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BATH ROAD CAR PARK

BEDFORD PARK

LONDON BOROUGH OF HOUNSLOW

Archaeological evaluation

TQ 217789

October 1993

OXFORD ARCHAEOLOGICAL UNIT

BATH ROAD CAR PARK, BEDFORD PARK, HOUNSLOW

SITE CODE BTS 93

TQ 217789

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ABSTRACT

The Oxford Archaeological Unit (OAU) undertook a field evaluation of the Bath Road Car Park, Bedford Park, Hounslow, on behalf of the Notting Hill Housing Trust. The work was undertaken as part of a planning application for the construction of new houses. A desktop appraisal by Harvey Sheldon did not provide any direct evidence for archaeological potential on the site, which had been a railway branch line in the 19th and 20th centuries. The local context of prehistoric and Roman finds within a 2 km radius, and the site's proximity to the presumed course of the Roman road from London to Staines, was believed to justify the need for fieldwork before determination of the planning application.

Five trial trenches were excavated. All contained a similar sequence of deposits, comprising the modern tarmac and associated layers, overlying Victorian dumps. These served to level the site up, probably for the construction of the railway. Some of the dumps incorporated very large quantities of builders' rubble and broken pottery. A buried ploughsoil/topsoil was found under the dumped layers in all trenches. The ploughsoil contained 18th and 19th century pottery.

Features were largely confined to Victorian and modern service trenches, while a brick culvert was found in Trench 4; this probably represents the canalised course of the Stamford Brook. A limited number of ditches and a single small pit were found, in Trenches 4, 5 and 6. The features in the latter trench were 18th-19th century in date. The features in the other trenches did not contain finds. A layer (407) in Trench 4 appears to be of late 17th century date, and was cut by a late 18th century-early 19th century brick drain. Natural brickearth and/or gravel was found in all trenches, usually at a depth of 1 m -1.2 m below the car park surface.

No contexts earlier than the 17th century were found. Virtually all of the pottery and other finds were of 18th-20th century date. Only one pot sherd (from a 19th century context, 610) appears to be medieval, although the poor condition of the sherd makes identification difficult. There was also a single sherd each of probable Tudor green ware and Frechen ware; both were residual in later contexts. There were no Roman or prehistoric finds. It can be suggested, therefore, that the site was waste land until the late post-medieval period at the earliest. The weight of evidence points to intensive agricultural activity only beginning in the 18th-19th century, after which the site was developed for the railway. The surrounding area was gradually built over during the 19th and 20th centuries.

1 INTRODUCTION

The Oxford Archaeological Unit (OAU) was commissioned to undertake an archaeological field evaluation at the Bath Road Car Park, Bedford Park, by the Notting Hill Housing Trust. The car park covers an area of approximately 5200 m², and is currently laid to tarmac. The Housing Trust intend to develop the site for low-cost housing, and had lodged a planning application with the London

Borough of Hounslow (who currently own the land) to this end. English Heritage advised the Borough that a field evaluation should take place, as the site lay close to (and might even contain) the supposed route of the Roman road out of London to Staines.

Messrs Campbell Reith Hill, Consulting Engineers, undertook a geotechnical investigation of the car park in mid-August 1993. This involved the machine excavation of seven test pits, and the sinking of two bore holes. The OAU is extremely grateful to Campbell Reith Hill, and especially Peter Hocking, for providing copies of the bore hole logs and various 19th-20th century maps and other documentary sources they had previously consulted. This information was extremely valuable during the excavation of the trial trenches.

2 ARCHAEOLOGICAL BACKGROUND

The Notting Hill Housing Trust initially commissioned a desktop appraisal of the site's archaeological potential, again on the advice of English Heritage. This work was undertaken by Mr. Harvey Sheldon, and involved a search of the Greater London Sites and Monuments Record as well as published and map sources (Sheldon, 1993). The appraisal report made passing reference to the later landuse of the site, including the railway, and also mentioned the existence of a Thames Water trunk sewer. This information had been provided by Messrs Campbell Reith Hill. Unfortunately the appraisal report did not provide copies of relevant maps giving details of the railway and associated structures, or the location of the main sewers (this is a specific requirement of English Heritage London Region's *Archaeological Guidance Paper: 1, Model Brief for an Archaeological Assessment*, sections 2.2, 2.4, 3.1).

Apart from the supposed route of the Roman road from London to Staines, Mr Sheldon identified a number of prehistoric and Roman finds or features within a radius of 2 km of the car park. These included mesolithic and neolithic flints from the Thames at Hammersmith and Chiswick Eyot respectively, a prehistoric pit at Turnham Green, and Iron Age finds 2 km NW of the site on the Stamford Brook and 2 km to the E, at the junction of the Brook and the Thames. Roman material in the vicinity includes imported pottery 1 km WNW at Bedford Park, a coin hoard 1 km to the W at Turnham Green, a possible settlement at Acton, less than 2 km to the NW, and a possible coin hoard 2 km to the NNW near the head of the Stamford Brook. It is surprising that nothing has been found closer to the site, especially given the intensity of later 19th and 20th century development.

3 PROJECT METHODOLOGY

3.1 Proposed trench plan

Mr Sheldon suggested possible trench locations for the field evaluation. The total length of the proposed trenches was 315 m which, at a trench width of 1.85 m,

provides a surface area of 582.75 m² (approximately 11.2% of the car park area). It should be noted that English Heritage London Region's *Archaeological Guidance Paper: 5, Archaeological Assessment and Evaluation Reports (guidelines)*, section 7.5, stresses that 'samples of less than 2% or more than 10% require close justification'. One of the trenches lay directly along the line of the Thames Water sewer, while another lay partly across it. Messrs Campbell Reith Hill had pointed out to Mr Sheldon that the nature of the sewer's construction would have led to a corridor some 10 m wide, within which virtually all deposits would have been removed (including geological layers). This information was not included in the appraisal report.

The OAU was asked to tender for the fieldwork evaluation by the Notting Hill Housing Trust on 19 August 1993. A Written Scheme of Investigation (WSI) was prepared, and submitted to Robert Whytehead of English Heritage (London Region) for approval. The OAU proposed to excavate seven trenches, in slightly different locations to those suggested by Mr Sheldon, and with work progressing in stages so that the car park could still be used by the public while the excavations were in progress. The trenches were positioned so as to sample a representative area of the car park, and to provide a transect of deposits along its principal (N-S) axis; all the trenches were accordingly aligned N-S. The total trench length was 170 m (approximately 6% of the car park surface area at a trench width of 1.85 m). Mr Whytehead approved the WSI and trench locations in writing to the London Borough of Hounslow on 27 August 1993.

The Notting Hill Housing Trust awarded the contract for the field evaluation to the OAU on 13 September 1993. The fieldwork started on 27 September 1993, lasting for seven working days and finishing on 5 October 1993. Each trench was machine-excavated in 0.5 m stages; it was intended that machining would cease if features and/or deposits of archaeological were encountered. The lack of pre-18th/19th century deposits, however, allowed machining to continue down to the brickearth and/or gravel geological strata in virtually all exposures. Variations to this method are dealt with on a trench-by-trench basis in section 4. Sections and the bases of trenches were cleaned as appropriate for recording, and features/deposits were sample excavated in order to recover dating evidence.

The fieldwork was monitored by Robert Whytehead of English Heritage. He visited the site on 28 September and 4 October 1993. Mr Sheldon also visited the site on 4 October 1993. All recording used the standard OAU system (Wilkinson 1992), modified where necessary to conform to Museum of London archival guidelines. Contexts were assigned in a continuous sequence within each trench; the trench number represents the first digit of each context number, so that context 612, for instance, is immediately recognisable as being within Trench 6. An Ordnance Survey datum point of 4.82 m on Flanders Road was used to establish a site temporary bench mark of 5.16 m in the car park (see Fig. 1 for locations).

3.2 Revisions to the proposed trench plan

Thames Water Utilities Ltd supplied a map of their trunk sewer immediately before fieldwork commenced. This information was gained as part of the initial search for main services. Consultation with Messrs Campbell Reith Hill confirmed the extensive destruction of underlying deposits caused by excavation of the service trench. Two of the trenches proposed by the OAU - Trenches 1 and 7 - lay partly or wholly within the corridor of destruction. It was therefore agreed with Mr Whytehead that excavation of these trenches was unnecessary. It was also obvious that Trench 5 could not be excavated in its originally intended position, because this would block access to a garage and a garden gate of properties on Prebend Gardens. Again, Mr Whytehead agreed that the trench could be moved to the N to avoid this problem. Other variations of a more minor nature in Trenches 2 and 3 were necessary because of manholes for water pipes. The total excavated trench length was 110.75 m, covering approximately 3.94% of the car park area (inclusive of the area destroyed by the trunk sewer). All trenches were typically 1.85 m wide, although there was some variation because of difficulties in removing the tarmac and associated deposits. Figure 1 shows the location of the trenches.

4 RESULTS (see also Appendix 1)

4.1 Trench 2 (Figs 2 and 4)

Trench 2, 11.5 m long, was located at the NW extremity of the car park. The Campbell Reith Hill test pits had indicated that a ceramic drain pipe lay 2.4 m below the car park surface at the N end of the trench. The test pit was used as the N edge of the trench. The uppermost deposits, consisting of the tarmac car park surface (200) and its bedding (201), sealed a N-S service trench (209). This ran obliquely along the trial trench and caused excavation to be abandoned at the S its end. The service occupied almost two-thirds of the excavation by this stage, and the loose sand fill (208) made the E face of the trench unstable. All earlier features and deposits were therefore restricted to the W side of the trench. The bottom of 209 lay beyond the base of the excavation; it is likely that the pipe noted in the test pit belongs to this feature.

209 cut an E-W feature (203) in the middle of the trench. This was a disused service trench; a crushed ceramic drain pipe was seen during machining. 203 was filled with 202, 212 and 213. These were of the same character (clayey silt), but were distinguished by variable quantities of slate, wood, fragments of tarmac, and plastic cable (the latter in 202). 203 was cut into a layer of silt (204), also incorporating tarmac, which extended for the full length of the trench. Layer 204 sealed an E-W linear feature (211) which was very probably another service trench. An E-W ceramic pipe was noted in one of its fills (216), but this may be a secondary insertion as the feature was not bottomed within the trench. Other fills were 210, 214-5, and 217-8.

Feature 211 was cut into a clayey silt layer (205) which is interpreted as a buried ploughsoil or topsoil. This overlay a loose, mottled yellow-brown sandy layer (206) containing redeposited pockets of brickearth; the layer appeared to be a truncated/disturbed natural deposit. It sealed the natural gravel, exposed at a depth of 1.18 m below the car park surface.

4.2 Trench 3 (Figs 2 and 4)

Trench 3, 19 m long, lay at the N end of the narrow central part of the site. The trench was constrained at either end by manholes, while the N end lay within a distinct rectangular patching of the tarmac surface. This proved to be the position of a deep excavation, presumed to be an old manhole or similar feature. The northern 2.2 m of the trench was backfilled immediately after excavation had reached a depth of 0.55 m, because water had begun to seep into the trench from a high level. The sections of this exposure therefore could not be drawn. Observation showed that the E section contained an identical sequence of deposits to that recorded at the S end of the trench, while the grey, waterlogged clay backfill excavation of the deep excavation occupied the other faces underneath the ubiquitous tarmac and its bedding layer.

Excavation recommenced 2.5 m to the S, and was taken down to the natural sand at a depth of 1.2 m. 5 m further to the S, however, a brick-filled soakaway pit or well (310, fill 311) was exposed immediately under the tarmac bedding. This was approximately 3.5 m in diameter, and appeared to be cut through to the natural sand at least. Once again water began to seep in, in this instance rapidly. This exposure had been opened towards the end of the working day. As no archaeological features or deposits were noted, it was decided that this part of the trench should also be backfilled without delay; the risk of water accumulating in the trench overnight could not be taken.

Fortunately, excavation was able to continue unhindered for the last 6.5 m of the trench S of the soakaway. The sequence of deposits consisted of the tarmac (301) and hardcore bedding (302) over three sandy layers containing varying quantities of ash, silt and gravel, with occasional fragments of brick, tarmac, and metal reinforcing rods (303 over 304 over 305). 305 overlay a grey silty clay (305) containing crushed brick fragments. All of these deposits appeared to be modern. 305 overlay the buried ploughsoil/topsoil (307) which was noted in all trenches. As in Trench 2, this overlay a disturbed sandy layer (308) incorporating fractions of redeposited brickearth. 308 overlay natural sand, exposed at a depth of 1.2 m - 1.44 m below the car park surface.

4.3 Trench 4 (Figs 2 and 4)

Trench 4, at the S end of the narrow central area of the car park, was 26.5 m long. A 17 m-long concrete slab was encountered immediately upon removal of the tarmac surface (401) and its bedding (402) at the N end of the trench. The

concrete had been cut by two modern services (408 and 410), and was at least 0.3 m thick at the N end; the thickness was reduced to 0.2 m at the S end. It was impossible to remove the concrete in the time available. Fortunately, hand excavation of a sondage was possible in the NE corner of the trench, while the S end of the trench could be machine excavated because the concrete was no longer present.

The deposits at each end of the trench were slightly different, although the general sequence was the same. The hand-excavated sondage contained two dumped layers (403 and 405) incorporating much pottery and ceramic building materials, and overlying the typical 19th century buried ploughsoil/topsoil (406). This sealed an E-W brick-lined drain (415); finds from the fill (413) suggested that the feature had been dug in the late 18th century. It had been cut into a deposit of sandy silt (407). Only the top of this was revealed, at a depth of 1.2 m below the car park surface. A single sherd of late 17th century pottery was recovered from the layer's surface; it should also be noted that a residual 16th century sherd was found in the fill of drain 415. Layer 407 appeared to continue beyond the edges of the sondage in all directions.

The tarmac and bedding at the S end of the trench end of the overlay a group of modern rubble deposits (418-421 in sequence) which incorporated large amounts of stone rubble and ceramic building materials. The N end of these covered the backfill (422, over 423, over 424) of a wide, fairly steep construction cut (425) for an E-W domed brick culvert (412). A single sherd of later 18th century pottery was found in fill 424, while 423 contained three sherds of 19th century pottery. The cut for the culvert was 3.2 m wide up to the edge of the brickwork. The N side of the latter lay under the concrete raft, and therefore could not be exposed; the centre point of the brick dome, however, would imply a width of approximately 2.3 m if the structure was symmetrical. The culvert was cut into the ploughsoil (426). This overlay a layer of disturbed brickearth (427), exposed at a depth of 1.08 m below the car park surface. Layer 427 sealed a single sub-circular shallow pit (417, fill 416) which was completely excavated but did not contain any finds. Undisturbed brickearth was located at a depth of 1.2 m.

4.4 Trench 5 (Figs 3 and 5)

This trench, which lay in the NE corner of the southern end of the car park, was 23 m long. The tarmac (501) bedding layers (502 and 503) overlay a dumped layer of sand, including ceramic building materials, at the N end of the trench. This appeared to have been deposited in order to level up the irregular surface of the underlying clay layer (505), which also contained modern material (not retained). Layer 505 in turn overlay a thick layer of ash (506) which sloped downwards from S to N in both long sections. 506 contained very large quantities of Victorian/modern ceramic building materials and pottery, especially at the N end where this material formed the bulk of the matrix. The layer was equivalent to contexts 403 and 405 in Trench 4. A non-systematic sample of ceramics was taken

form layer 506 in order to establish the date of the deposit. It would have been physically impossible to have collected all the material, or even a substantial sample, within the available resources; neither would a greater sample have provided any more information given the overall character of the assemblage. 506 overlay the buried ploughsoil/topsoil (507, over 511 in a slight depression at either end of the trench). The terminus of a linear feature (509, fill 510) was sealed by 507 at the S end of the trench. The feature was completely excavated, but it did not contain any finds. It was cut into the natural brickearth, exposed at a depth of 1.3 m below the car park surface.

4.5 Trench 6 (Figs 3 and 5)

Trench 6 lay in the extreme SW corner of the car park, and was 30 m long. The tarmac (601) bedding layers (602 over 603) overlay a pair of Victorian/modern make-up layers (604 over 605, comprising a sand/gravel mix, and a clayey silt with ceramic building materials and stone respectively). 605 overlay the buried ploughsoil/topsoil (606); clear N-S striations in the underlying brickearth were interpreted as plough furrows. Two of these (609 with fill 610, and 613 with fill 614) were sectioned; they were 0.08 m - 0.1 m deep, and each contained a small quantity of finds (a small assemblage of 18th-19th century pottery and two clay pipe stem fragments from 610, and an undiagnostic glass vessel sherd from 614). 609 cut the top of an E-W linear feature (615, fill 616) which terminated within the trench. The feature contained two small sherds of 19th century pottery, two clay pipe stem fragments, and a brick fragment. 615 represented a partial recut of E-W linear feature 611 (fill 612), which continued beyond both balks of the excavation. This feature contained two Victorian/modern broken half-bricks. 611 cut furrow 613. The brickearth (607) was exposed at a depth of 1 m - 1.1 m below the car park surface; the underlying gravel was revealed in the centre of the trench where the brickearth was not quite as thick.

5 FINDS AND ENVIRONMENTAL, by Catherine Underwood-Keevill

5.1 Pottery (see also Appendix 2)

Forty six pot sherds (total weight 3.132 kg) were recovered from 11 excavated contexts. Appendix 2 contains a detailed listing of all the pottery. Most contexts only contained small assemblages of 250 g or less, while two contexts contained larger groups by weight (405 and 506, at 1.382 kg and 1297 kg respectively). These contexts represented dump layers, both of which contained extremely large quantities of pottery of typical 19th century factory products. A small sample of pottery was taken from each deposit for reference purposes. The total assemblage was dominated by such products, and late post-medieval red wares.

Earlier material was restricted to residual sherds of Surrey white ware (context 413), a bodysherd from a Frechen tankard (context 606), and a possible medieval white ware sherd in context 610. The latter sherd was in very poor

condition, with a heavily overfired surface. A precise identification was therefore very difficult. No pre-medieval material was present. The three sherds represent slightly less than 1% of the assemblage by weight.

5.2 Other finds

Thirteen fragments of clay pipe were found (total weight 57 g). There was a possible 18th century bowl from context 413 along with a second bowl and stem fragment, and a 19th century bowl with a masonic stamp (RAOB - Royal and Ancient Order of Buffaloes) from context 406. The remainder were all stem fragments, from contexts 423, 605, 606, 610, and 616.

Very large quantities of 19th and 20th century ceramic building materials were present in Trenches 4 and 5, with smaller quantities in the other trenches. The assemblage included brick, tile, drain pipe, and toilet fragments. It would have been impossible to collect all the material, but a sample was recovered from contexts 405, 423, 606, 610, 612, and 616.

A single, very small, undiagnostic sherd of clear vessel glass was found in context 614. A complete 19th or early 20th century Perrier water bottle was found in context 506.

5.3 Environmental

No environmental samples were taken, as no deposits of archaeological significance were present. The ash layers which were present in several trenches were demonstrably of very late date, and thus had no potential. None of the earlier layers or features showed any potential for environmental evidence.

A very small collection of animal bone was recovered (25 g from context 413, including a ?sheep/goat long bone shaft; 12 g from context 612, including a scapula fragment, again probably of sheep/goat. Total weight 41 g). The assemblage is too small and too poorly stratified to be of any archaeological value.

6 DEPOSIT SURVEY

The car park tarmac and bedding layers overlay a series of Victorian/modern deposits. These varied slightly across the site. The S half of the car park, for instance, contained rubble/rubbish layers which clearly represent dumping of household and builders' waste. The N half had equivalent dumped layers, but these generally contained much less rubbish. It is clear that this deliberate dumping relates to the development both of the railway which used to occupy the car park, and of the surrounding area. The Ordnance Survey maps provided by Campbell Reith Hill (reproduced here as Figures 6-11) show that the area was completely undeveloped, except for the railway, in 1865 and ?1889. By 1894-6,

however, house-building had started to fill the area W of the railway, while the S end of Prebend Gardens (ie S of the Kensington and Richmond railway branch line) had also been built. The remaining areas on either side of the railway were infilled in the early decades of the 20th century.

The railway, and several associated structures, still existed in 1952. The only excavated structure which appeared to relate directly to the railway, however, was the concrete raft (404) in Trench 4. It is presumed that this formed part of a platform or siding. Other modern features included main services in Trenches 2 and 4, and the soakaway or well in Trench 3. The brick culvert in Trench 4 is of some local interest, in that it appears to coincide with the canalised course of the Stamford Brook, as shown on the earlier OS maps (ie Figs 6 and 7). This would obviously have to have been carried under the railway. Campbell Reith Hill located a document of sale between the British Transport Commission and A T Balch and Sons Ltd in the Land Registry. This is dated 4 May 1953, and is a conveyance of the coach works which runs alongside the NE boundary of the car park (see Fig. 1). The conveyance specifically refers to the culvert, the line of which is shown on an attached plan (Fig. 12).

A buried ploughsoil/topsoil was found in every trench, and it can be assumed that this originally covered the whole site. Finds were mostly 18th and 19th century in date. The underlying brickearth deposits were partly disturbed in several of the trenches, and indeed distinct ?plough furrows were noted in Trench 6. The linear features in Trenches 5 and 6 may well relate to 18th/19th century land divisions associated with the soils. The brick drain (415) in Trench 4 may also be related, although it should be noted that all of these features were sealed by the ploughsoil/topsoil. Cuts through this matrix would not necessarily survive, however, as the soil presumably would have been subjected to repeated disturbance and redeposition. It is known that the area largely consisted of open fields and market gardens in the 18th and first half of the 19th centuries (see Fig. 6). The typical depth of the ploughsoil and the uppermost undisturbed natural level below the car park surface is provided for each trench in the following table.

Levels	Trench 2	Trench 3	Trench 4	Trench 5	Trench 6
Ploughsoil rel.	0.73 m	0.65 m	0.8 m	1.05 m	0.82 m
Ploughsoil OD	4.4 m	4.4 m	4.22 m	4.2 m	4.16 m
Natural rel.	1 m	1.1 m	1.05 m	1.3 m	1.05 m
Natural OD	4.02 m	4 m	3.97 m	3.91 m	3.96 m

Only one pre-18th century deposit was found (layer 407, late 17th century). Only a limited exposure was possible, and it is possible that the deposit was the fill of a feature. It seems more likely, however, that it was a layer within a localised undulation in the natural surface. There is a total absence of earlier

features, and the one medieval sherd does no more than hint at earlier activity. Certainly there was no evidence for prehistoric or Roman activity, even in the form of residual finds.

7 ASSESSMENT OF IMPORTANCE

There would appear to be no archaeological potential within the car park area. A later post-medieval layer or feature was identified in Trench 4, but all other features and deposits were of 18th-20th century date and relate to the 18th-19th century agriculture and the modern development of the area. No evidence for the supposed Roman road from London to Staines was found.

8 CONCLUSIONS

The fieldwork evaluation provides no grounds for an archaeological constraint on the proposed development. It is difficult to justify even a watching brief on the available evidence.

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APPENDIX 1 TABLE OF CONTEXTS

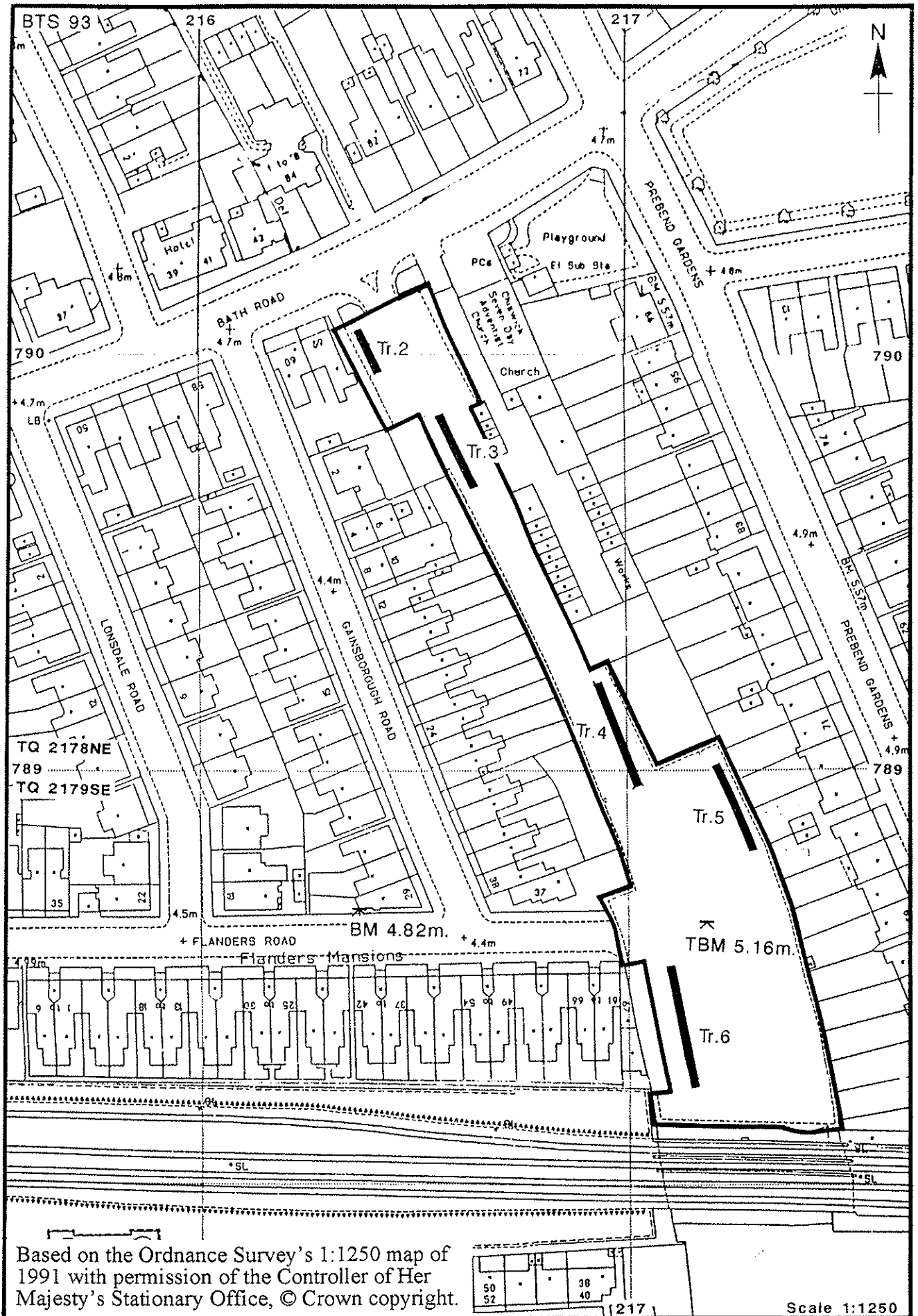
CXT	TYPE	EXTENT	THICK (av)	DATE	INTERPRETATION, COMMENTS
200	Layer	All	0.1 m	Modern	Car park tarmac surface
201	Layer	All	0.1 m	Modern	Hardcore bed for tarmac
202	Fill	1.8 m N-S	0.2 m	Modern	Top fill of 203
203	Feature	1.8 m N-S	0.49 m	Modern	Service trench
204	Layer	All	0.35 m	Modern	Silty make-up/levelling
205	Layer	Most of trench	0.4 m	C18-C19	Buried ploughsoil/topsoil
206	Layer	Most of trench	0.35 m	pre-C19	Disturbed natural sand
207	Layer	All	n/e	Geological	Natural gravel
208	Fill	11.5 m N-S	0.9 m +	Modern	Fill of feature 209
209	Feature	11.5 m N-S	0.9 m +	Modern	Service trench - not bottomed
210	Fill	0.6 m N-S	0.6 m +	Modern	Fill of feature 211
211	Feature	3.4 m N-S	0.6 m +	Modern	Probable service trench, truncated by 209
212	Fill	1.8 m N-S*	0.25 m	Modern	Middle fill of 203
213	Fill	1.8 m N-S*	0.22 m	Modern	Bottom fill of 203
214	Fill	1.44 m N-S	0.25 m	Modern	Fill of feature 211
215	Fill	0.65 m N-S	0.2 m	Modern	Fill of feature 211
216	Fill	1.3 m N-S	0.35 m	Modern	Fill of feature 211
217	Fill	0.35 m N-S	0.6 m	Modern	Fill of feature 211
218	Fill	0.4 m N-S	0.27 m	Modern	Fill of feature 211
301	Layer	All	0.1 m	Modern	Car park tarmac surface
302	Layer	All	0.08 m	Modern	Hardcore bed for tarmac
303	Layer	3 m N-S	0.05 m	Modern	Ash layer at S end of trench
304	Layer	2.5 m N-S	0.12 m	Modern	Hardcore layer at S end of trench, also noted at N end
305	Layer	5.75 m N-S	0.3 m	Modern	Gravelly make-up layer
306	Layer	6.5 m N-S	0.35 m	C19?	Clay make-up layer
307	Layer	6.5 m N-S	0.4 m	C18-C19	Buried ploughsoil/topsoil
308	Layer	5.5 m N-S	0.32 m	pre-C18	Possibly disturbed natural
309	Layer	6.5 m N-S	0.45 m	Geological	Natural sand
310	Feature	3.5 m Diam	1.2 m +	Modern	Brick-filled soakaway pit in centre of trench
311	Fill	3.5 m Diam	1.2 m +	Modern	Fill of feature 310
401	Layer	All	0.1 m	Modern	Car park tarmac surface
402	Layer	All	0.08 m	Modern	Hardcore bed for tarmac

403	Layer	2 m + N-S	0.32 m	Modern	Dump layer
404	Layer	17 m N-S*	0.3 m	Modern	Raft of concrete
405	Layer	2 m + N-S	0.58 m	Modern	Dump layer
406	Layer	2 m + N-S	0.16 m	C19	Buried ploughsoil/topsoil
407	Layer	2 m + N-S	n/e	Post-med	Layer cut by feature 415
408	Feature	1.5 m NW-SE x 1.2 m	n/e	Modern	Service trench cutting concrete raft 404
409	Fill	1.5 m NW-SE x 1.2 m	n/e	Modern	Fill of feature 408
410	Feature	0.6 m diam	n/e	Modern	Sub-circular service cut
411	Fill	0.6 m diam	n/e	Modern	Fill of feature 410
412	Feature	1.6 m E-W	1 m +	C18-C19	Brick culvert
413	Fill	0.9 m NE-SW x 0.5 m	n/e	C18	Fill of feature 415
414	Fill	0.9 m NE-SW x 0.5 m	n/e	C18	Brick lining in feature 415
415	Feature	0.9 m NE-SW x 0.5 m	n/e	C18	Brick-lined drain cutting layer 407
416	Fill	0.5 m diam	0.14 m	Not known	Fill of feature 417
417	Feature	0.5 m diam	0.14 m	Not known	Small pit cutting natural
418	Layer	8.7 m N-S	0.38 m	Modern	Dumped ash layer at S end of trench
419	Layer	5.3 m N-S	0.2 m	Modern	Rubble layer at S end of trench
420	Layer	4.8 m N-S	0.2 m	Modern	Rubble layer at S end of trench
421	Layer	5.35 m N-S	0.1 m	Modern	Rubble layer at S end of trench
422	Fill	3.7 m N-S	0.42 m	C19	Upper fill of feature 425
423	Fill	1.7 m N-S	0.7 m +	C19	Lower fill of feature 425
424	Fill	1.5 m N-S	0.5 m +	C18-C19	Clay ?lining for culvert 412 in feature 425
425	Feature	3.05 m N-S +	1 m +	C18-C19	Construction cut for culvert 412
426	Layer	5.1 m N-S	0.26 m	C18-C19	Buried ploughsoil/topsoil - same as 406?
427	Layer	6.4 m N-S	0.1 m	pre-C18	Disturbed/truncated brickearth
428	Layer	6.4 m N-S	n/e	Geological	Natural brickearth
501	Layer	All	0.08 m	Modern	Car park tarmac surface
502	Layer	All	0.07 m	Modern	Hardcore bed for tarmac
503	Layer	All	0.26 m	Modern	Gravel/hardcore make- up/levelling
504	Layer	13.1 m N-S	0.29 m	Modern	Dumped sand levelling
505	Layer	9.4 m N-S	0.15 m	Modern	Dumped clayey silt
506	Layer	All	0.7 m	C19	Dump of pot, cbm in ash
507	Layer	All	0.3 m	C18/C19	Buried ploughsoil/topsoil

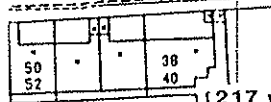
508	Layer	All	n/e	Geological	Natural brickearth
509	Feature	1 m E-W x 0.8 m	0.22 m	Not known	Terminus of ditch?
510	Fill	1 m E-W x 0.8 m	0.22 m	Not known	Fill of feature 509
511	Layer	4.2 m S end, 6.5 m N end	0.15 m	C18/C19	Probably bottom part of 507
601	Layer	All	0.1 m	Modern	Car park tarmac surface
602	Layer	All	0.06 m	Modern	Hardcore bed for tarmac
603	Layer	All	0.35 m	Modern	Gravel make-up/levelling
604	Layer	All	0.2 m	Modern	Sand/gravel make-up/levelling
605	Layer	All	0.24 m	C19	Clayey make-up layer
606	Layer	All	0.25 m	C18-C19	Buried ploughsoil/topsoil
607	Layer	All	0.2 m	Geological	Natural brickearth
608	Layer	All	n/e	Geological	Natural gravel
609	Feature	30 m N-S x 0.15 m	0.1 m	C19	Plough furrow, at base of 606
610	Fill	30 m N-S x 0.15 m	0.1 m	C19	Fill of feature 609
611	Feature	1.7 m E-W x 0.75 m	0.44 m	C19	Ditch
612	Fill	1.7 m E-W x 0.75 m	0.44 m	C19	Fill of feature 611
613	Feature	18 m + N-S x 0.14 m	0.08 m	pre-C19	Plough furrow
614	Fill	18 m + N-S x 0.14 m	0.08 m	pre-C19	Fill of feature 613
615	Feature	0.9 m E-W x 0.66 m	0.32 m	C19	Recut of 611, terminating in trench
616	Fill	0.9 m E-W x 0.66 m	0.32 m	C18	Fill of feature 615

APPENDIX 2 TABLE OF POTTERY

CXT	FABRIC	No	WT g	DATE RANGE	COMMENTS
405	ENGS	1	512	1670-1900	Stoneware - drainpipe?
	TPW	4	870	1800-1900	Transfer-printed ware large tureen
		5	1382		
406	TGW	1	2	1600-1800	Tin-glazed ware bowl
	PMR	1	12	1650-1800	Red ware bowl
	TPW	1	46	1800-1900	Plate
	PEAR	1	46	1800-1900	Pearlware bowl
	SBLB	1	101	1800-1900	Stoneware black leading-bottle
		5	207		
407	STBU	1	29	1650-1700	Staffordshire pancheon, glazed interior
		1	29		
413	TUDG	1	19	1550	Late Surrey-type bowl
	TGW	3	18	1600-1800	Bowl
	PMR	2	104	1650-1800	
	SWSG	1	3	1720-1770	Staffordshire white salt-glazed stoneware plate
		7	144		
423	CREA	1	5	1770-1900	Creamware
	PEAR	2	16	1800-1900	Bowl
		3	21		
424	PMR	1	13	1650-1800	Brown-orange glaze
		1	13		
506	STBRS	1	65	1800+	Staffordshire teapot spout
	PEAR	1	276	1800-1900	Tureen lid with moulded decoration
	TPW	12	956	1800-1900	Includes egg cup, cup, chamber pot and serving dish sherds
		14	1297		
605	TPW	1	7	1800-1900	Dish
		1	7		
606	FREC	1	7	1550-1700	Frechen tankard bodysherd, light brown glaze
	PMR	1	6	1650-1800	
		2	13		
610	LOND?	1	5	1150-1350	Vitrified/overfired glaze - identification difficult
	TGW	1	3	1600-1800	Dish
	PMR	1	3	1650-1800	
	CREA	2	2	1770-1900	
		5	13		
616	PEAR	2	6	1800-1900	
		2	6		
Total		46	3132		



Based on the Ordnance Survey's 1:1250 map of 1991 with permission of the Controller of Her Majesty's Stationary Office, © Crown copyright.



Scale 1:1250

figure 1

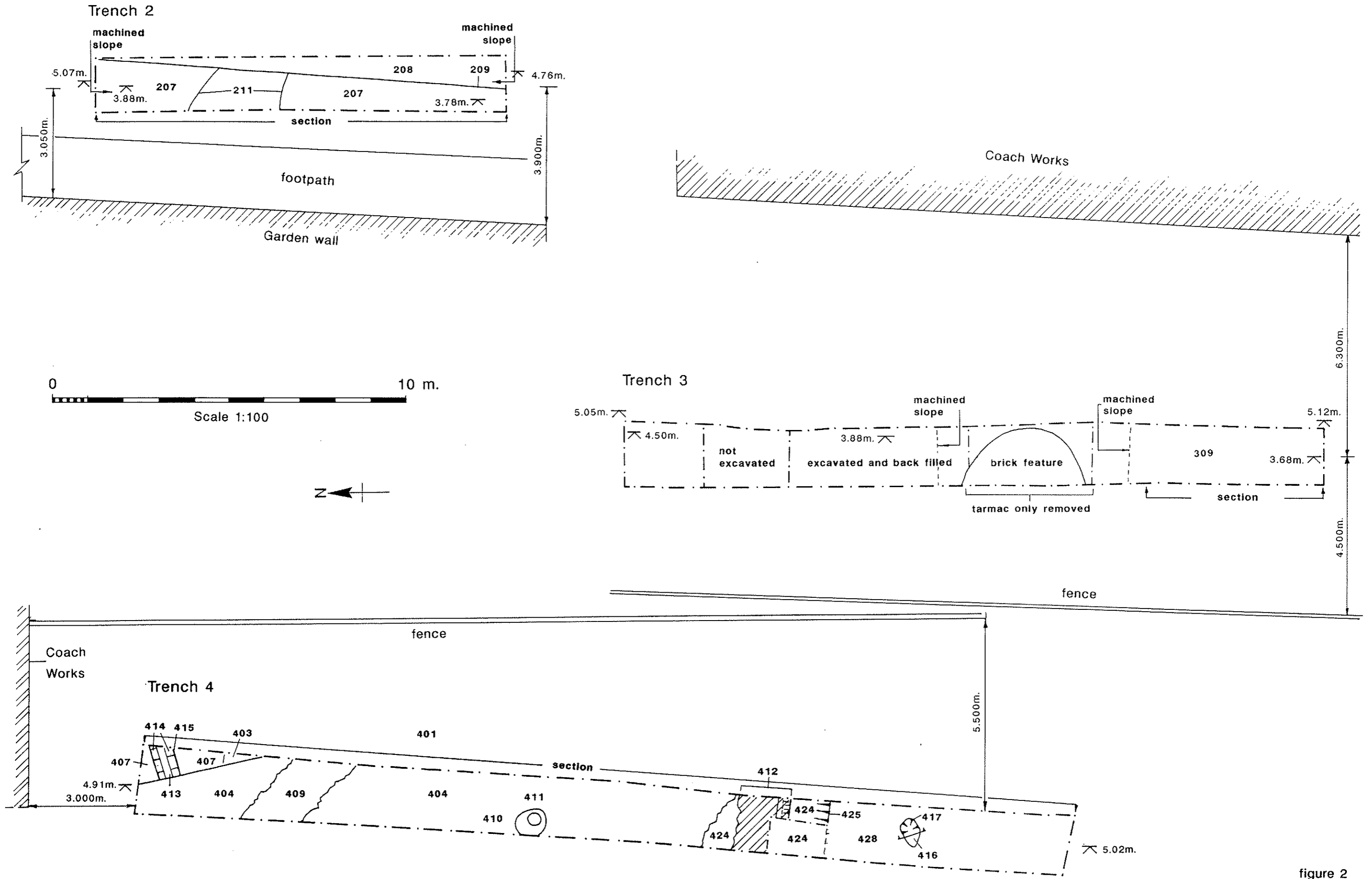


figure 2

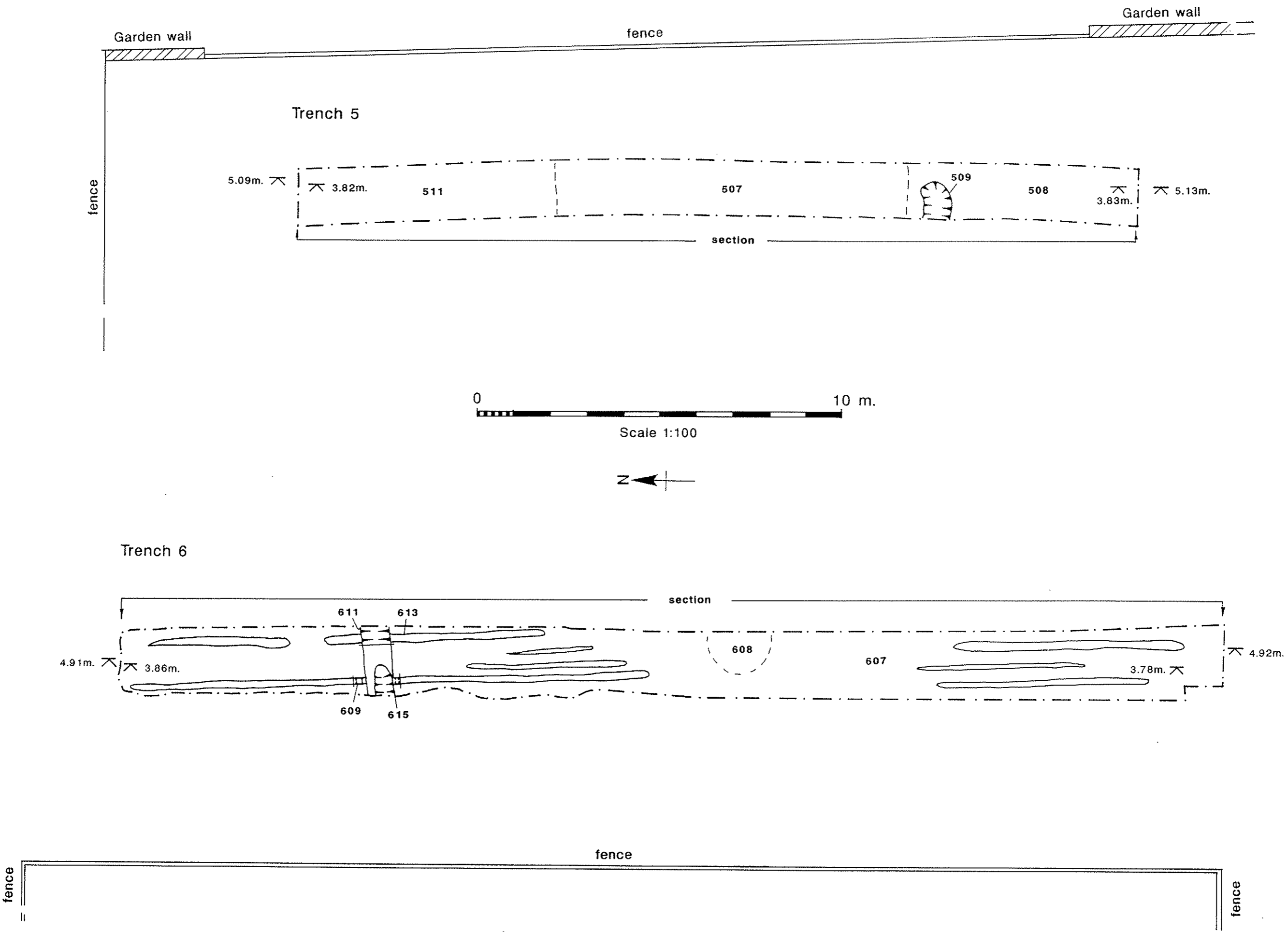
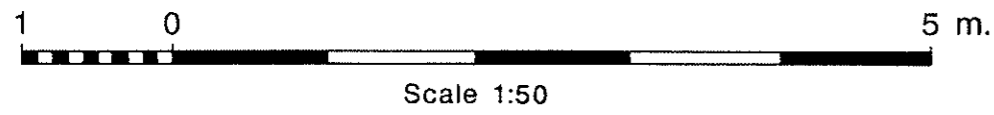
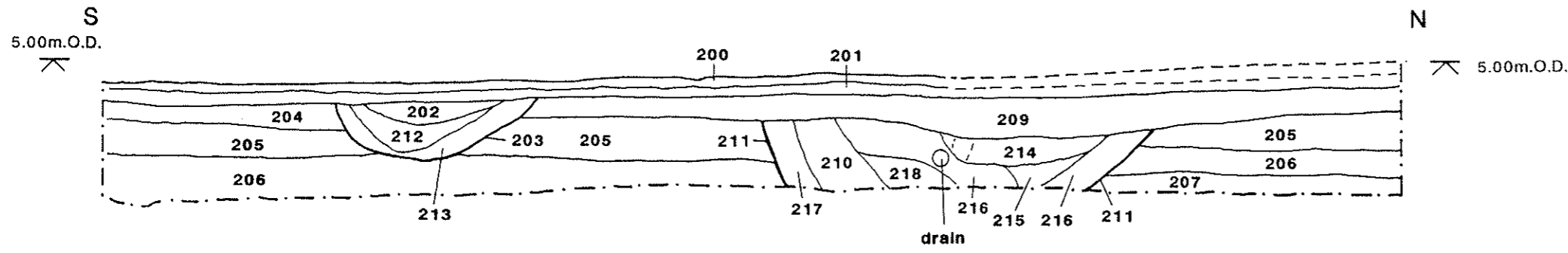
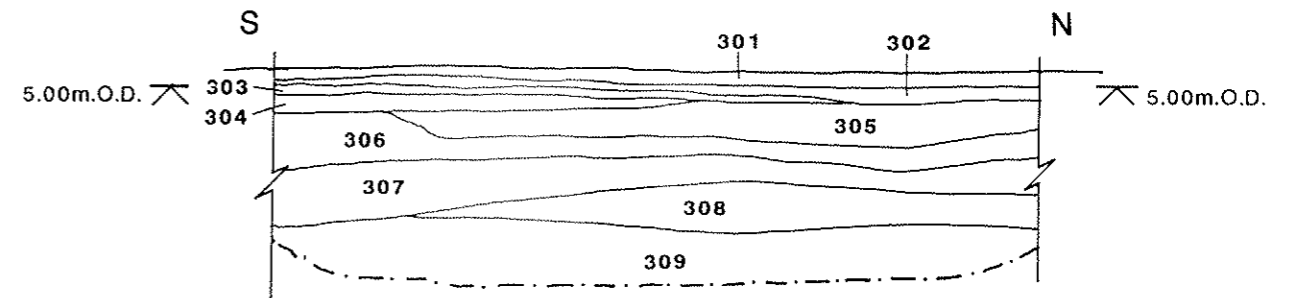


figure 3

Trench 2



Trench 3



Trench 4

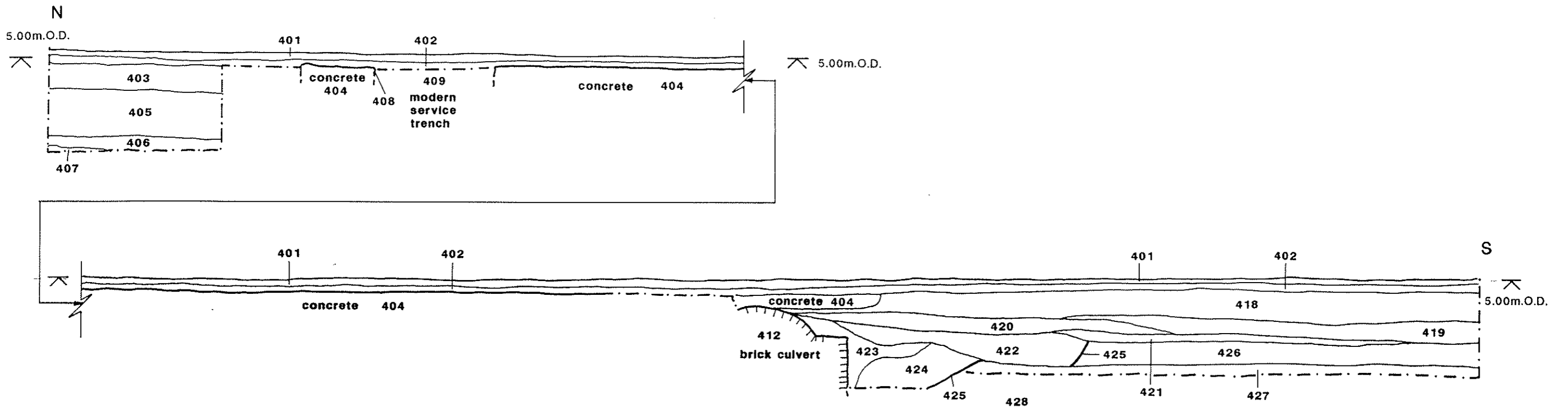
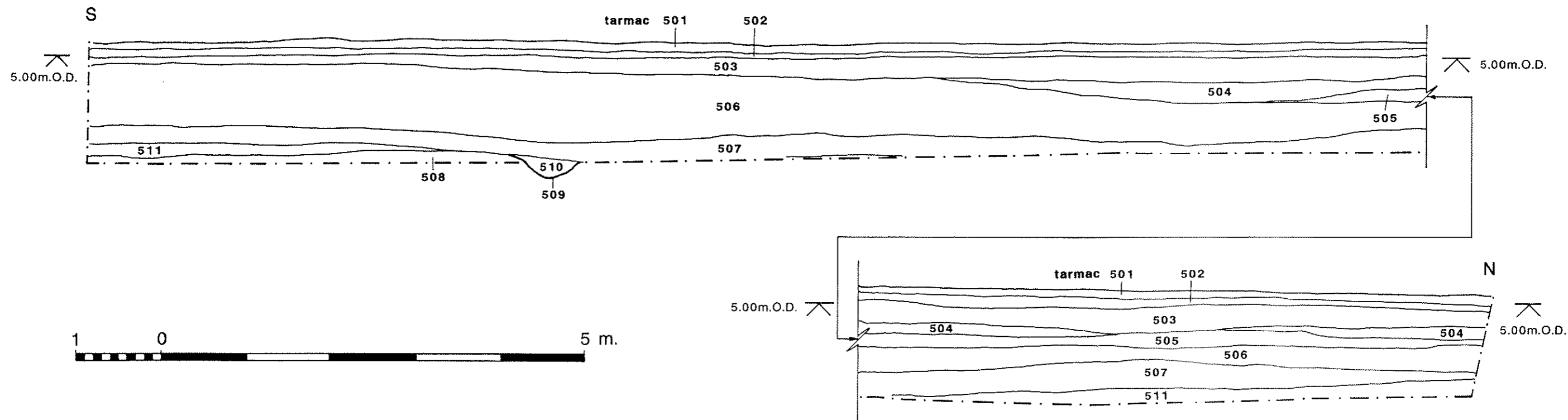


figure 4

Trench 5



Trench 6

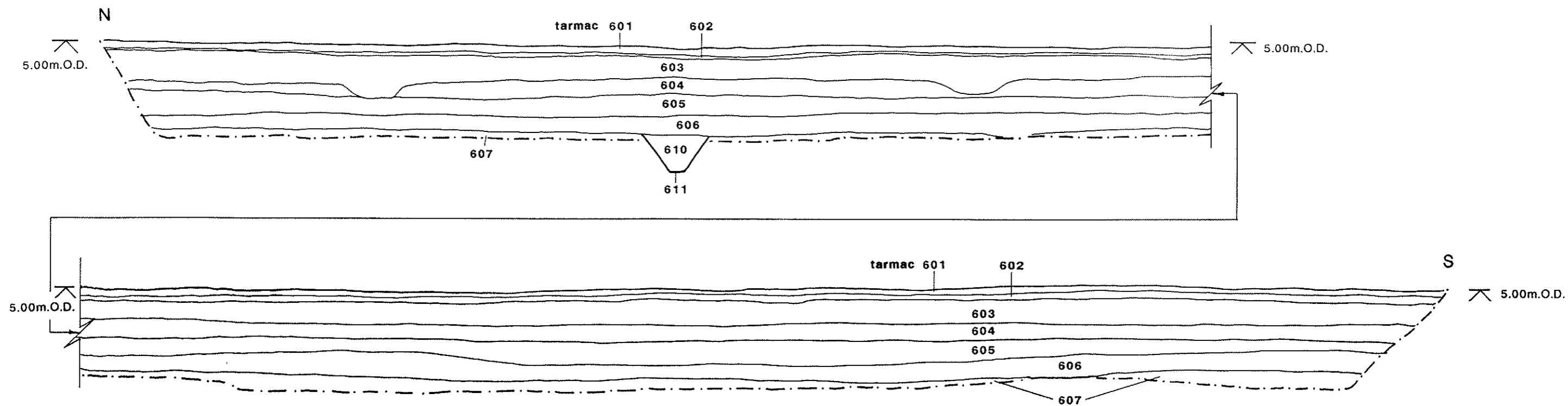
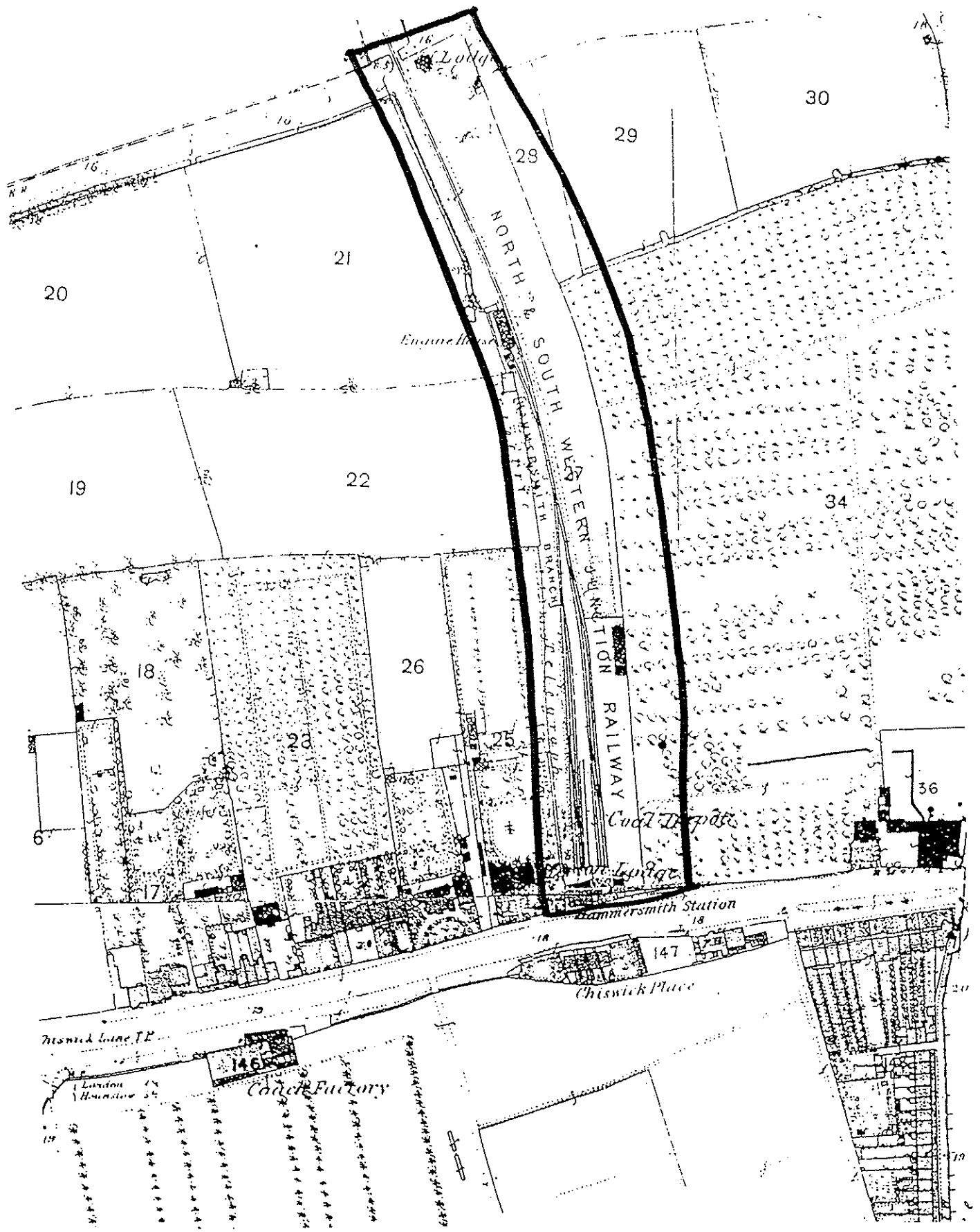
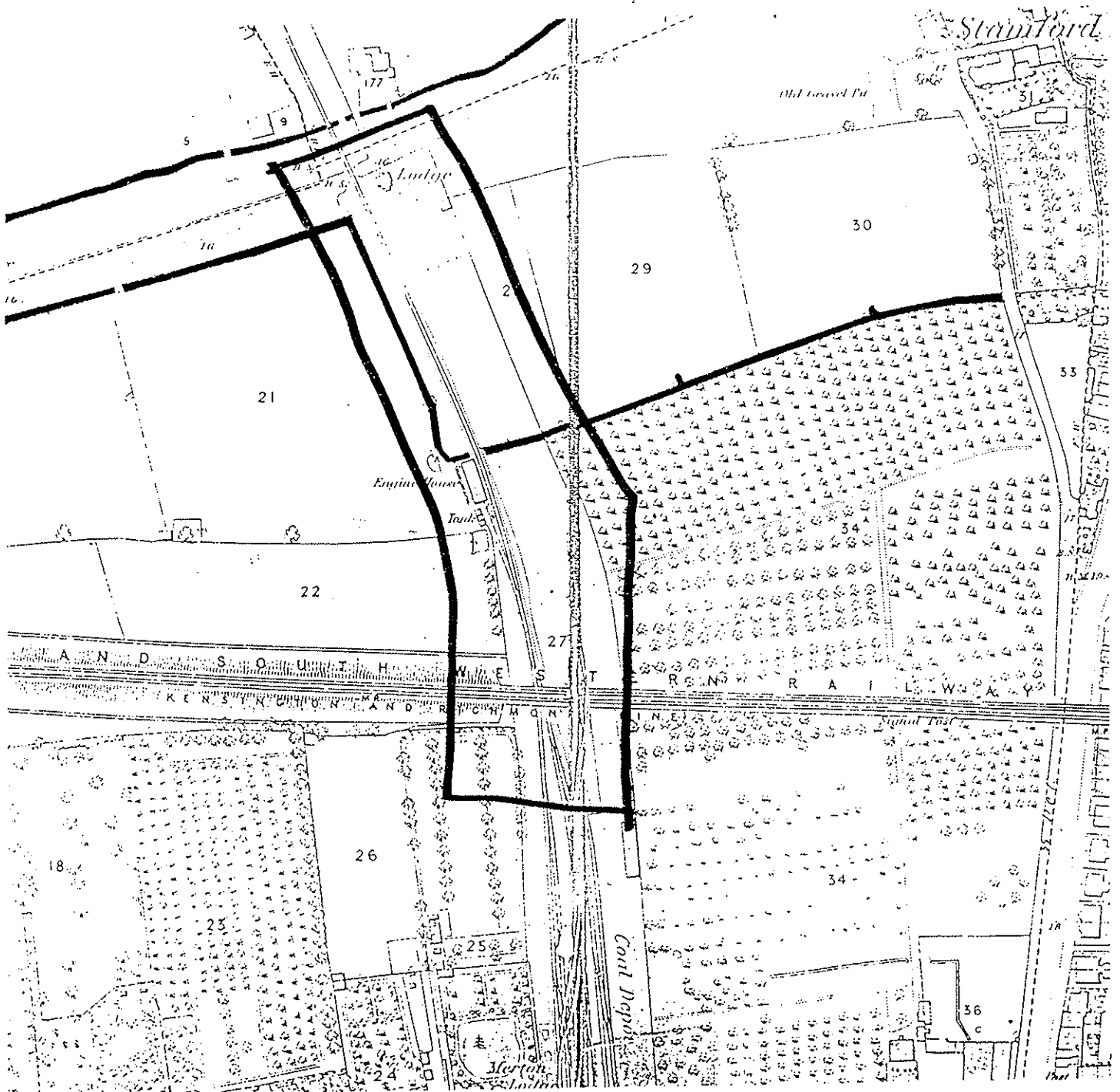


figure 5

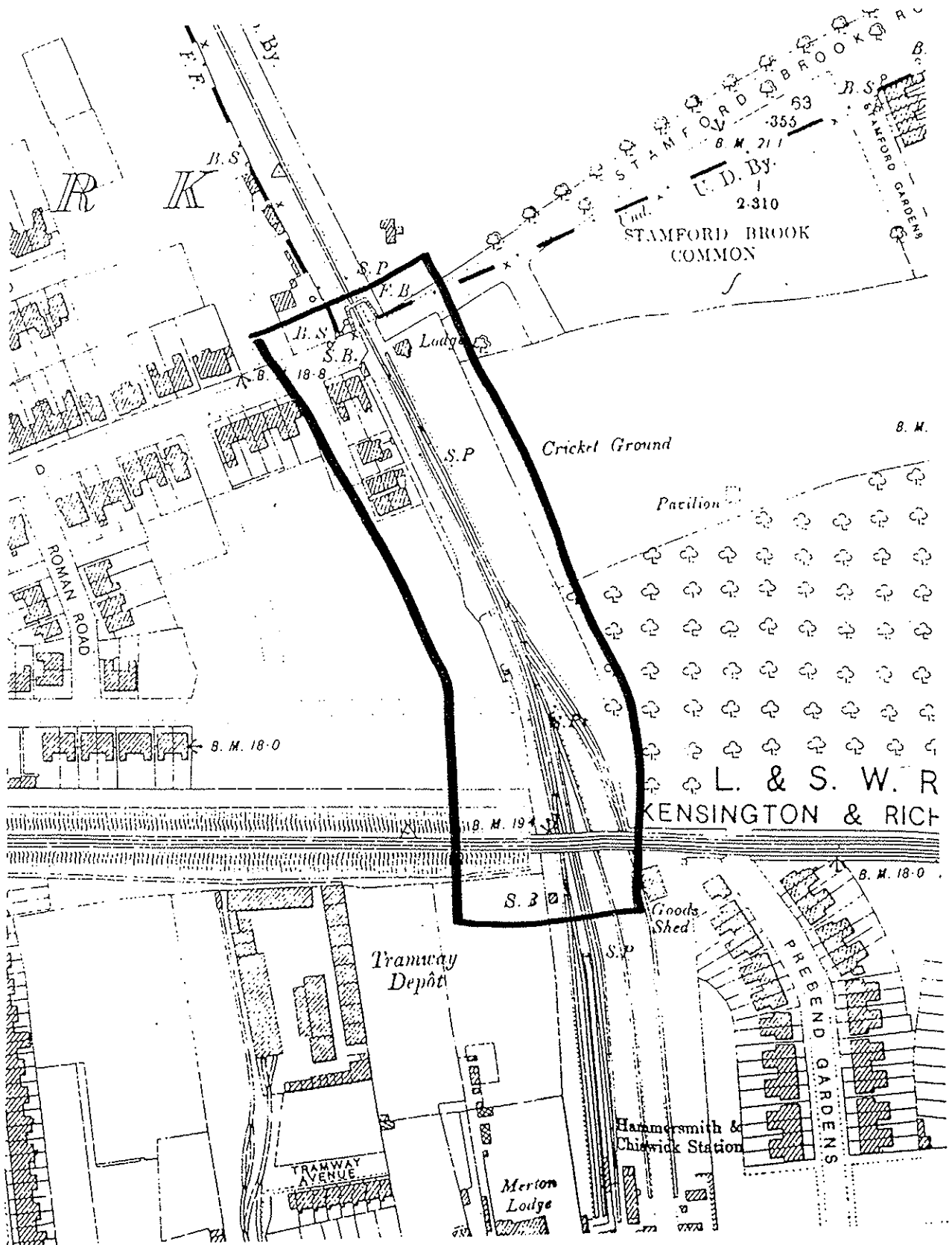


Map dated 1865

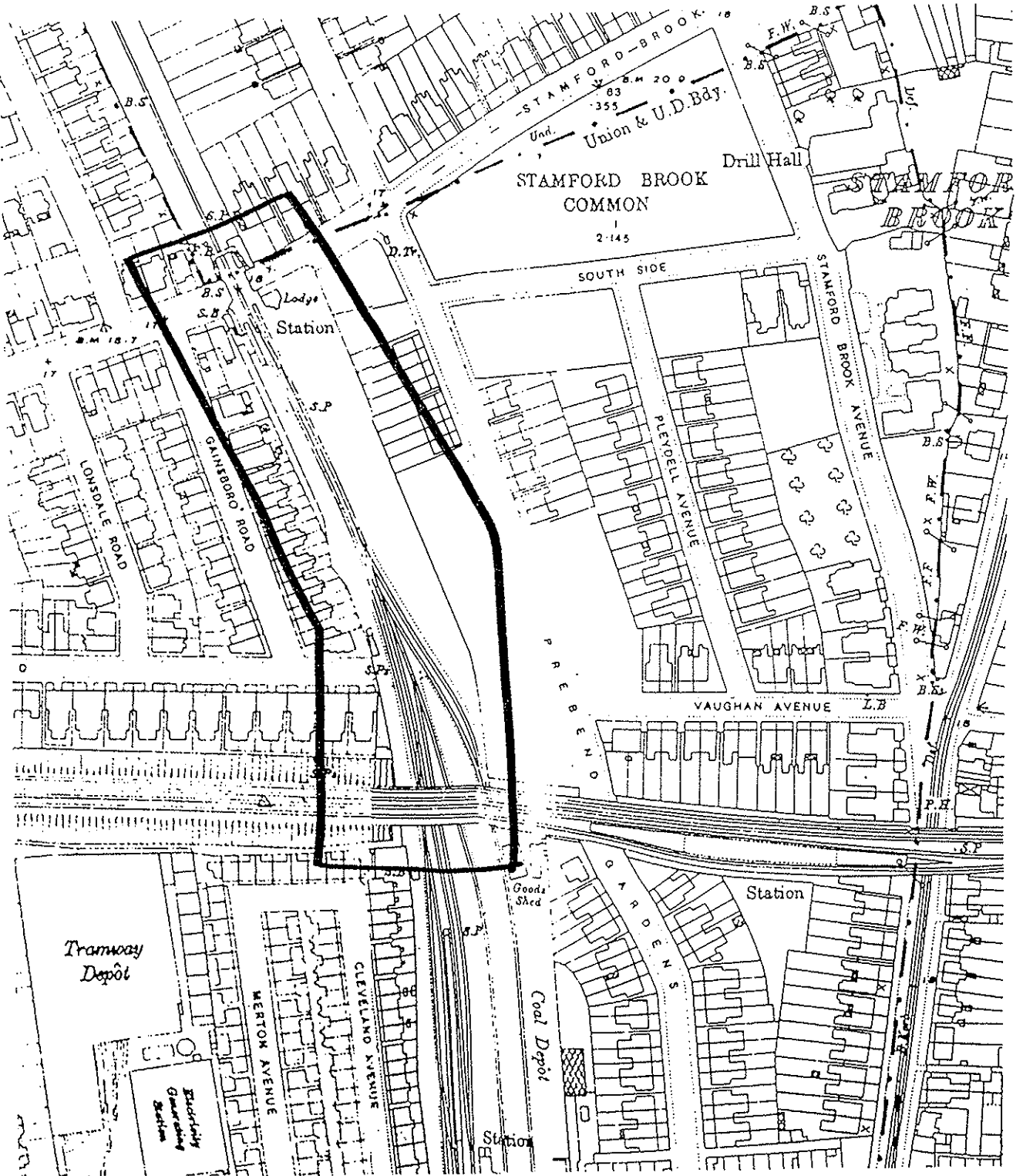
figure 6.



Map thought to be 1989 (dark lines = drainage)



Map dated 1894 - 96



Map dated 1915



Map dated 1952

Stamfo

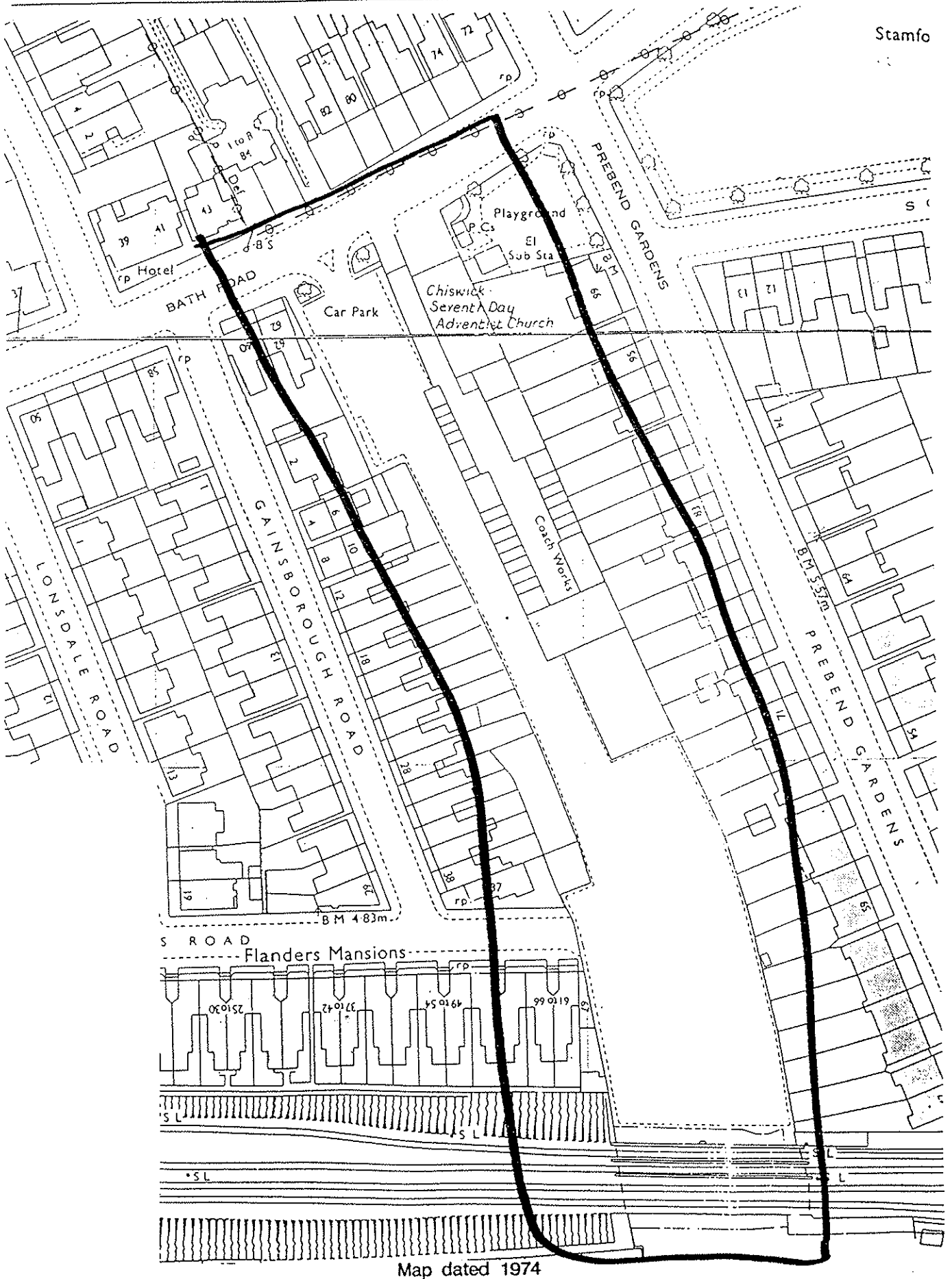
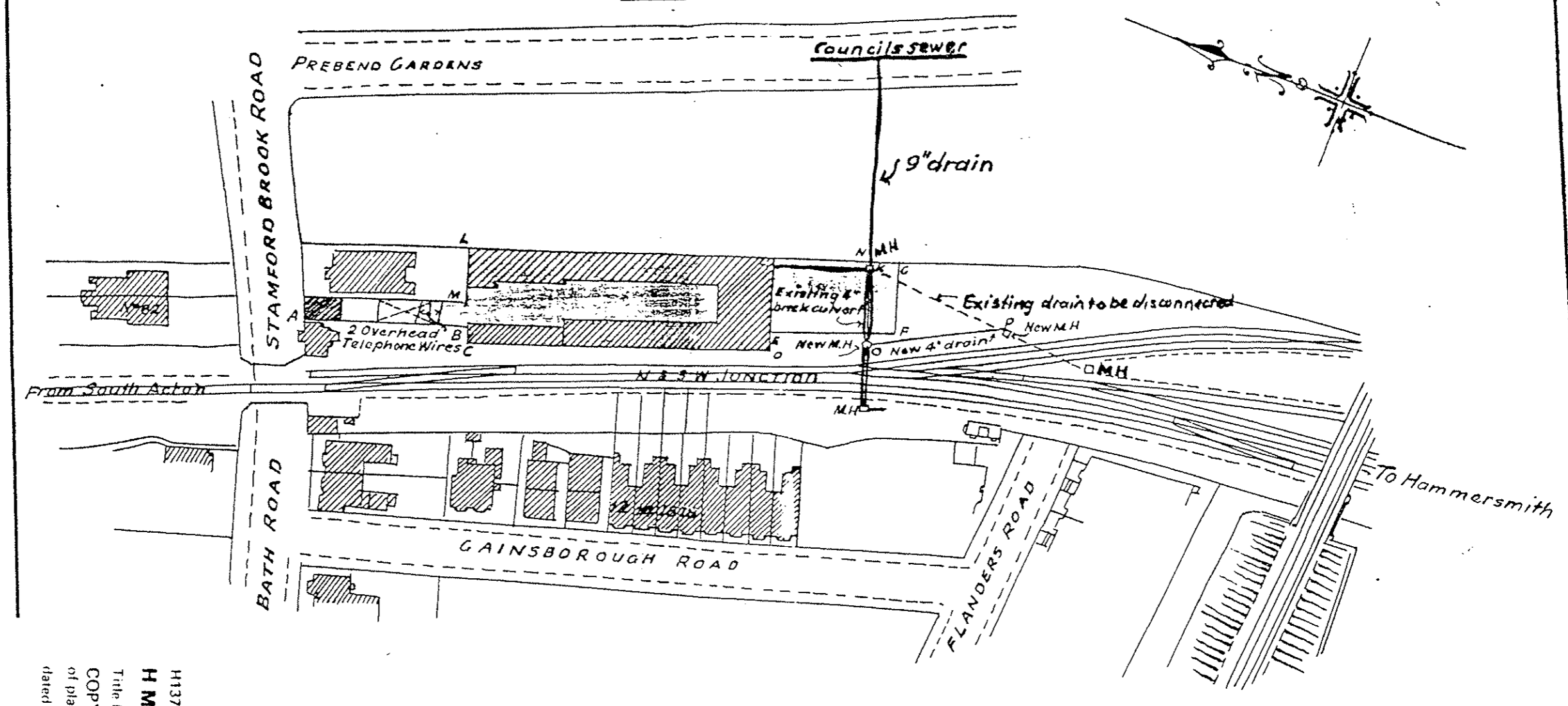


figure 11

Plan Referred to

CHISWICK

Area of Land coloured Blue
2471 sq yds or thereabouts



air to and through such ventilators EXCEPT AND RESERVING unto the

H137
H M LAND REGISTRY
 Title No. M/L 2/1944
 COPY (liable to distortion in scale)
 of plan to G. G. M. H. N. G. S.
 dated 4/5/1983.
 (S/N)

CONSULTANTS
 HAMPTON WORK
 JOB No.
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figure 12