



HERITAGE NETWORK



**The Mill
VICTOR WHARF
Roden Street, Ilford, LB Redbridge**

HN850

Archaeological Evaluation Report



THE HERITAGE NETWORK LTD

Registered with the Institute of Field Archaeologists as an Archaeological Organisation

Archaeological Director: David Hillelson, BA MIFA

The Mill
VICTOR WHARF
Roden Street, Ilford, London Borough of Redbridge

Site Code: VWF10
Project ref.: HN850
LPA ref.: 0201/06
OASIS ref.: heritage1-71756

Archaeological Evaluation

Prepared on behalf of ISG Jackson Ltd.

by

James Snee BSc (Hons.)

Report no.596

March 2010

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The front cover shows a general working shot of the site, looking north.

Acknowledgements

The fieldwork for this project was carried out by James Snee and Greg Jones. The report was written by James Snee and edited by David Hillelson.

The Heritage Network would like to express its thanks to James Travis, ISG Jackson, and David Divers of GLAAS for their co-operation and assistance in the execution of this project.

Summary

Site name and address:	The Mill, Victor Wharf, Roden Street, Ilford, IG1 2AA		
County:	LB Redbridge	District:	Ilford
Village/town:	Ilford	Parish:	Ilford
Planning reference:	0201/06	NGR:	TQ 54340 18620
Client name and address:	ISG Jackson Ltd, Jackson House, 86 Sandyhill Lane, Ipswich Suffolk, IP3 0NA		
Nature of work:	Residential	Current land use:	Vacant
Site Status:	AS19	Reason for investigation:	Direction of LPA (PPG16)
Position in planning process:	After full determination	Project brief originator:	GLAAS
Size of affected area:	1170m ²	Size of area investigated:	150m ²
Site code:	VWF10	HN reference:	HN850
Organisation:	Heritage Network	Site Director:	David Hillelson
Project type, methods etc...	Field evaluation	Archive recipient:	Museum of London
Start of work:	02/03/2010	Finish of work:	03/03/2010
Related HER nos:	n/a	Periods represented:	Post-medieval
OASIS UID:	heritage1-66592	Significant finds:	None
Monument types:	n/a		
Physical archive:	None		
Previous summaries/reports:	None		

Synopsis:

In order to characterise the archaeological potential of the site of a proposed new development at The Mill, Victor Wharf, Ilford, Heritage Network was commissioned by the developers to undertake an archaeological evaluation of the site.

Three trenches were excavated on the site to a depth of 4m. These trenches were targeted on the areas of greatest impact by the development. The trenches revealed a sequence of deposits from the earliest natural floodplain gravels, through river silts to a post-medieval levelling deposit and wharf surface. The latest deposit was a layer of modern overburden. A substantial pulley wheel recovered from the excavation may be related to the wharf crane, the position of which is indicated on the first edition OS map.

On the basis of these results, the risk that the development might encounter archaeological remains of significance may be considered to be low for all periods.

1. Introduction

1.1 This report has been prepared at the request of ISG Jackson Ltd, as part of the archaeological evaluation of an area of land proposed for development at Victor Wharf, Ilford, Essex.

1.2 The investigation was a requirement of the planning consent for the development (ref: 0201/06), granted on appeal by the Planning Inspectorate under the provisions set out in Planning Policy Guidance Note No.16 (PPG16) on Archaeology and Planning (DoE 1990). The extent of the work has been defined in correspondence with the Greater London Archaeology Advisory Service (GLAAS), acting as archaeological advisers to the LPA; the London Borough of Redbridge.

1.3 The study area is centred on NGR TQ 54340 18620. It is situated on the east bank of the river Roding, a small tidal river that flows to the Thames. The development proposes the erection of a new building containing 47 two bed flats with car and cycle parking.

1.4 The present site lies within area of known archaeology dating from the prehistoric period onwards. A short distance to the south is Uphall Camp a ditched, enclosed settlement site dated to the Bronze and Iron Ages. The Historic Environment Record (HER) notes several medieval and later buildings of significance in Ilford and during the 18th and 19th century the site was an active wharf. The first edition OS map records the presence of a crane on the site.

1.5 The aim of the evaluation has been to consider the location, extent, date, character, condition, significance and quality of any remains that are liable to be threatened by the development, and to provide a local and regional, archaeological and historical context for them, in accordance with the current local and regional research agenda (AGL 2000 & Nixon et al. 2002). It was considered that the evaluation of the present site had the potential to reveal evidence relating to river front activity from the prehistoric period onwards.

1.6 The present report is intended to provide the planning authority with sufficient data to allow it to consider the archaeological implications of the proposed development, and to determine what further mitigation measures, if any, may be required to allow the development to proceed.

2. Fieldwork

TOPOGRAPHY AND GEOLOGY

2.1 The study area lies on level ground at approximately 5.7mAOD and was previously occupied by industrial buildings.

2.2 Due to the urban nature of the area, the local soils are largely unsurveyed, although they are likely to form a continuation of the Fladbury 1 (813b) association soils that follow the course of the river Roding (SSEW 1983). These are mainly stoneless clayey soils formed over Mucking Gravel that form part of the East London Floodplain Terrace (Sumbler 1996, 120). The British Geological Survey records superficial deposits of alluvium overlying clay and sand of the Lambeth Group.

METHODOLOGY

2.3 All fieldwork was carried out in accordance with the approved Project Design, current health and safety legislation, and the appropriate IFA and ALGAO guidance documents.

2.4 The trenches were located by triangulation from known points using fibreglass tape measures. The trenches were opened using a tracked 360° machine fitted with a 1.6m wide toothless ditching bucket. Spoil from the machining was inspected for archaeological artefacts. The trenches were machined in steps through the layers of modern build up and alluvium to the river terrace gravels below. Overburden and sterile subsoil were kept as separate as possible within the limited confines of the site.

2.5 The trenches were cleaned by hand, and all potential archaeological features and deposits were sampled to ascertain their nature, depth, date, and quality of preservation.

2.6 All identified contexts were photographed and recorded using the appropriate pro-forma. Scaled plans and sections were drawn on drafting film at scales of 1:10 and 1:50.

RESULTS

2.7 Three evaluation trenches were excavated across the footprint of the proposed building (Figure 2). Trenches 1 and 2 measured 10m in length and 5m wide at the top, stepping in as the depth increased to 4m. The location of Trench 3, as proposed in the Project Design, had to be moved and its shape altered to avoid live services and as a result measured 7.5m long and 6.5m wide. This trench was also stepped and excavated to 4m deep.

2.8 The stratigraphy in the trenches consisted of up to 1.12m of dark brown sand and rubble overburden that contained 20th century iron debris including machine parts and barbed wire. At the south end of the site were the fragmentary remains of a 0.15m thick concrete platform (102), probably associated with the buildings formerly located on the site and shown on recent OS maps. Other fragments of concrete (201 & 301), possibly stanchion bases, were also observed during the stripping of overburden in other parts of the site.

2.9 Below the overburden and concrete was a 0.30m deep layer of large rounded flint cobbles bonded by a black ashy matrix (103, 202 & 302). Supporting the cobble layer was a levelling deposit composed entirely of friable low fired brick wasters (104, 203 & 303), between 0.20m and 0.50m thick. Below the levelling deposit was a c. 2m thick layer of laminated blue-grey silty clay (105 & 204) that became slightly lighter with depth. In the

northern most trench this deposit was significantly drier and had oxidised to a brownish grey colour (304). The earliest deposit encountered was a layer of grey sandy gravel (106, 205 & 305) in excess of 0.10m thick (Figure 3, Plates 2 to 4).

2.10 During the removal of overburden in Trench 1, at the southern end of the site, a 0.66m diameter cast iron pulley wheel (101) was recovered from just above the cobble surface (Figure 4, Plates 5 and 6).

2.11 No evidence of timber structures or discrete cut features was revealed during the excavation of the evaluation trenches.

Trench 1 data:

Length (m):	10	Width (m):	5	Maximum Depth (m):	4	Orientation	E-W
Level at E End of Trench (mOD)			Top 5.25 Base 1.07	Level at W End of Trench (mOD)			Top 5.07 Base 1.07
Context	Type	Description	Dimensions (m)				
			Length	Width	Depth		
	Layer	Friable dark brown (10YR3/3) sand and rubble overburden with frequent metal and concrete debris.	>10.0	>5.0	1.0		
101	Structure	Pulley Wheel.	0.60	0.60	0.60		
102	Layer	Hard light grey (GLEY 1 7/1) concrete.	Up to 10.0	>5.0	0.15		
103	Layer	Moderate rounded flint cobbles with black (10YR2/1) ashy matrix.	>10.0	>5.0	0.30		
104	Layer	Friable red (2.5YR5/8) low fired brick debris of variable size.	>8.0	>3.0	Up to 0.50		
105	Layer	Firm laminated bluish grey (GLEY 2 5/1) silty clay.	>8.0	>3.0	c.2.0		
106	Layer	Loose, grey (GLEY 1 6/1) sand and gravel.	>4.0	>1.0	>0.10		

Trench 2 data:

Length (m):	10	Width (m):	5	Maximum Depth (m):	4	Orientation	E-W
Level at E End of Trench (mOD)			Top 5.58 Base 1.51	Level at W End of Trench (mOD)			Top 5.42 Base 1.51
Context	Type	Description	Dimensions (m)				
			Length	Width	Depth		
	Layer	Friable dark brown (10YR3/3) sand and rubble overburden with frequent metal and concrete debris.	>10.0	>5.0	1.0		
201	Layer	Hard light grey (GLEY 1 7/1) concrete.	Up to 10.0	>5.0	0.15		
202	Layer	Moderate rounded flint cobbles with black (10YR2/1) ashy matrix.	>10.0	>5.0	0.30		
203	Layer	Friable red (2.5YR5/8) low fire brick debris of variable size.	>8.0	>3.0	Up to 0.50		
204	Layer	Firm laminated bluish grey (GLEY 2 5/1) silty clay.	>8.0	>3.0	c.2.0		
205	Layer	Loose, grey (GLEY 1 6/1) sand and gravel.	>4.0	>1.0	>0.10		

Trench 3 data:

Length (m):	7.5	Width (m):	6.5	Maximum Depth (m):	4	Orientation	N-S
Level at N End of Trench (mOD)	Top	5.59	Level at S End of Trench (mOD)	Top	5.60		
	Base	1.56		Base	1.56		
Context	Type	Description	Dimensions (m)				
			Length	Width	Depth		
	Layer	Friable dark brown(10YR3/3) sand and rubble overburden with frequent metal and concrete debris.	>7.5	>6.5	1.0		
301	Layer	Hard light grey (GLEY 1 7/1) concrete.	Up to 7.5	>6.5	0.15		
302	Layer	Moderate rounded flint cobbles with black (10YR2/1) ashy matrix.	>7.5	>6.5	0.30		
303	Layer	Friable red (2.5YR5/8) low fire brick debris of variable size.	>5.5	>4.5	Up to 0.50		
304	Layer	Firm laminated light brownish grey (10YR6/2) silty clay	>5.5	>4.5	c.2.0		
305	Layer	Loose, grey (GLEY 1 6/1) sand and gravel.	>2.5	>1.0	>0.10		

FINDS ASSESSMENT - Artefacts

2.12 The only artefacts available for sampling during this investigation were brick wasters from layers 104, 203 & 303, and a cast iron pulley wheel (101).

Brick Wasters

2.13 A total of 7 fragments of low fired brick, weighing 1115g, were recovered from layer (303) in Trench 3. The fragments were contemporary and locally made, through poorly constructed and with some evidence of fairly large flint inclusions. They date from the 1860s to the 1870s.

Pulley Wheel

2.14 Recovered from Trench 1 was a 0.66m diameter cast iron pulley wheel. This was a disk wheel with 4 raised spokes dividing it into quarters. In three of the quarters was a circular perforation 0.09m in diameter. In the fourth quarter, the perforation was allantoidal and extended to the wheel hub, where it housed a fixing bolt or grease nipple. Extending through the hub of the wheel was a solid 7.5cm diameter axle that was held on either side by a pair of semi circular axle blocks. The best preserved of these had a fixing bolt or grease nipple at the apex of the curved side. The outer rim of the wheel was 11.2cm wide and flanged on both edges. Four cable grooves were visible in the outer face of the rim. On one side, much of the face of the wheel was encrusted with corrosion products; on the other, more detail was visible but the axle block has heavily encrusted.

2.15 Both the Museum of London and Redbridge Museum were approached by Heritage Network about long term storage of the pulley wheel. Both institutions decided that the object was not a suitable addition to their collections and declined deposition. The wheel was left on site for the developers to dispose of as they saw fit.

FINDS ASSESSMENT - Ecofacts

Bulk Environmental Samples

2.16 Due to the recent nature of the dated deposits and the sterile nature of the underlying natural deposits it was decided that bulk samples from the site would not provide any useful information. Experience has shown that silt deposits that are subject to fluctuating water levels seldom preserve organic remains or environmental indicators such as identifiable plant macrofossils or pollen (see Tetlow and Moscrop 2006).

3. Discussion

Archaeological Context

3.1 The earliest recorded settlement in the vicinity of the present site dates to the late Bronze Age and Early Iron Age. It is located at the earthwork enclosure traditionally known as Uphall Camp, a short distance to the south. Archaeological investigations at Uphall Camp, prior to the construction of housing in the 60s, 80s and 90s, revealed a bank and ditch enclosure with a possible entrance way and several pits that suggest domestic activity.

3.2 Ilford is recorded in the Domesday Survey of 1086 as *Ilefort*. The name means the ford (crossing place) over the Hyle or 'little stream'. This is believed to refer to the river Roding. A number of medieval houses are listed on the HER for Ilford and it is believed that the river was navigable in the medieval period. Ilford also had a Leper Hospital until the Dissolution in the 16th century, when it appears to have been converted to almshouses and a chapel.

3.3 A 16th century beacon mound (Lavender Mount) is recorded to the south of the development site. The area appears to have remained relatively rural until the 19th century. The river Roding was canalised in the 18th century as far as the bridge at Ilford and 19th century maps show wharfs, buildings and a crane on the east side of the river in the immediate vicinity of the present site.

3.4 Following the arrival of the railways in 1839, the town began to expand, with the land south of the present site supporting brick fields and a brick mill. The excavations for the brick making may be the reason for the legend on the 1st edition OS map "fossil remains of extinct animals found in this field". The fossilised skull of a mammoth was discovered in 1860 on the High Road to the northeast of the development.

3.5 The 20th century saw continued expansion of the town. During World War II, Ilford was located on one of the London Stop Lines and there are a few surviving fragments of ancillary defensive structures.

Evaluation Results

3.6 The aim of the present evaluation has been to consider the location, depth, extent, date, character, condition, significance and quality of any remains that are liable to be threatened by the development, and to consider their importance in the context of the current published local and regional research agenda (AGL 2000 & Nixon et al 2002). Of particular interest was any evidence relating to river front activity from the prehistoric period onwards.

3.7 Although the present site lies in an area of archaeological potential, the archaeological evaluation revealed no archaeological features, deposits, or stratified artefacts predating the post-medieval period.

3.8 The earliest deposits were natural floodplain gravels, consistent with the local underlying geology, which were overlain by alluvial riverbank silts. The earliest anthropogenic deposit was a layer of under fired brick wasters that probably derived from the adjacent brick fields and was used as a levelling deposit when the Roding was canalised and the wharf constructed. Over this was a substantial cobble layer that would have formed the 19th century wharf surface. Above this was evidence of modern building and levelling.

3.9 Nineteenth century maps of the area note the presence of a crane at Victor Wharf. This may be the origin of the substantial cast iron pulley wheel recovered during the excavation of Trench 1.

Conclusion

3.10 On the basis of the data gained in the course of this evaluation, the risk that development of the site would encounter archaeological remains relating to river front activity from the prehistoric period to the post-medieval period may be considered to be low. Evidence for nineteenth century river front activity is limited to brick wasters used to level the site and a cobble surface. The foundation design of the building, using piles, limits the impact that construction will have on this particular resource, and on any residual archaeological potential on the site.

Confidence Rating

3.11 The archaeological evaluation by trial trenching revealed the full sequence of deposits from the underlying geology through to recent demolition and levelling of the site. Although post-medieval archaeological horizons were identified, no discrete archaeological features were uncovered during the investigation.

3.12 Although the depth of the excavations, coupled with the instability of the lower silts, resulted in a limited sample of the floodplain gravels being revealed, this was sufficient to allow maintain a High confidence rating for the results of the work.

4. Bibliography

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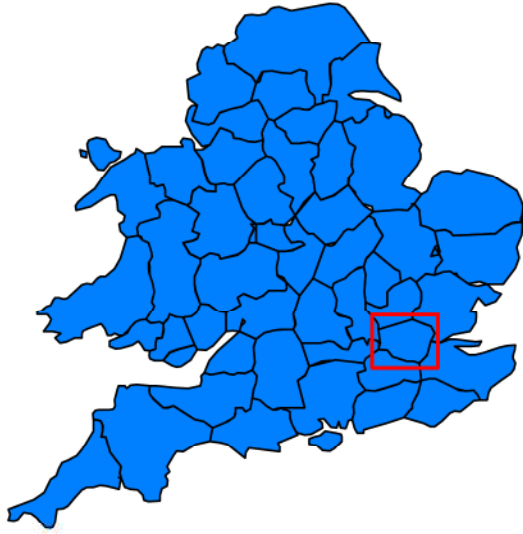
5. Illustrations

Figure 1	Site location
Figure 2	Ordnance Survey, 1 st edition, 1864
Figure 3	Trench Location
Figure 4	Representative section of deposits (Trench 1)
Figure 5	Sketch Drawing of Cast Iron Pulley Wheel (101)
Plate 1	General view of site prior to evaluation, looking north.
Plate 2	General view of trench 1, looking northwest.
Plate 3	General view of trench 2, looking southwest.
Plate 4	General view of trench 3, looking northwest.
Plate 5	Cast Iron Pulley Wheel (101).
Plate 6	Cast Iron Pulley Wheel (101).

THE HERITAGE NETWORK LTD

The Mill, Victor Wharf, Ilford

HN850



GREATER LONDON

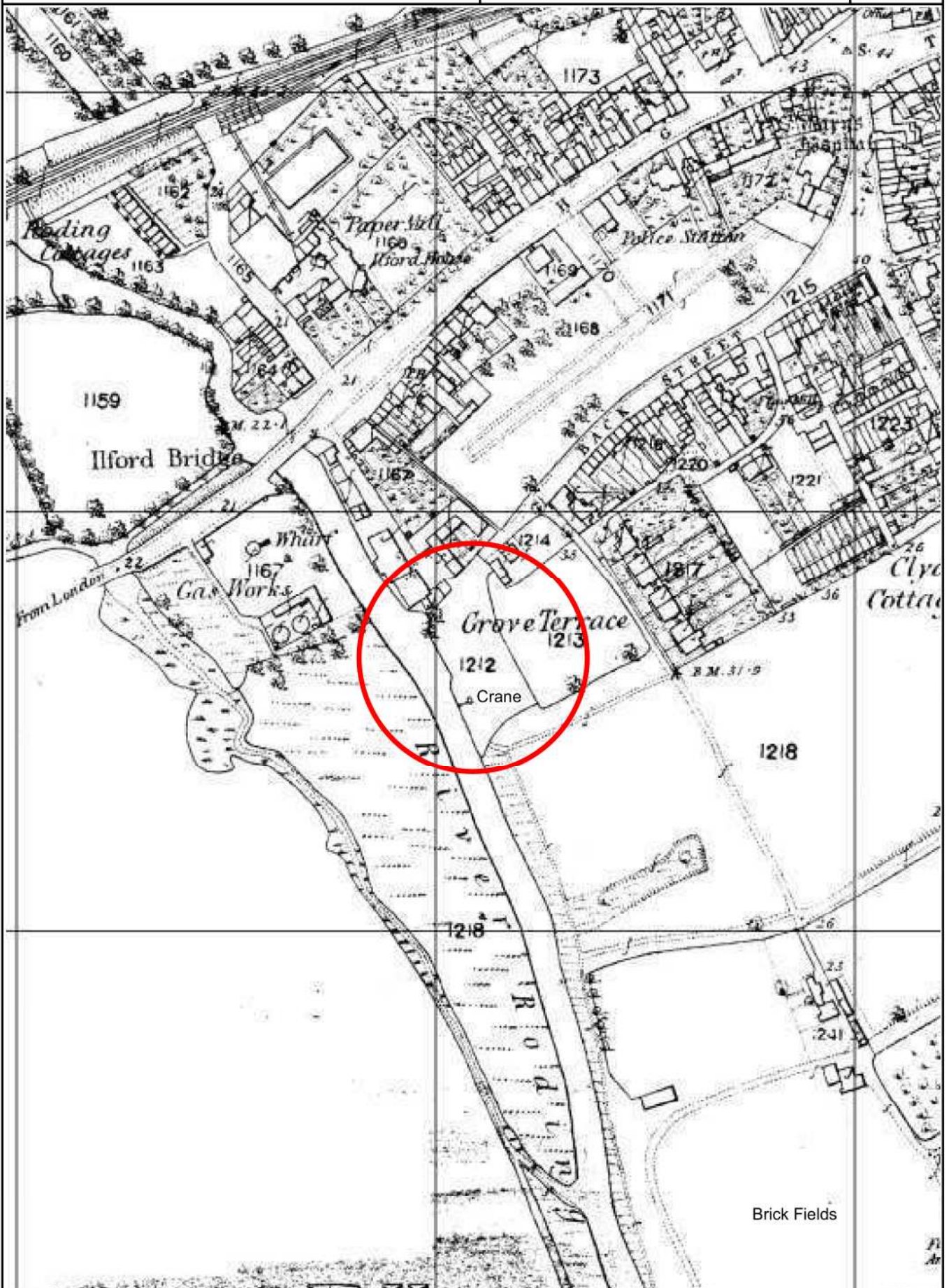


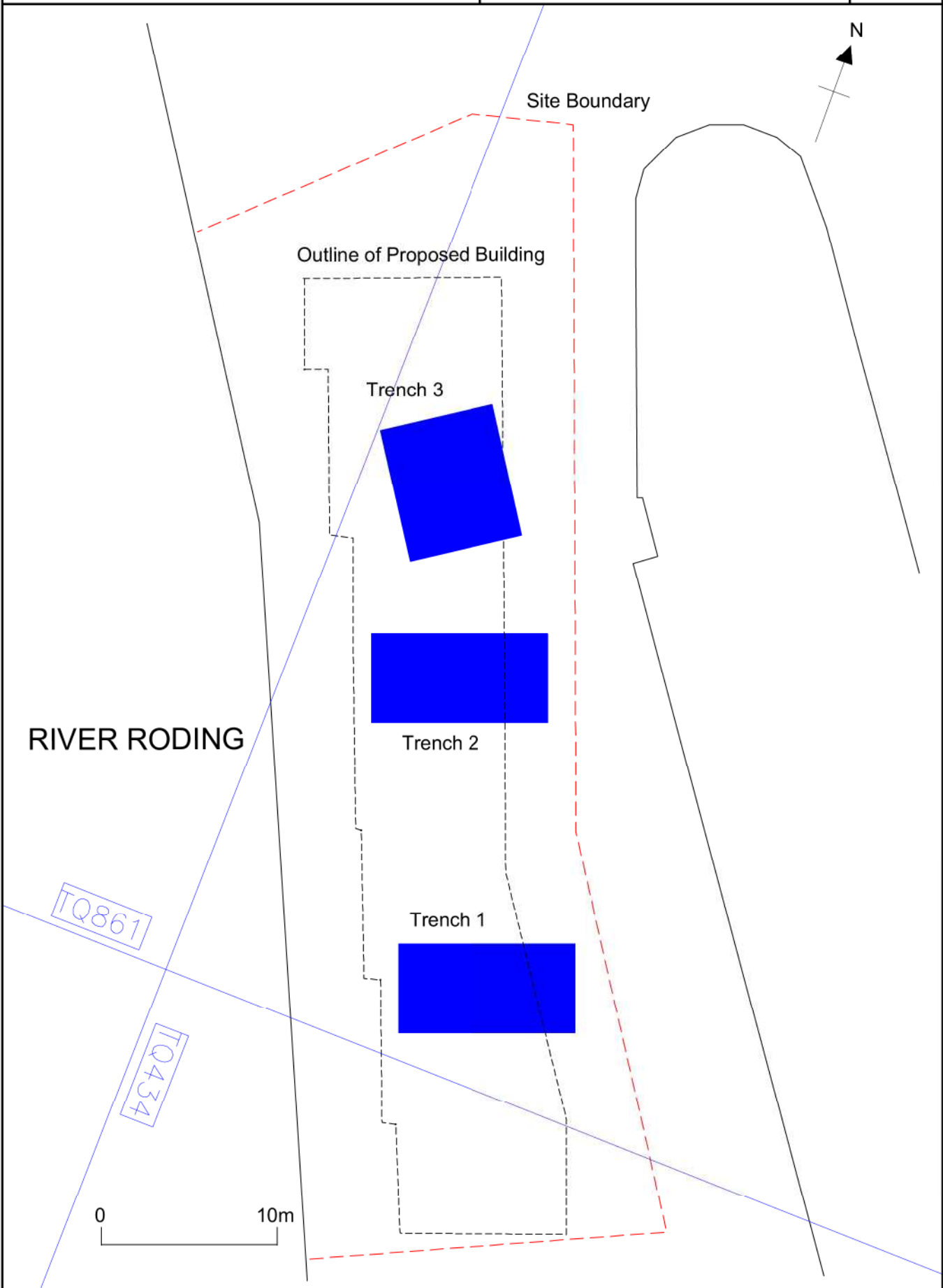
Site Location

Scale 1:1000

Reproduced from the Ordnance Survey with the permission of the controller of Her Majesty's Stationery Office, Licence no.AL100014861

Figure 1

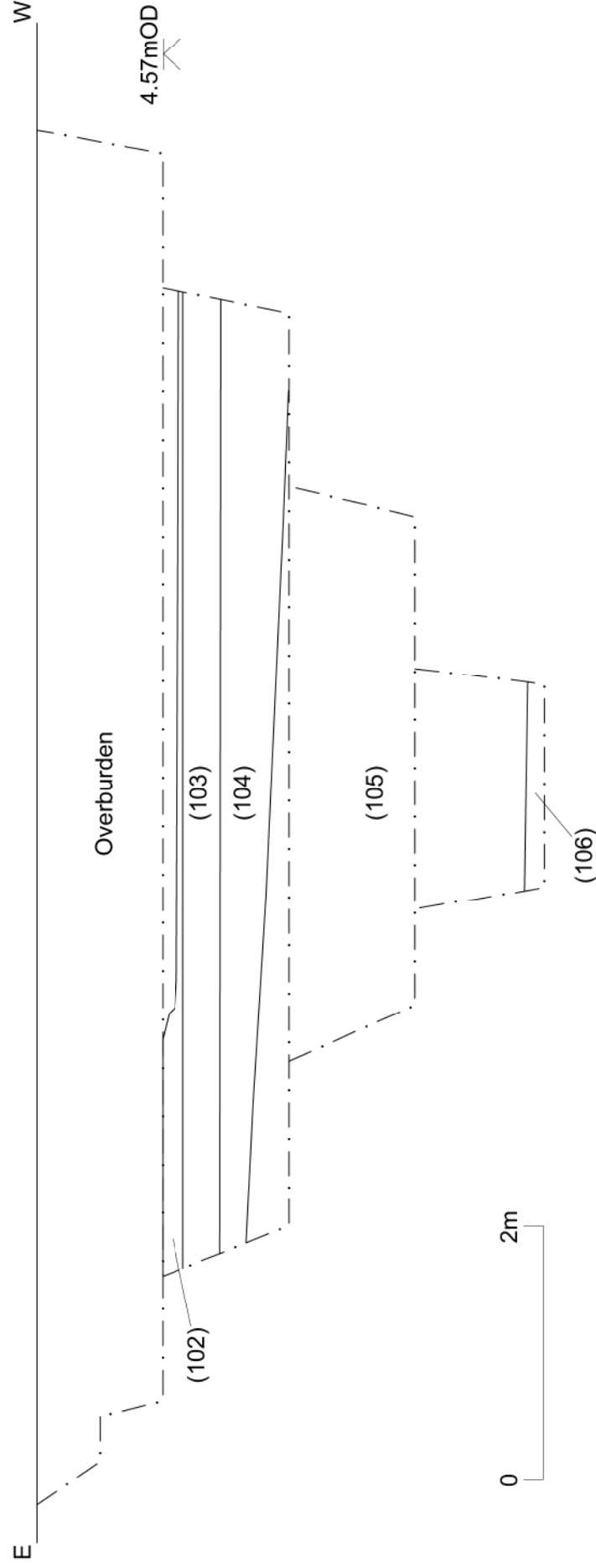




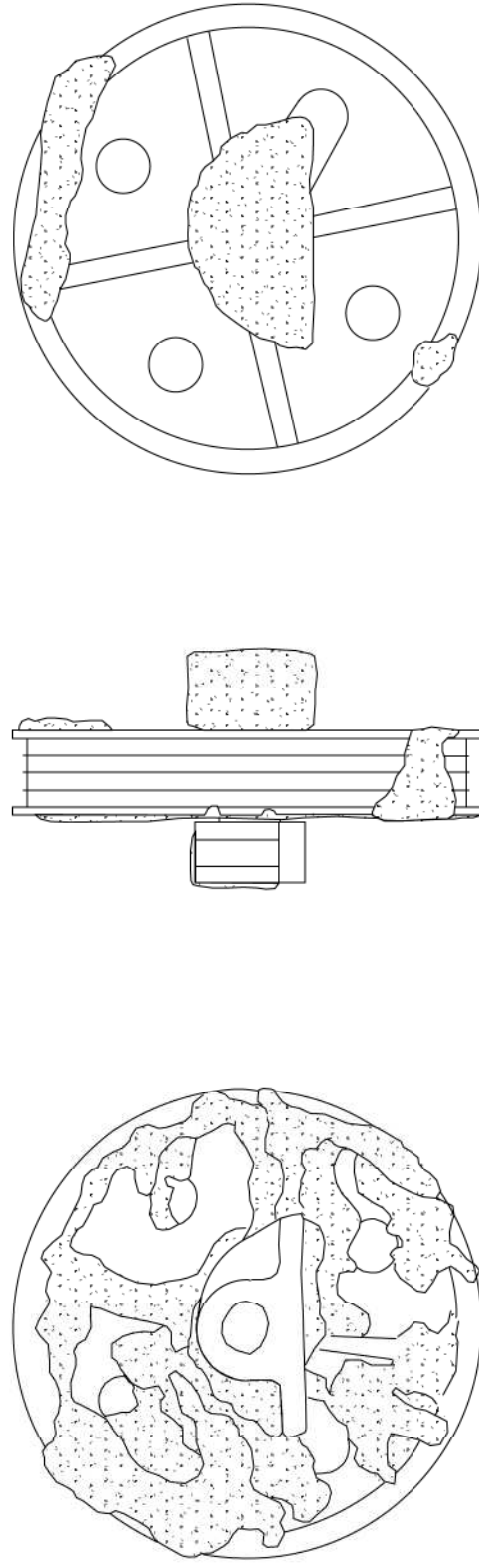
Trench Location

Scale 1:300

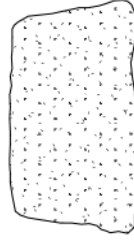
Figure 3



Representative section of deposits (Trench 1)



Corrosion Products



Sketch Drawing of Cast Iron Pulley Wheel (101)

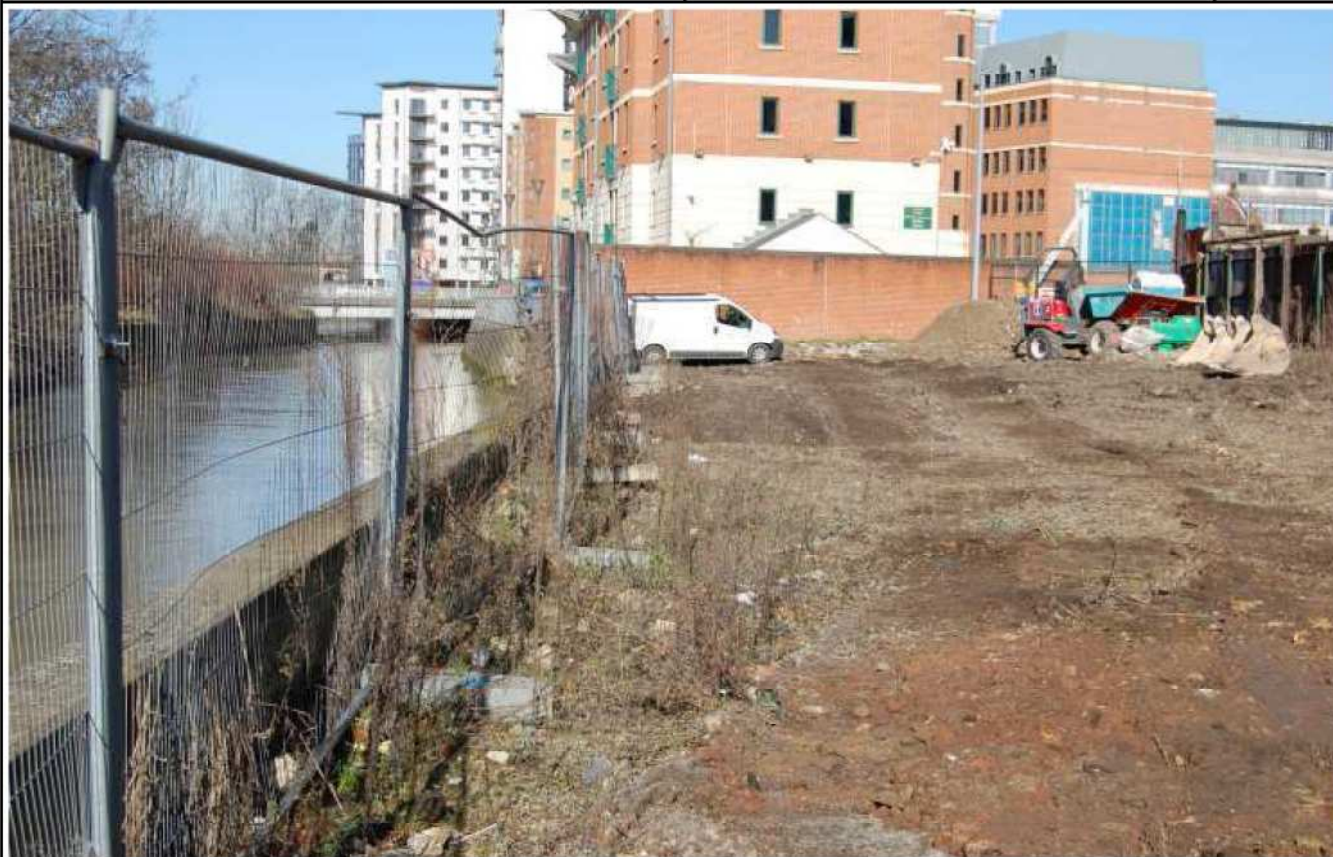


Plate 1: General view of site prior to evaluation, looking north.



Plate 2: General view of trench 1, looking northwest.



Plate 3: General view of trench 2, looking southwest.



Plate 4: General view of trench 3, looking northwest.



Plate 5: Cast Iron Pulley Wheel (101).



Plate 6: Cast Iron Pulley Wheel (101).

Appendix

Oasis Summary Sheet

OASIS ID: heritage1-71756	
Project details	
Project name	The Mill, Victor Wharf, Rodon Street, Ilford, IG1 2AA.
Short description of the project	<p>In order to characterise the archaeological potential of the site of a proposed new development at The Mill, Victor Wharf, Ilford, Heritage Network was commissioned by the developers to undertake an archaeological evaluation of the site.</p> <p>Three trenches were excavated on the site to a depth of 4m. These trenches were targeted on the areas of greatest impact by the development. The trenches revealed a sequence of deposits from the earliest natural floodplain gravels, through river silts to a post-medieval levelling deposit and wharf surface. The latest deposit was a layer of modern overburden. A substantial pulley wheel recovered from the excavation may be related to the wharf crane, the position of which is indicated on the first edition OS map.</p> <p>On the basis of these results, the risk that the development might encounter archaeological remains of significance may be considered to be low for all periods.</p>
Project dates	Start: 02-03-2010 End: 03-03-2010
Previous/future work	No
Any associated project reference codes	HN850 - Contracting Unit No. VWF10 – Site Code
Type of project	Field evaluation
Site status	None
Current Land use	Vacant Land 1 – previously developed
Monument type	n/a
Significant Finds	IRON
Methods & techniques	'Targeted Trenches'
Development type	Urban residential
Prompt	Direction from Local Planning Authority - PPG16
Position in the planning process	After full determination (e.g. As a condition)
Project location	
Country	England
Site location	The Mill, Victor Wharf, Rodon Street, Ilford.
Postcode	IG1 2AA
Study area	1169.38 Square metres
Site coordinates	TQ 54340 18620
Height OD / Depth	Min: 1.7m Max: 5.7m
Project creators	
Name of Organisation	Heritage Network
Project brief originator	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	Heritage Network
Project director/manager	David Hillelson
Project supervisor	James Snee

Type of funding body	Developer
Name of funding body	ISG Jackson Ltd.
Project archives	
Physical Archive recipient	Museum of London
Physical Contents	None
Digital Archive recipient	Museum of London
Digital Media available	'Images raster / digital photography'
Paper Archive recipient	Museum of London
Paper Media available	'Context sheet','Drawing','Photograph','Plan','Report','Section','Survey '
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	The Mill, Victor Wharf, Roden Street, Ilford, Essex: Archaeological Evaluation
Author(s)/Editor(s)	Snee, J.
Other bibliographic details	Report No. 596
Date	2010
Issuer or publisher	The Heritage Network
Place of issue or publication	Letchworth, Herts.
Description	A4 booklet, comb bound, green cover, 10 pages, 5 Figures, 6 Plates