

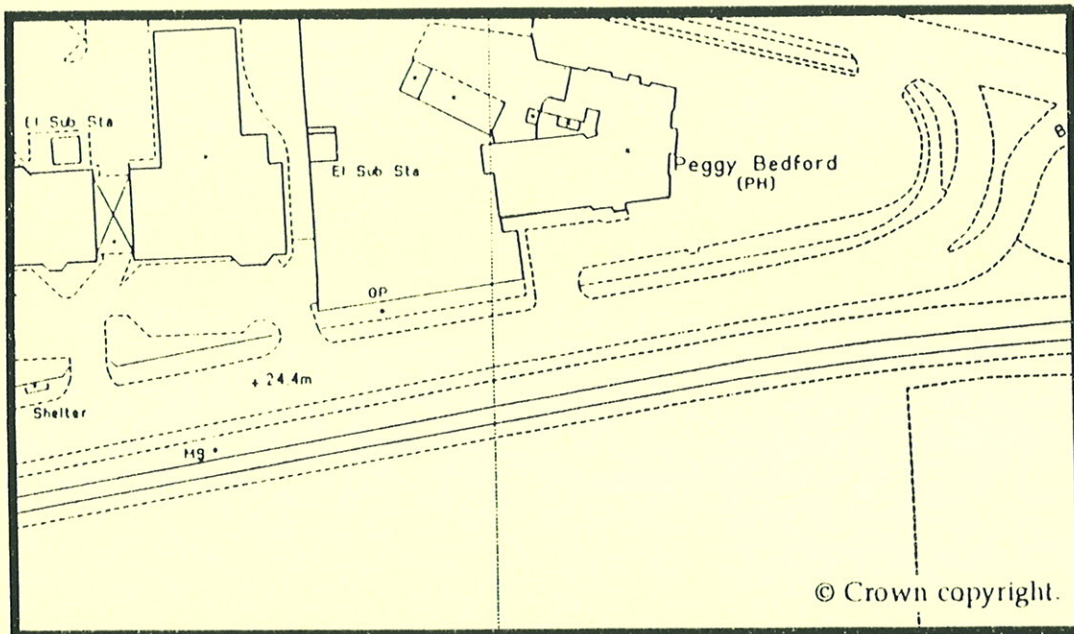
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Peggy Bedford Public House, Bath Road, Longford, London

NGR 0561 7697

Archaeological Evaluation Report



OXFORD ARCHAEOLOGICAL UNIT

July 1995

PEGGY BEDFORD PUBLIC HOUSE, BATH ROAD, LONGFORD, LONDON
NGR 0561 7697
ARCHAEOLOGICAL EVALUATION REPORT

1. SUMMARY

Despite the close proximity of this development site to known archaeological sites and findspots, no features of archaeological significance were observed during this evaluation.

2. INTRODUCTION

The Oxford Archaeological Unit undertook an evaluation in the grounds of this public house in July 1995. The evaluation area comprised the car park and rear garden of the plot. The development site is located at the junction of the Colnbrook by-pass and the Bath road, c. 0.5 km to the north of Heathrow Airport (Fig.1). The evaluation was carried as part of a negative condition attached to the planning proposal, in accordance with PPG 16. The present pub is to be demolished and the site is to be converted into a garage/restaurant complex, by the developers Margram PLC.

3. ARCHAEOLOGICAL BACKGROUND

The earliest recorded archaeology in the vicinity dates to the prehistoric period: flint tools were found in Longford (GLSMR 050138; 050412) and further finds located to the north in Hatch Lane (GLSMR 050406). An Iron Age site has been excavated to the south, within Heathrow Airport (GLSMR 050218-222). Close to the development site, Saxon beads and an urn were found during gravel digging in c.1780 (GLSMR 050871). These may relate to a cemetery or settlement: excavations in Harmondsworth suggest that early Saxon settlement was extensive to the north of the Peggy Bedford site. Longford is documented in a late Saxon charter.

The geology of the area under investigation is First River Terrace gravel, which was thought to lie c. 2 m below the present ground level. The site presently is situated at 24.60 m O.D.

4. AIMS AND METHODOLOGY

The principal aims of this investigation were to establish the presence or absence of archaeological deposits on the site, and to determine the extent and date of any remains.

Three trenches were excavated by a JCB machine equipped with a toothed ditching bucket. Owing to the suspected depth of the natural gravel, it was initially intended that the trenches would be 3.15 m wide and 'stepped' down to a width of 1.55 m at base level (in order to offset the need of a shoring scheme for the trenches). Upon excavating trench 1, however, it was found that gravel lay c. 1.10 m below ground level: trenches thereafter were cut to a general width of 1.55 m.

The lengths, widths and positions of the trenches were determined by on site conditions (Fig.2): trench 1 (intended length 20 m) was restricted to a length of 17.9 m, owing to

the presence of an unidentified live service at the W end. Trench 1 was cut to a width of 1.80 m in order to compensate for this shortfall in length. The trench was located closer to the S extent of the site than intended, as the car park was still in use.

Trench 2 (intended length 20 m) was 16.1 m long, owing to the presence of dense trees and shrubs which hindered machine access. Again the trench was cut to a width of 1.80 m, in order to maximise the available space. The proposed orientation of trench 2 was changed from N-S to NE-SW, in order to facilitate machine access.

Trench 3 was 13.3 m long and 1.55 m wide, and was excavated slightly to the north of the proposed alignment, owing to the presence of a large tree at the S end of the site.

5. RESULTS: TRENCH DESCRIPTIONS

A table of layer and context descriptions is at the end of this report. Each trench was assigned a block of context numbers for the excavated layers (100's for Trench 1, 200's for Trench 2 etc).

5.1 Trench 1 (Fig.3)

The upper surface of the natural gravel [104] was exposed at a depth of 1.10 m, and this was overlaid by layer 103, a 0.15 m thick layer of light reddish-brown sandy clay, with no inclusions. Layer 103 was sealed by 102, a mixed clay layer containing fragments of brick, fired clay, and stones. Layer 102 was between 0.65-0.71 m thick. Layer 101 sealed 102 and comprised a thick deposit of hardcore rubble, gravel, bricks and sand. The uppermost layer in trench 1 was a thin skim of tarmac [100]. A baulk was left in the trench at the point of a suspected live service.

5.2 Trench 2 (Fig.4)

Natural gravel [200] was uncovered 0.80 m below the surface, and was sealed by 201, a layer of light reddish-brown silty clay with 10% gravel inclusions. Layer 201 was between 0.09-0.34 m thick. Above 201 was a layer of light grey silty clay loam [202], upon which lay the present topsoil, 203.

5.3 Trench 3 (Fig.5)

Natural gravel [303] was identified 0.70 m below the surface at the W end of the trench, but was not present 1.60 m below the surface at the E end of the trench. The gravel level deepened progressively from east to west. A 0.15 m deep layer of reddish-brown loam, 302, sealed the gravel.

Above 302 lay 306, a narrow band of gravel, 0.19 m thick. 306 was in turn overlain by 305, a layer of reddish brown loam. A layer of compact light brown sandy loam 304 sealed both 305 and 302. A mixed soil horizon, 301, overlay 304. Layer 301 was 0.50 m thick and produced several sherds of glazed C19 pottery, brick fragments, and glass sherds, and this deposit was much disturbed by tree root activity. Topsoil 300 lay above 301.

6. CONCLUSIONS

No archaeological features were present in trenches 1 and 2. Here the lower soil profiles were similar, with natural subsoil, or 'brick-earth' [103 and 201] sealing the natural gravel. The thick clay layer 102 in trench 1 is redeposited material for ground consolidation prior to the construction of the present pub car park represented by hardcore 101 below tarmac 100.

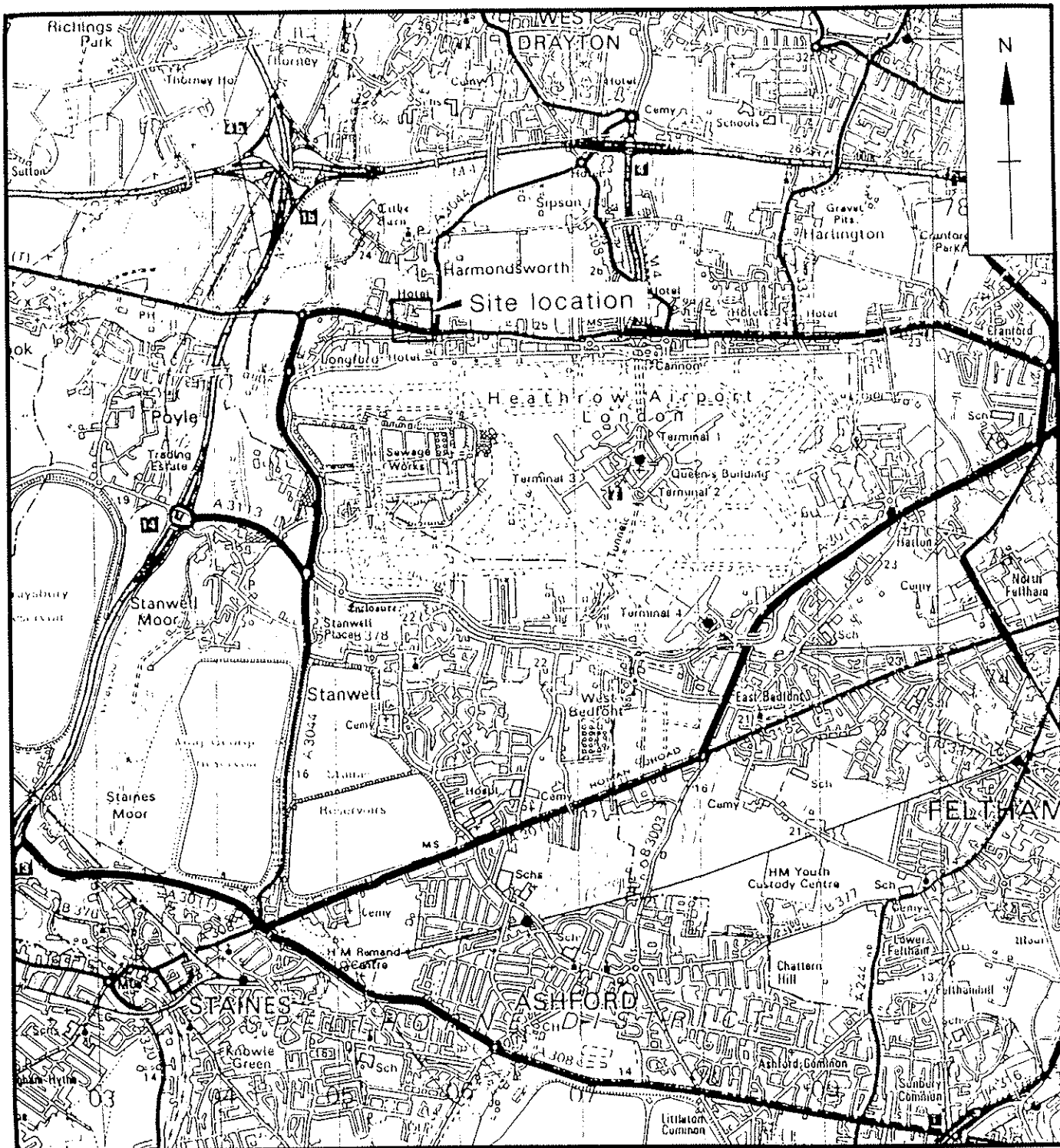
In trench 2 the brick-earth was sealed by a former topsoil, which in turn was covered by present topsoil. Several modern glazed pot sherds were found within the topsoil, but these were not retained.

In trench 3 the soil sequence was slightly different, and was thought to be the result of backfilling over the site of small scale gravel quarrying. The tip lines of layers 305 and 306 suggest the infilling of a hollow, the actual cut of which is probably represented by the decreasing level of the natural gravel in the trench. No features were observed cutting the subsoil or the gravel at the W end of the trench, and quarrying would in any case have removed any features at the E end of the trench. The quarrying activity is undated.

J.Hiller
OAU
July 1995

Table of context information

Ctx	Type	Depth	Comments
100	Layer	0.06 m	Tarmac car park surface
101	Layer	0.12 m	Gravel + brick hardcore for 100
102	Layer	0.65-0.71 m	Ground consolidating clay
103	Layer	0.11-0.15 m	Natural subsoil or 'brick-earth'
104	Layer	-	Natural gravel
200	Layer	-	Natural gravel
201	Layer	0.09 -0.34 m	Natural subsoil or 'brick-earth'
202	Layer	0.16-0.26 m	Former topsoil
203	Layer	0.24-0.54 m	Present topsoil
300	Layer	0.13 m	Present topsoil
301	Layer	0.50 m	?Dumped soil over gravel quarry hollow
302	Layer	0.11-0.15 m	Natural subsoil or 'brick-earth'
303	Layer	-	Natural gravel
304	Layer	0.18 m	Similar to 301, with less root disturbance
305	Layer	0.60 m+	Infill of quarrying hollow
306	Layer	0.19 m	Tip line of gravel within quarrying hollow



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Figure 1

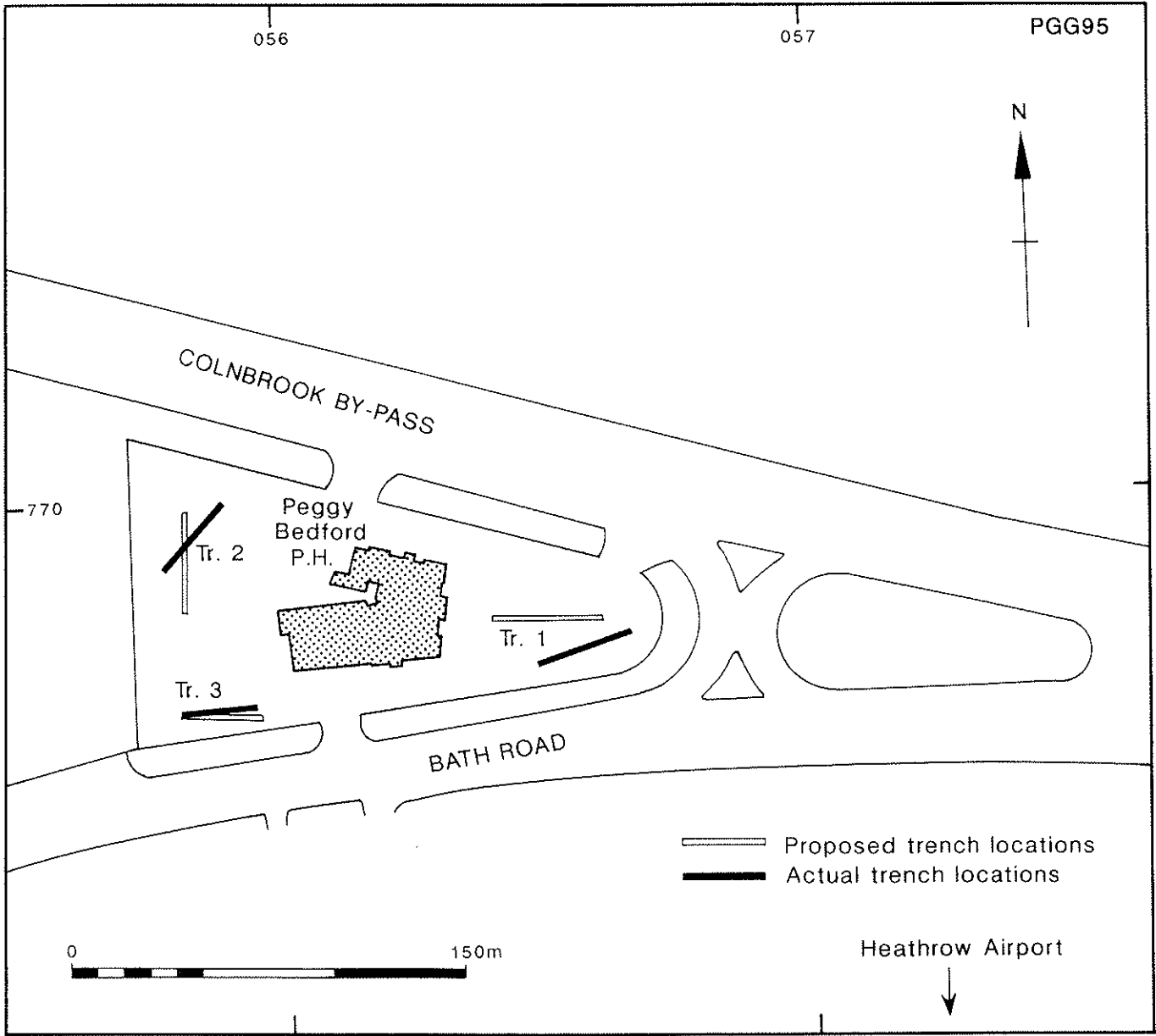


Figure 2

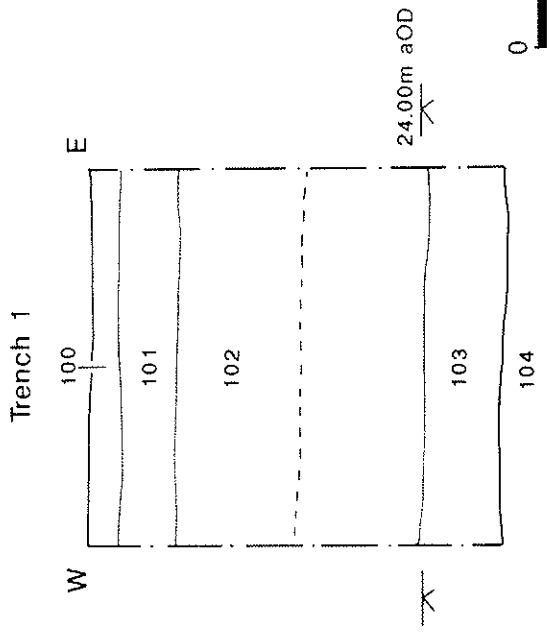


Figure 3

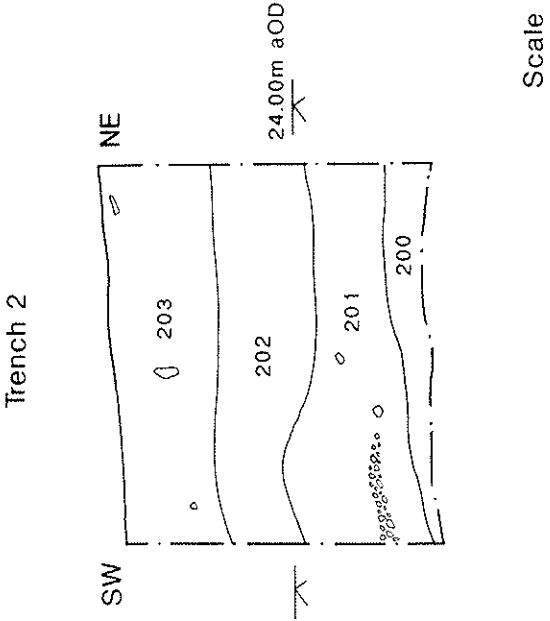


Figure 4

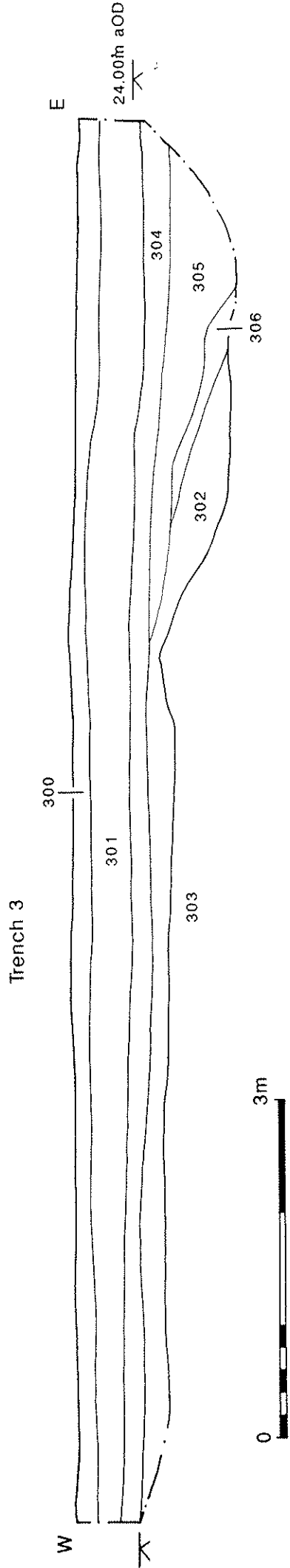


Figure 5



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