



210 Plaistow Road Archaeology

Written Scheme of Investigation

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Written Scheme of Investigation

LAARC site code: TBC

Event type: Watching Brief

Site Address: 210 Plaistow Road London
E13 0AL

Site location: London Borough of Newham

Planning Application Ref: LBN Registered
Number: 12/01753/FUL

Executive non- technical summary



A planning application for demolition of existing warehouse and workshop and erection of 18 artists' studios and 33 flats has been approved subject to conditions. The site lies within an archaeology priority zone as defined by the Newham Plan. A desk based assessment and site investigation has concluded there is a low potential for significant archaeological remains. A watching brief is therefore recommended as appropriate mitigation to be carried out when construction commences, and the need for any further investigation and recording agreed with GLAAS once soil conditions are confirmed

Projects Status Report Version Control

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1.0	13 June 2013	JJC	Issued for client approval
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1. Site location information

The development site is located in the London Borough of Newham (LBN), East London, and occupies a plot of land bordering the London, Tilbury and Southend railway and fronting onto 210 Plaistow Road (post code E13 0AL) (Figure 1).

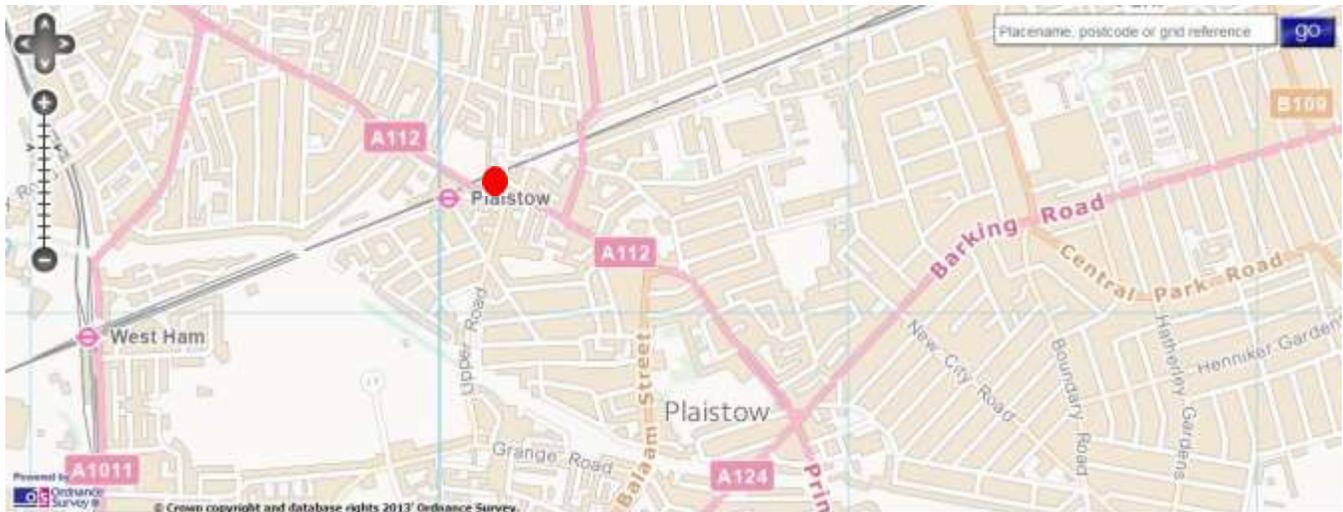


Figure 1 Site Location (red dot) OS OpenData: Contains Ordnance Survey data © Crown copyright and database rights 2013

2. Context of the project

The site lies within an archaeological priority area (Figure 2) designated by LBN Core Strategy 2012 (policy SP5) and saved Newham Unitary Development Plan (2001) policy EQ43. The area is designated due to it being within the historic zone of Plaistow medieval village.

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Figure 2 Site (red dot) in relation to London Borough of Newham Archaeological Priority Zone (APZ):

3. Planning background

Planning permission for the development has been granted subject to conditions. Conditions concerning archaeology are:

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4. A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.
- B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part A above.
- C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part A above, and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy EQ43 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26th January 2012), Policy 7.8 of the London Plan (July 2011), and Policy SP5 of the Newham Core Strategy (adopted 26th January 2012).

Response Part 4a: A desk based assessment and site visit has been undertaken in accordance with English Heritage and Newham Council guidance and are reported in this Written Scheme of Investigation. No further site evaluation is appropriate due to evidence for previous landuse and previous disturbance to archaeological levels.

Response Part 4b: No further tasks are required prior to demolition of existing buildings as none are identified as buildings of architectural, historic or local interest. We recommend the part condition be discharged.

Response part 4c: Once the watching brief is complete, the GLAAS advisor to LBN shall be consulted to determine if any further investigation is required. Following the watching brief, reporting commensurate with the findings shall be prepared in accordance with Newham Plan policies, SPG, and the standards listed in Section 9 below shall be completed and the part condition shall be discharged prior to occupation.

Local plan policies in relation to archaeology are summarised below. Full details can be seen at <http://www.newham.gov.uk/Pages/Category/Planning.aspx>

Newham Unitary Development Plan (2001)
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Policy EQ43 (saved)

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Policy EQ43 and paragraphs 3.114 and 3.115 of the of the Unitary Development Plan explain the Council`s commitment towards protection and enhancement of the Borough`s archaeological heritage. A supplementary planning guidance note (SPG) describes the councils Archaeological Code of Practice setting out standards for archaeological work.

Newham Core Strategy (2012)

SP5 Heritage and other Successful Place-making Assets

Policy Objective 6.48 "Recognise the value of heritage and other assets (natural, cultural, architectural, and infrastructural) through their protection, conservation, and enhancement".

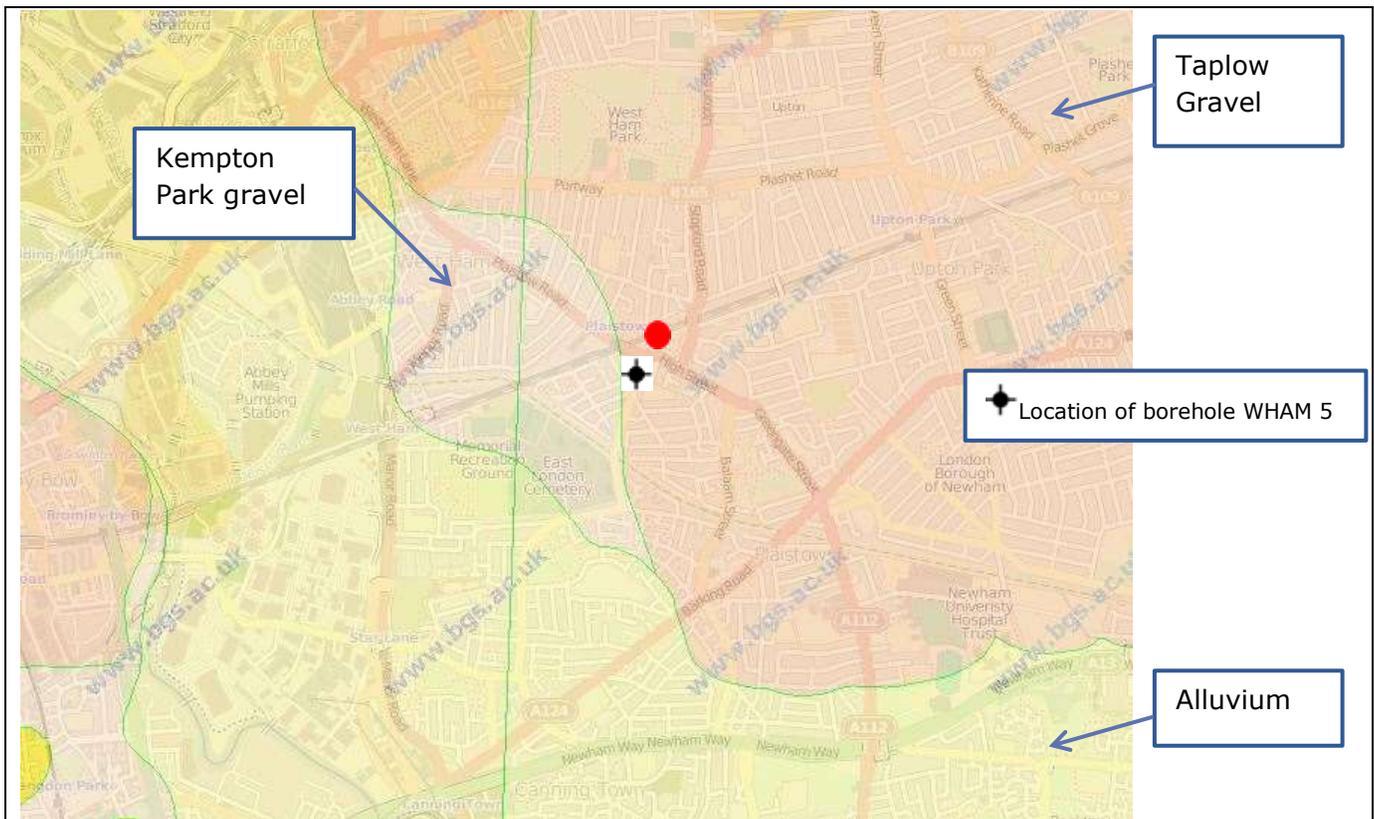
6.50 (part..) "the importance of attending to (protecting, conserving and enhancing) both designated heritage assets and those more informally recognised, together with their setting, is indicated. The former includes those buildings, monuments, structures, parks, etc, that are subject to national listing/scheduling, and those areas designated as Conservation Areas; the latter includes Areas of Townscape Value, Archaeological Priority Areas and locally listed buildings".

6.51 (part ...) "In relation to archaeological remains, where excavation is unavoidable, the expectation will be that appropriate recording, analysis and dissemination of findings is undertaken".

4. Geological and topographical background

The site lies within the Thames basin. As recorded by the British Geological Survey, the bedrock is London Clay Formation. The superficial geology at the site is recorded as Taplow Gravel. Immediately to the west of the site a remnant part of Kempton Park Gravel (Figure 3).

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Kempton Park Gravel Formation - Sand And Gravel. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by rivers. Devensian Age (QD) — Devensian Age (QD). Lithological Description: Sand and gravel, locally with lenses of silt, clay or peat. [Generic description].

Taplow Gravel Formation - Sand And Gravel. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by rivers. Wolstonian Age (QO). Lithological Description: Sand and gravel, locally with lenses of silt, clay or peat. [Generic description].

Alluvium - Silty Peaty Sandy Clay. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by rivers.

London Clay Formation - Clay, Silt And Sand. Sedimentary Bedrock formed approximately 34 to 55 million years ago in the Palaeogene Period. Local environment previously dominated by deep seas.

Figure 3 Geology map, unit descriptions, borehole location. Source: British Geological Survey www.mapapps.bgs.ac.uk. Site is red dot.

The nearest historic borehole to the site held by the BGS online database is TQ48SW1267 — LONDON RD/SETTLE RD **W.HAM 5** (NGR 540080,183260 Depth: 12.19m). The borehole records terrace gravel overlying London Clay (Appendix 2). There is no particular

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potential to investigate significant palaeo-landscape features or recover significant palaeo-environmental archaeological indicators at this site location.

5. Archaeological and historical assessment

5.1 Historic Map and Photograph Evidence

Historical map analysis (Appendix 1) indicates that prior to the mid-19th century the site lay outside the historic Plaistow village core on the road to neighbouring West Ham (Maps 1 to 4. From the 1840s the locality was transformed with the coming of the London, Tilbury & Southend railway which was opened in 1854 and accompanied by widespread new housing in and around Plaistow. The first station was completed at Plaistow in 1858 (West Ham 1973).

The first large scale mapping (County Series 1:1250, 1869) shows these developments (Map 5). Two buildings occupy the site. The railway line running on the northern boundary of the site is shown in cutting. It transitions to grade where the new Plaistow Road crosses the line on embankment just to the SW of the site. Map 6 shows the site at 1:1000 scale in 1895. The road embankment, visible on Map 5 within the site, seems to have been cut back and replaced by a retaining wall except at the bridge abutment. Other buildings have been constructed and the site would appear to have been reduced to track level as the cutting hachures are now not shown to continue within the site. A historic photograph dated 1903 shows us that the main building facing onto Plaistow Road was Phillips Coach, Tyre & Spring Smiths (Figure 4)

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Figure 4 Looking towards the site from Upper Road. Phillips Coach, Tyre & Spring Smiths (demolished) can be seen on the right. Date: 1903 (Newham Heritage & Archives Ref 8110 -10)

By 1919 (Map 7) the Victorian buildings have been demolished. A new signal box is shown to occupy the site along with a small shed on the eastern boundary, and another small shed adjacent to the Plaistow Road retaining wall. By 1939 (Map 8) the site has again be redeveloped. The previous buildings are replaced in the 1930s by what would appear to be a railway related building parallel to the railway and at track level. Map 9 (1952) indicates that the railway building occupying the site survived WWII bombing. However, many of the surrounding buildings, including adjacent Ashburton Terrace and buildings in the LTS Railway works to the North of Plaistow Station are labeled 'ruin'. The 1930s probable railway building survives on the site today (see Section 5.2).

5.2 Site Visit and assessment of existing buildings

The site was inspected by the author in May 2013. As shown by the historic analysis above, the existing buildings on the site (Figure 5) are post-WWII (they first appear on the 1970s OS) with the exception of the railway building that dates to the 1930s (Figure 6).

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Figure 5 Birdseye view of the site showing existing buildings and 1930s railway shed from S



Figure 6 1930s probable railway building from NW

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An internal inspection of the buildings was made (Figure 7). The original 1930s structure has been enclosed on its eastern and southern elevations by the 1970s sheds.



Figure 7 Internal view from NE. The rear elevation of 1930s railway building occupies the centre of the photograph. The breeze block construction of the surrounding sheds with steel lattice roof is visible

The 1930s building is red brick construction, much altered, with no notable architectural or historic interest. The building is not identified as a building of local interest in the Newham Character study (Newham 2027). Internally a heavy concrete floor roadway has been laid and there is evidence for below ground services in the form of service runs and several manholes.

Internally there are numerous modern internal partitions and ceilings for stores and offices in place dating from the sites previous use as a joinery factory. Where some opening up has been undertaken within the 1930s building an overhead gantry crane can be seen to survive (Figure 8). A maker's mark is only partially visible on the crane: "...LTD. LOUGHBOROUGH". The crane is not a particularly rare survival in former engineering sheds as they were generally custom fitted to the building in question and are therefore not easily adapted to use in other contexts. Recent experience of the author in

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attempting to find organisations who are potentially interested to recycle and reuse these types of equipment from former Great Western Railway (GWR) railsheds was not successful.



Figure 8 Internal views of chain lift gantry crane

5.3 Previous Excavation Evidence

The Greater London Historic Environment Record (GLHER) and London Archaeological Archive and Research Centre (LAARC) record several previous excavations and documentary records within 500m of 210 Plaistow Road (Appendix 1 Map 11). None of the previous investigations demonstrate survival of medieval stratigraphy and no finds of any period are reported. Typically those closest to the site; (HSP00; GMD00; HGI07) record significant truncation of earlier post medieval deposits overlying the natural terrace gravel. A clay deposit containing lenses of organic peat is recorded at HSP00, however given the elevation of the site, significant alluvial sequences are not expected to characterize the local environment.

5.4 Site assessment for archaeological potential and further work

Buildings and other historic assets: There is no recommendation to undertake any further investigation on the surviving buildings at the site prior to demolition. Their date is well understood and they do not hold any architectural or historic significance as heritage assets.

The gantry crane in the 1930s building is of minor historic interest in the context of the original function of the building. It is recommended that manufacturer details be confirmed during demolition of the building and a photographic record made. These details, along with any further documentary information (potentially from railway archives) about its manufacture, installation and original function of the building in association with the railway should be reported (possibly as an appendix to this report) on completion of the demolition phase.

Site deposit model: Truncation of any archaeological deposits and the natural geology is anticipated from the historic map evidence and subsequent development of the site in the 20th century. It is understood that following demolition of the buildings a ground investigation shall be conducted. It is recommended that soil conditions be confirmed by an archaeologist when the existing concrete slab is broken out and trial holes excavated, to record soil character and OD levels below the slab. At that stage the need for any further archaeological recording (or not) shall be agreed with the GLAAS archaeological advisor to LBN.

6. Programme of work

It is recommended that the above observations (Section 5.4) be recorded by a member of the Institute of Archaeologists under a general watching brief. The demolition and ground works will be programmed to begin in 2013, although there is currently no fixed start date.

7. Site specific research aims and objectives

- Record manufacturer details for the gantry crane and undertake related documentary research

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- Confirm that previous development has truncated any medieval layers associated with the historic village of Plaistow through a watching brief and prepare summary report

8. Standards and Methods

9.1 Standards

The watching brief shall be undertaken in accordance with:

The specification included at Appendix 3

GLAAS Standards for Archaeological Work (External Consultation Draft -Jul 2009)

<http://www.english-heritage.org.uk/publications/glaas-standards-for-archaeological-work/>

IFA Standards and guidance: watching brief, Last updated: 28 October 2008

http://www.archaeologists.net/sites/default/files/node-files/ifa_standards_watching.pdf

Newham Archaeological Code of Practice 2002.

9.2 Field methodology

A qualified archaeologist shall inspect the soils below the concrete slab.

The recording system employed shall be the Museum of London Archaeological Site Manual 1994 edition. A photographic, drawn and written record of the work and any finds shall be made by the archaeologist.

Collection and discard policies for artefacts shall be in accordance with Museum of London guidelines.

A site specific sampling strategy for environmental deposits and ecofacts shall be developed in the archaeologists' method statement if such deposits are encountered.

The archaeologist shall provide arrangements in the method statement for the immediate conservation of artefacts.

On completion, a fieldwork report commensurate with the findings and in accordance with the standards listed at 9.1 shall be prepared and submitted to the client and copies made available to the GLHER within 2 months of its completion.

The report shall be illustrated with a photographic and drawn record of the works related to the ordnance survey grid and ordnance datum levels.

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Publication and dissemination proposals shall be commensurate with the significance of the finds. A summary report shall be prepared for the London Archaeologist annual round up and for the LAARC. An OASIS form shall be submitted to the GLHER.

No public outreach proposals are proposed. This will be reviewed if finds of exceptional local interest are revealed.

Copyright on the reported information shall remain with the client. However it is not anticipated that any reasonable request for reproduction would be withheld. A copy of the watching brief report shall be placed for public access with the GLHER within 2 months of the completion of the reporting.

A project archive (if generated) shall be prepared in accordance with Museum of London guidelines and deposited within 6 months of the completion of the fieldwork. If the archive includes any assemblages to be retained Transfer of Title will be requested from the landowner to the Museum of London.

9.3 Monitoring procedure

The GLAAS archaeological advisor for Newham has reviewed this report and shall be contacted again prior to commencement of the works in order that they may inspect the watching brief works if they wish. The archaeologist shall in any case keep the archaeological advisor for Newham informed of progress and results via telephone and or email.

9. References

Newham (2027) Newham's Local Development Framework. Newham 2027. Newham Character Study Chapter 4 - Design Cues.

West Ham (1973) 'West Ham: Transport and postal services', A History of the County of Essex: Volume 6 (1973), pp. 61-63. URL: <http://www.british-history.ac.uk/report.aspx?compid=42751> Date accessed: 16 May 2013

National Railway Museum (2006) Engineering Drawings and Register from the Plaistow Works of the London, Tilbury and Southend Railway. Archive register 2000-8464:8465

Sources:

The London Archaeological Archive and Recourse Centre (LAARC) was accessed on line

The Greater London Historic Environment Record (GLHER) was accessed on line

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Historic maps were sourced online and from the Ordnance Survey historic map archive
<http://www.old-maps.co.uk/index.html>

10. *Appendix 1 Historic Maps*
11. *Appendix 2 Geology and Geotechnical records*
12. *Appendix 3 Specification for watching brief*
13. *Appendix 4 Heritage databases combined gazetteer*