 1998).

Phase 3 – Peat Sequence

9.1.5 A sequence of organic peat deposits was encountered in three of the four trenches excavated. Mostly seen in the geo-archaeological trial holes, the peat thickness varied from 0.60m in Trench 26 to 1.2m in Trench 27 and these deposits provided evidence of the natural environment of the site. Dating the peat can be difficult given the changing nature of how the peat forms. Based on similar deposits nearby that have been dated using radiocarbon dating, it is likely that the peat encountered at these lower levels probably started to form during the Late Mesolithic to Early Neolithic period and continued to form until at least the later Bronze Age. No cultural material was identified in the peat layers.

Phase 4 – Organic Layer

9.1.6 An organic layer was recorded in Trench 29 and although on initial inspection it had the appearance of the peat deposits encountered during the other stages of evaluation but on closer inspection it was different in character. It was much more like a soil than the thick plant rich peat deposits seen at lower levels (between -0.91m OD and -0.64m OD) deriving from the marsh. This deposit appeared to be an organic layer forming on the edge of the marsh (at a higher level of 0.74m OD) so is likely to have seen drier periods which could explain its formation and appearance. Dating this layer was difficult without any cultural material or surrounding features. The fragments of burnt flint recovered from this layer show signs of human activity in the vicinity but do not provide dating to a specific historical period as they may have washed in from elsewhere in the valley. Therefore, at this stage we can only interpret this deposit as an undated buried soil which may have formed a land surface on the edge of the marsh.

Phase 5 – Upper Alluvial Sequence

9.1.7 Deposits from the upper alluvial sequence were encountered in all the trenches excavated. There was no direct dating of the layers forming the overall unit, but it is believed that the material was deposited over a broad length of time up to the late medieval/ early post-medieval period. This deposit would suggest frequent flooding, from potentially the late Bronze Age, which would have restricted human exploitation in this area and would maybe go in some way to explaining why there is no evidence of human activity from a broad range of later periods.

19th Century and Modern

9.1.8 The previous Phase 2 evaluation demonstrated that the western side of the site had the most extensive impact from modern truncation, with the remains of demolished and backfilled concrete structures being visible throughout the trenches excavated in this portion of the site. This was due to the presence of the assembly plant on this part of the site.

9.1.9 Modern activity through post-depositional impacts were visible across the rest of the site and was encountered in all of the trenches to some degree or another. This took the form of buried services or the landscaping and deliberate dumping of material to consolidate the ground before the laying of tarmac and in some places reinforced concrete.

9.2 Research Objectives

9.2.1 The WSI for the evaluation identified the following research objectives (as set out in the Archaeology Strategy and SARM):

9.2.2 Establish whether the Site contains evidence for Mesolithic to early Neolithic riverside camps and if so the specific nature of relationship of camps with the edge of floodplain location;

9.2.3 The site contained no evidence of Mesolithic or early Neolithic settlement activity. In particular sediment samples from the lower alluvium did not contain artefacts (such as burnt or worked flint).

9.2.4 Further inform how the local landscape was used and to what level of intensification in the prehistoric periods;

9.2.5 The site did contain evidence for some potential prehistoric activity. The layer of organic soil / peaty deposit in Trench 29 could potentially have formed during the prehistoric period. The presence of burnt flint and a few undiagnostic flint flakes does not refine the dating of this deposit to a specific period but it does however strengthen the case for general prehistoric activity taking place in the wider landscape; possibly evidence of a nearby burnt mound.

9.2.6 Establish as far as practicable, the presence/absence of preserved prehistoric (or later) worked wood or structures within peat via Phase related trenching and if present devise suitable mitigation;

9.2.7 Despite the presence of worked wood in other excavated areas of the site no worked wood of any date was found during this phase of works.

9.2.8 Further inform how the landscape was used and to what level of intensification in the Romano-British period;

9.2.9 The potential for Roman features was low and that turned out to be the case with no evidence of Roman activity found during this phase of works. Roman activity (clay extraction pits and a water hole) encountered on the north-eastern margins during the Phase 1 excavation did not spread this far and that landscape was probably too wet for such activity. There was no evidence for the presence of drainage ditches or other waterside activities in this phase of work. The piece of residual Roman pottery recovered from a layer of modern made-ground further demonstrated that Roman activity was taking place in the wider landscape.

9.2.10 Inform how the landscape was used and to what level of intensification in the Anglo-Saxon period;

9.2.11 There was no evidence of Anglo-Saxon activity during this extra phase of works. The potential for features from this period was expected to be low and the work carried out did not change this view. The various alluvial and flood deposits could be attributed to this period but without any dating evidence within the clay it is difficult to make that assumption.

9.2.12 To further inform how the landscape was used and to what level of intensification in the medieval period and to identify landscape features that maybe contemporary with that site;

9.2.13 During this investigation no medieval activity or landscape features were encountered. Flood deposits that could have been formed during seasonal storms within the medieval period were encountered but the lack of dating evidence makes it hard to link it directly.

9.2.14 To further establish whether the nature of post-medieval agricultural land-use at the site and to relate evidence to cartographic and historical sources;

9.2.15 Early cartographic sources have shown the land was a marsh right up until the late 18th century. Eventually the land was managed and drained sufficiently enough to be exploited for some form of agriculture. Although there was no direct evidence for early post-medieval agricultural activity there were some dump deposits from the last post-medieval period when the land was being reclaimed for industrial use. This activity seems to have removed any agricultural soils that might have helped us understand the agricultural land-use during this period.

9.2.16 To excavate, record and remove any human burials legally;

9.2.17 There were no human remains found during this evaluation.

9.2.18 To refine the geo-archaeological sub-surface topographical modelling at each Phase via borehole assessment and analysis (where appropriate) and via test pits within trenches;

9.2.19 Geo-archaeological trial holes / test-pits were excavated where required in two of the trenches investigated. The other two trenches did not require deeper trial holes as the relevant natural deposits were encountered in the main trench. Broadly speaking these new trenches fitted the topographic model's pattern of the peat surface across the Phase 2 area. The only interesting variation was observed in Trench 29 where drier land away from the marsh had allowed for the identification of Langley Silts and an organic soil. These deposits were encountered higher in the trench when compared with deposits further to the south. This still fits with the model in that the higher drier ground is to be encountered towards the northern limit of the site.

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11.1.1 Pre-Construct Archaeology would like to thank CgMS Heritage for commissioning and funding this investigation on behalf of Countryside Properties.

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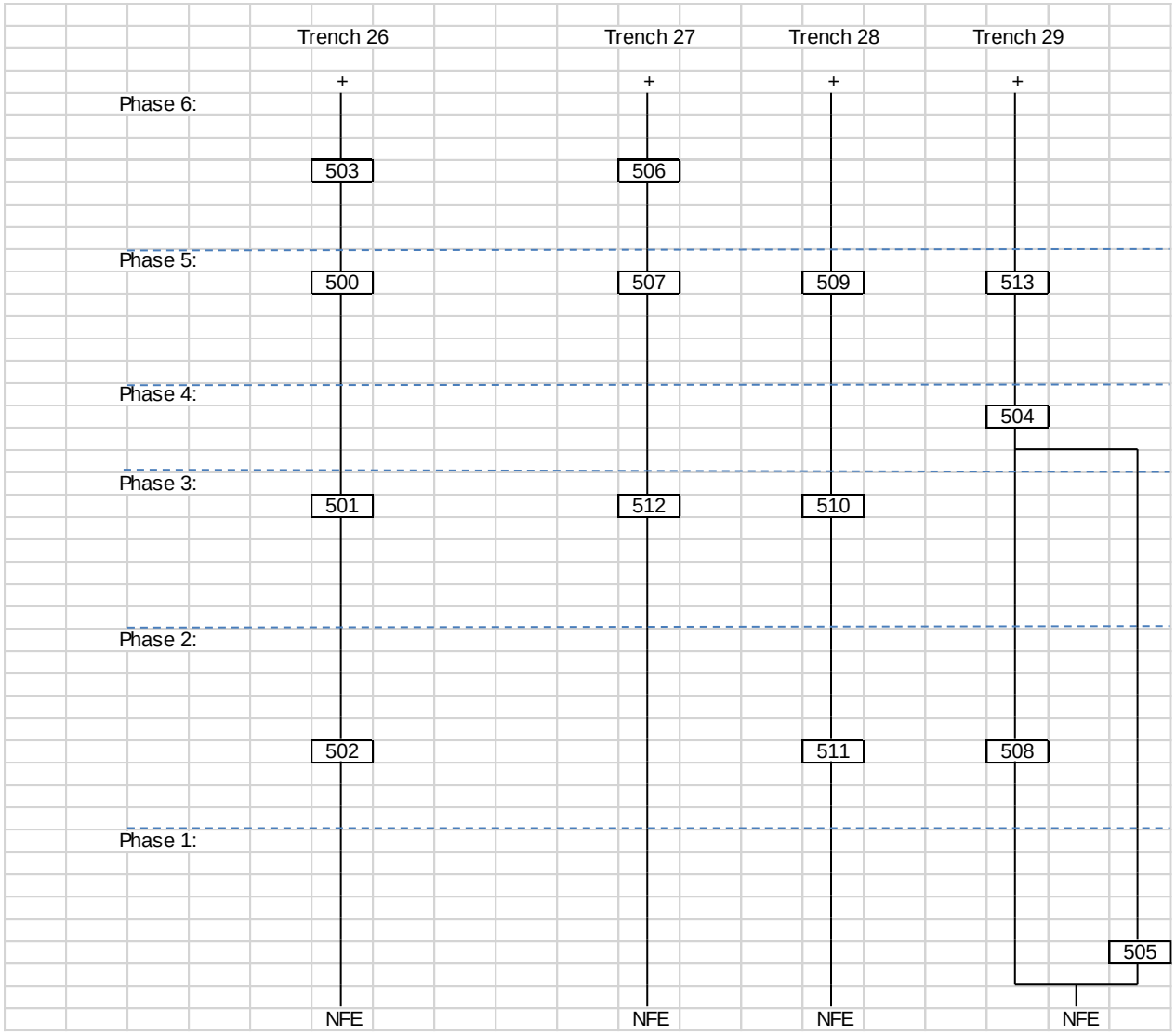
11.1.3 Thanks are given to Guy Seddon for on-site surveying advice, Mark Roughley and Ray Murphy for the illustrations.

11.1.4 Special thanks are given to Helen Hawkins for her project management and the editing of this report.

APPENDIX 1: CONTEXT INDEX

Site Code	Context No.	Trench	Plan	Section	Type	Description	Highest Level	Dimensions (N-S)	Dimensions (E-W)	Thickness/Depth	Phase
THV17	500	26	Tr. 26	50	Layer	Alluvium	0.09m OD	4.00m	7.00m	1.00	5
THV17	501	26	Tr. 26	50	Layer	Peat	-0.91m OD	4.00m	7.00m	0.60	3
THV17	502	26	Tr. 26	50	Layer	Alluvium	-1.51m OD	4.00m	7.00m	1.50	2
THV17	503	26	Tr. 26	50	Layer	Made-Ground	0.69m OD	4.00m	7.00m	0.44	6
THV17	504	29	Tr. 29	53	Layer	Peat Deposit	0.73m OD	2.00m	8.5m	0.25	4
THV17	505	29	Tr. 29	53	Layer	Brick-Earth	0.71m OD	2.00m	8.5m	Unknown	1
THV17	506	27	Tr. 27	52	Layer	Made-Ground	0.17m OD	5.00m	4.00m	1.20	6
THV17	507	27	Tr. 27	52	Layer	Alluvium	-1.03m OD	5.00m	4.00m	0.80	5
THV17	508	29	Tr. 29	53	Layer	Alluvium	0.48m OD	2.00m	8.5m	0.10	2
THV17	509	28	Tr. 28	54	Layer	Alluvium	-0.04m OD	18.00m	4.00m	0.60	5
THV17	510	28	Tr. 28	54	Layer	Peat	-0.64m OD	18.00m	4.0m	1.10	3
THV17	511	28	Tr. 28	54	Layer	Alluvium	-1.74m OD	18.00m	4.00m	0.10	2
THV17	512	27	Tr. 27	52	Layer	Peat	-0.80m OD	5.00m	4.00m	1.20	3
THV17	513	29	Tr. 29	N/A	Layer	Alluvium	0.93m OD	4.00m	8.5m	0.20	5

APPENDIX 2: SITE MATRIX



APPENDIX 3: OASIS REPORT FORM

OASIS ID: preconst1-320477

Project details

Project name Beam Park Riverside (Phase 2 West)

Short description of the project This report details the results of an archaeological evaluation on land at Beam Park Riverside (Phase 2 West), Thames Avenue, London Borough of Barking and Dagenham, RM9 6DE. Four trenches were excavated across the site. Natural deposits were noted in the four trenches excavated. Notably an area of brickearth was recorded in one of the trenches located on the northern edge of the site. This deposit is thought to have formed during the late Holocene. A complex sequence of alluvial and peat deposits was encountered at various depths in all of the trenches excavated. Geo-archaeological trial holes were required in two of the trenches to investigate these floodplain deposits as they were not encountered in the main trench. An organic layer was encountered in one of the trenches and contained fragments of burnt flint. The alluvial deposits were sealed by modern made ground. Modern truncation to some degree or another was encountered in all the trenches and this was seen to be most severe towards the western side of the site; where reinforced concrete, underground tanks and ground beams from the warehouses of the 20th century Ford Assembly Plant were uncovered.

Project dates Start: 04-06-2018 End: 15-06-2018

Previous/future work Yes / Yes

Any associated project reference codes THV17 - Sitecode

Type of project Field evaluation

Site status Local Authority Designated Archaeological Area

Current Land use Vacant Land 3 - Despoiled land (contaminated derelict and ?brownfield? sites)

Monument type LAYERS Modern

Monument type LAYERS Late Prehistoric

Significant Finds BURNT FLINT Late Prehistoric

Significant Finds POT Roman

Significant Finds POT Modern

Significant Finds GLASS Modern

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)

Project location

Country England

Site location GREATER LONDON BARKING AND DAGENHAM BARKING AND DAGENHAM Beam Park Riverside (Phase 2 West)

Postcode RM9 6DE

Study area 29 Hectares

Site coordinates TQ 5014 8290 51.52452166869 0.164490758941 51 31 28 N 000 09 52 E Point

Height OD / Depth Min: -3.02m Max: 1.34m

Project creators

Name of Organisation Pre-Construct Archaeology Ltd.

Project brief originator RPS Planning

Project design originator Rob Masefield

Project director/manager Helen Hawkins

Project supervisor Matt Edmonds

Type of sponsor/funding body Property Developers

Name of sponsor/funding body Countryside Properties

Project archives

Physical Archive recipient LAARC

Physical Archive ID THV17

Physical Contents "Ceramics","Glass","Worked stone/lithics"

Digital Archive recipient LAARC

Digital Archive ID THV17

Digital Media available "Database","Images raster / digital photography","Spreadsheets","Survey","Text"

Paper Archive recipient LAARC

Paper Archive ID THV17

Paper Media available "Context sheet","Diary","Drawing","Matrices","Plan","Report","Section","Survey "

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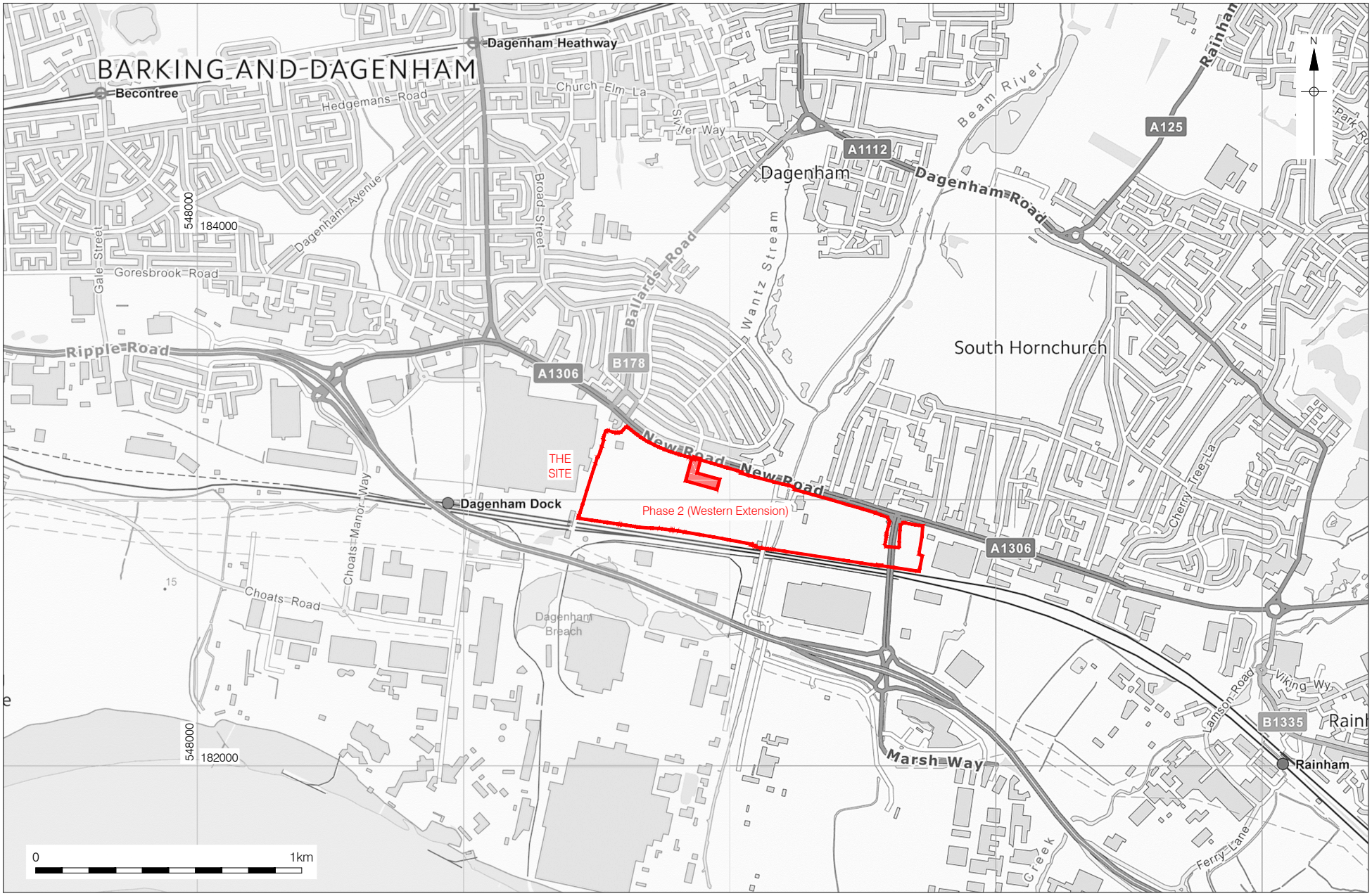
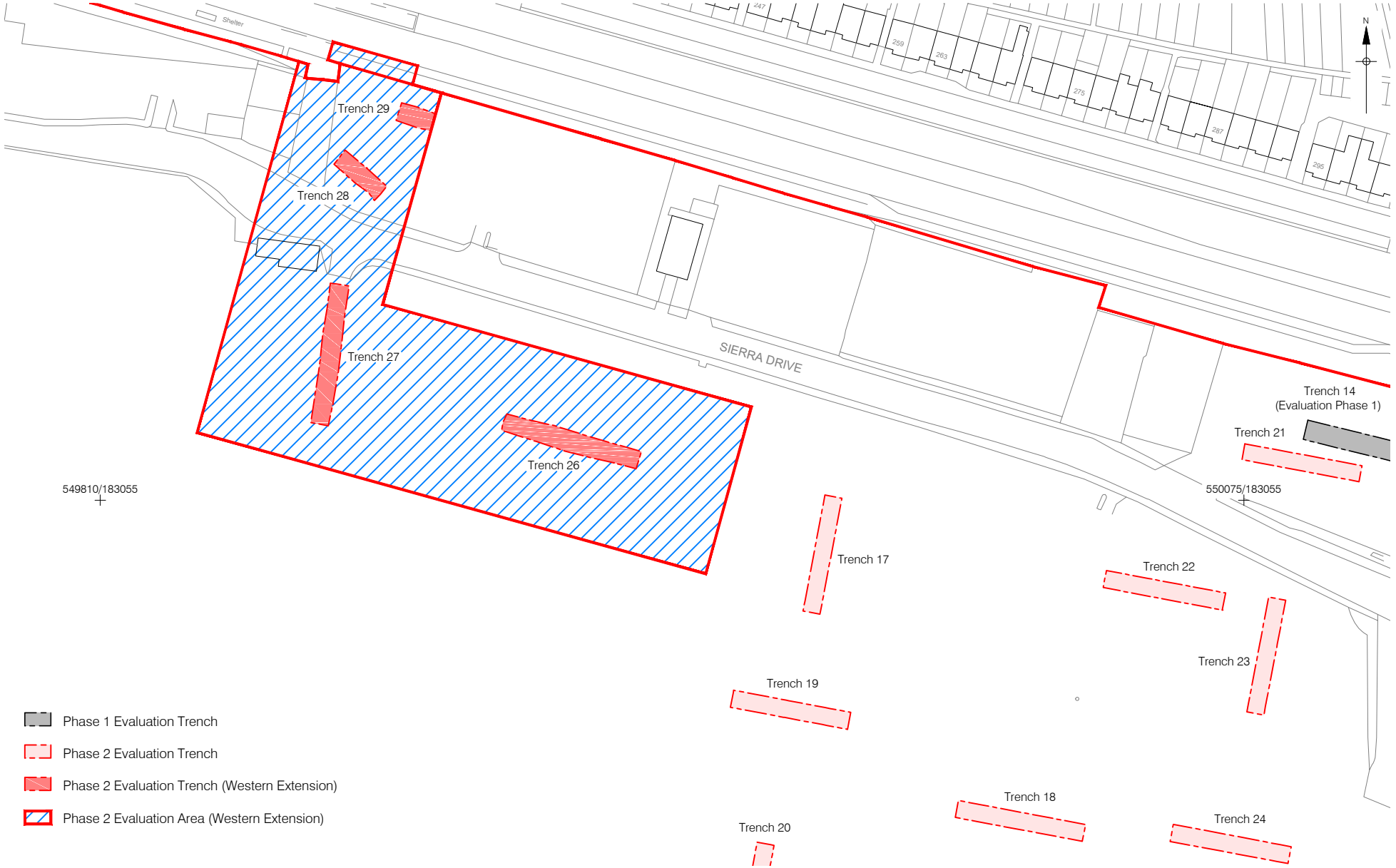
APPENDIX 4: FIGURES

Figure 1 Site Location



25/06/18 RM

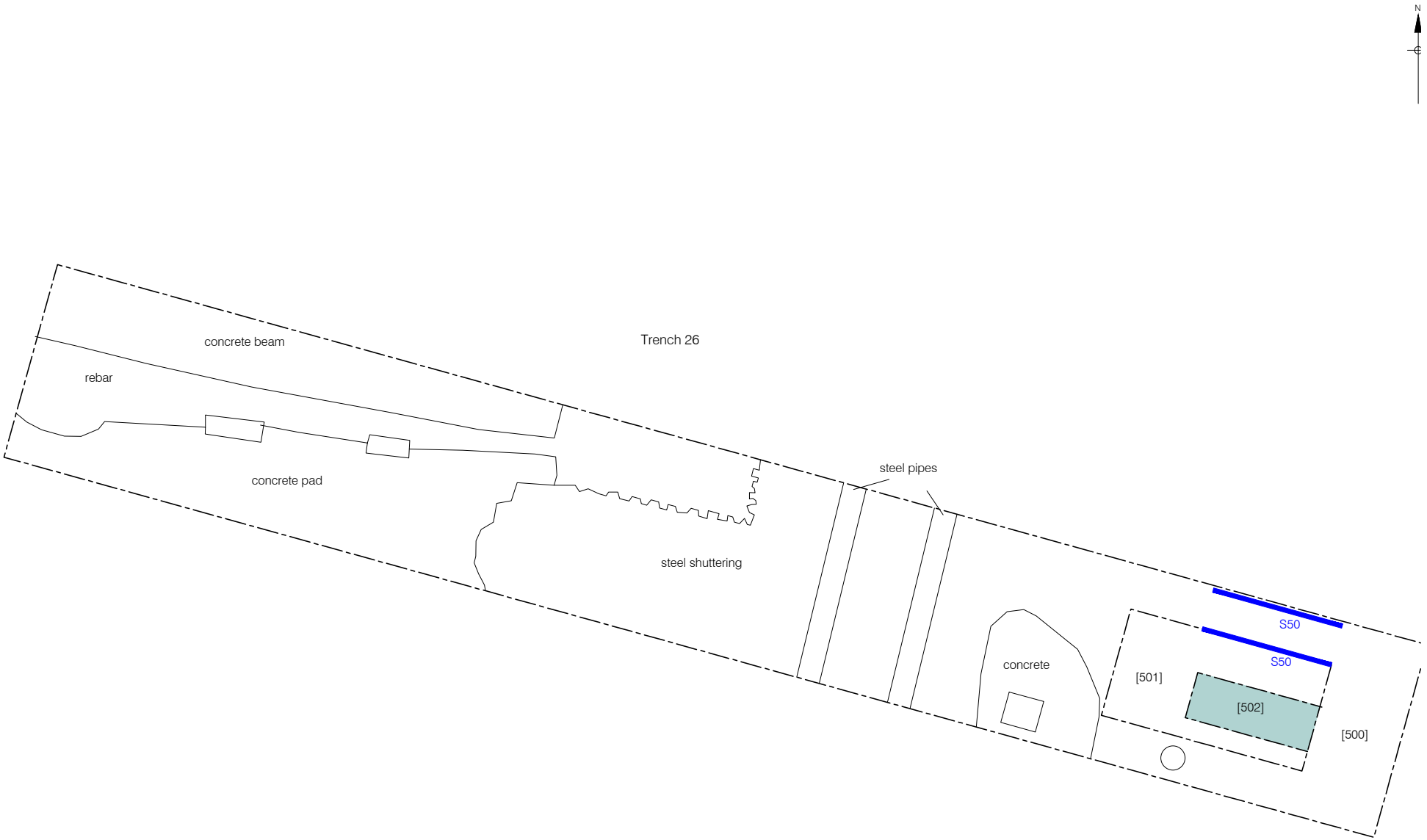
Figure 1
Site Location
1:20,000 at A4



Based on Survey data supplied by the client, 2017

21/06/18 RM

Figure 2
Trench Location Plan
1:1,250 at A4

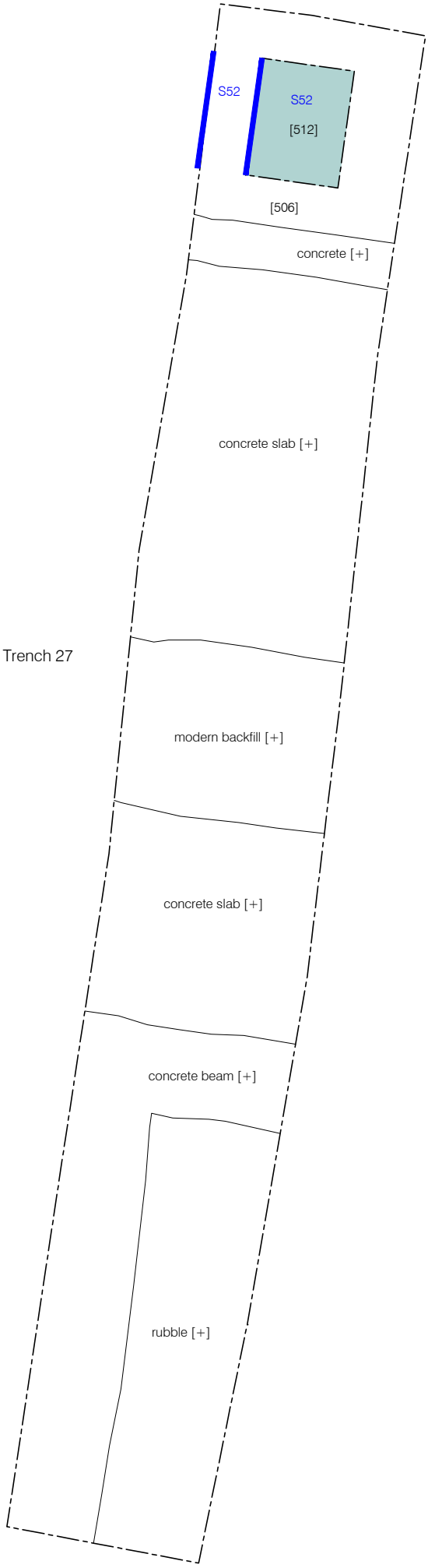


Geoarchaeological Slot

0 5m

25/06/18 RM

Figure 3
Plan of Trench 26
1:125 at A4

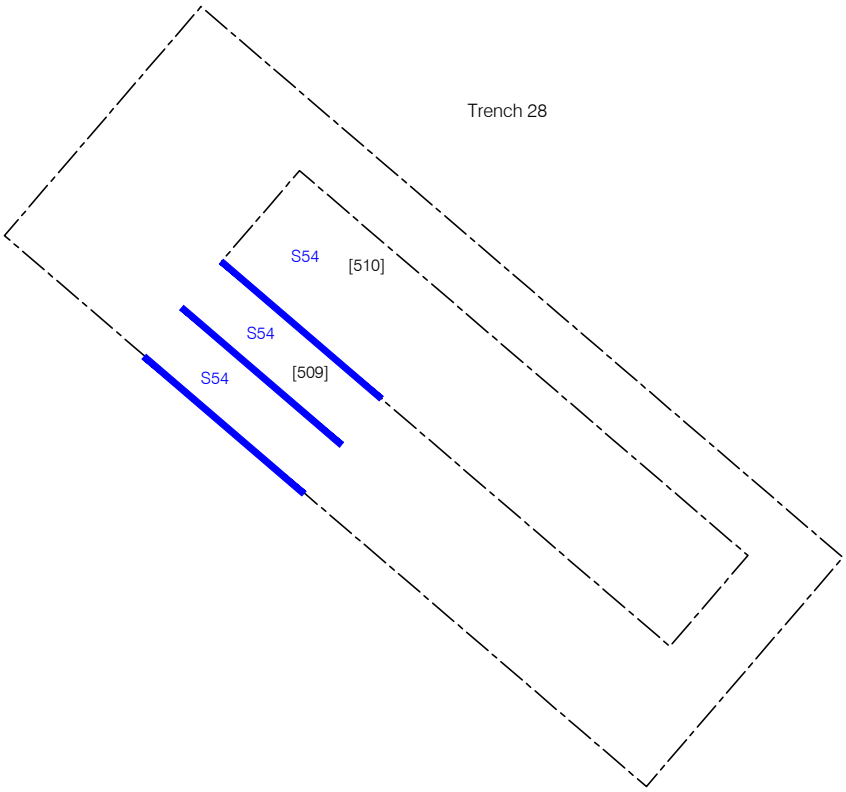


Geoarchaeological Slot

0 5m

22/06/18 RM

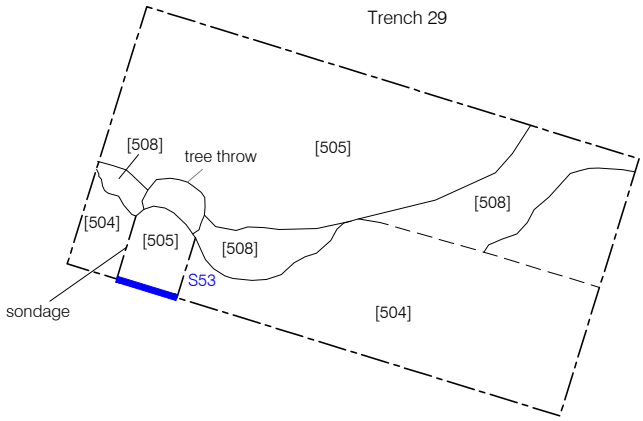
Figure 4
Plan of Trench 27
1:125 at A4



0 5m

22/06/18 RM

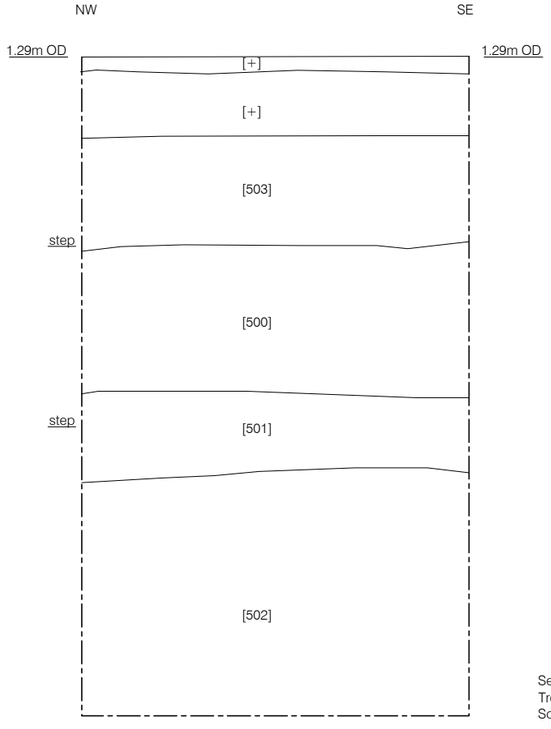
Figure 5
Plan of Trench 28
1:125 at A4



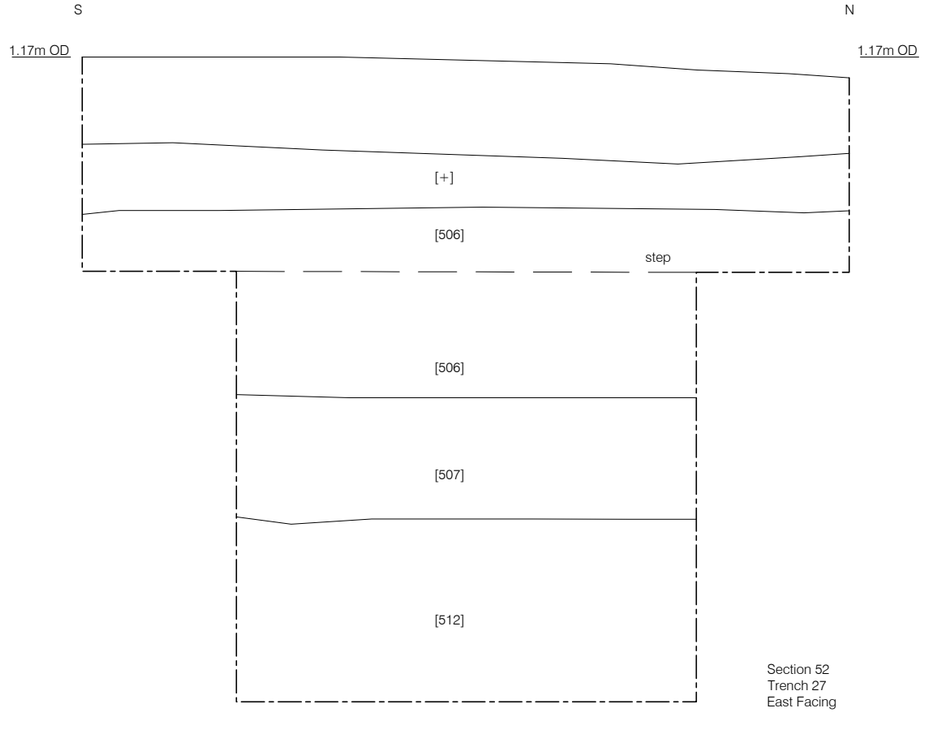
0 5m

22/06/18 RM

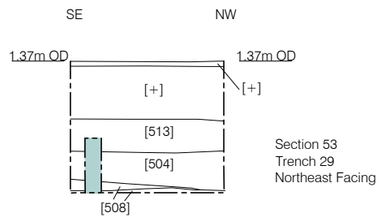
Figure 6
Plan of Trench 29
1:125 at A4



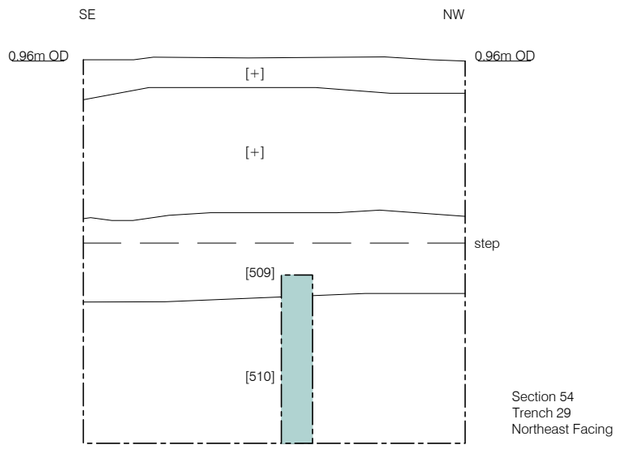
Section 50
Trench 26
Southwest Facing



Section 52
Trench 27
East Facing



Section 53
Trench 29
Northeast Facing



Section 54
Trench 29
Northeast Facing

Geoarchaeological Sample

0 2m

22/06/18 RM

Figure 7
Sections
1:40 at A3

P C A

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