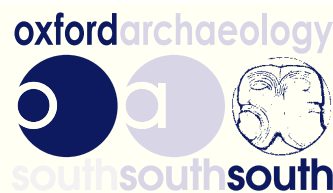


Scylla Road Heathrow London Borough of Hillingdon



Archaeological Evaluation Report



November 2011

Client: SEGRO/APP

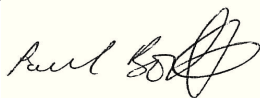
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Scylla Road, Heathrow, London Borough of Hillingdon

Archaeological Evaluation Report

by Paul Leader

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Summary

In August and November 2011, Oxford Archaeology South undertook an evaluation on land off Scylla Road, Heathrow on behalf of SEGRO/APP.

Seventeen trenches representing a 2% sample were excavated demonstrating significant truncation had occurred within the site boundary. This was either associated with a possible quarry and landfill event or the more recent construction of the former warehouse unit and associated services.

No archaeological remains were identified with the exception of a single undated treehole in Trench 1. Relatively undisturbed gravel and alluvial horizons indicating increased potential for the preservation of archaeology were only identified in Trenches 1, 2 and 8 within the periphery of the site boundary.

The results of the fieldwork indicate that there is a very low potential for archaeological remains to survive within the development boundary.



1 INTRODUCTION

1.1 Commission and planning background

- 1.1.1 Oxford Archaeology South (OAS) was commissioned by Pace Project Services Limited on behalf of SEGRO/APP to undertake an archaeological evaluation of land off Scylla Road, Heathrow within the London Borough of Hillingdon. A Desk-based Assessment (DBA) that included a bore hole log for the site had previously been produced to inform the development design and planning application (CGMS 2010). Subsequently OAS discussed the results of the DBA and proposed an evaluation strategy with Kim Stabler of the Greater London Archaeological Advisory Service (GLAAS). Following this, a formal brief was not issued by GLAAS and a scope of works, specification and trench layout was proposed by OAS and agreed directly with GLAAS.
- 1.1.2 In two separate phases between 22nd to 24th August and 2nd to 4th November 2011 OAS excavated seventeen trenches by intrusive evaluation to investigate the buried archaeological potential of the site. This report outlines the results of the evaluation, the extent and significance of archaeological deposits identified and the likely impact of the development upon these.

1.2 Location, Geology and topography

- 1.2.1 The site is located to the south of Terminal 4 and the southern perimeter road of Heathrow International Airport within the London Borough of Hillingdon (Fig. 1). The development boundary encloses approximately 4.6 hectares and is centred upon National Grid Reference TQ 08095 74116. The southern boundary of the site is defined by Scylla Road with the artificial waterways of the Duke of Northumberland and Longford River to the north and an existing unit bounding the eastern perimeter.
- 1.2.2 The British Geological Survey (BGS) web site shows the solid geology of the site as London Clay Formation of the Thames Group overlain by a drift geology of Taplow Gravels. BGS sheet 269 also records the presence of Infilled Ground over the drift geology.
- 1.2.3 Borehole logs recorded as part of the geotechnical investigations at the site in 2004 combined with additional geotechnical data from further boreholes, window samples and test pits undertaken in 2011 demonstrated the presence of the Taplow Gravel across the site to various depths between 0.5 m and 5.3 m thick (CgMs 2010 and Capita Symonds 2011). This is overlain directly by various compositions of modern made ground varying in thickness up to 2.4 m. Where thick made ground deposits are present these are clearly a result of truncated ground with only comparatively thin deposits of gravel at the same locations. However, the extent of the truncation appears to be relatively localised with made ground generally being between 0.3 m to 0.7 m thick and the gravels between 3 m and 4 m thick across the site. Two of the test pits undertaken in 2011 also record possible alluvial silt clay deposits at two locations sealing the Taplow Gravel and overlain by made ground. These appear to indicate limited truncation at these locations.
- 1.2.4 Prior to evaluation the site was occupied by a former catering service unit associated with Heathrow Airport which underwent demolition alongside the evaluation. At the outset the site was broadly split into two components with level asphalt surface parking along the western side at approximately 21 m aOD with the unit occupying the larger part of the site along the eastern boundary. The unit had associated loading bays that sloped down to approximately 20 m aOD along its western and northern sides.



- 1.2.5 The site appearance changed dramatically during the course of the evaluation. Prior to the first phase of attendance in August (Trenches 1,2,3,7,8 and 11) demolition had begun of the main warehouse buildings. The trenches were all located outside the footprint of the building and were excavated through the existing concrete or asphalt surfaces.
- 1.2.6 When excavation recommenced in November the site had changed significantly. The remaining buildings had been entirely demolished including the removal of concrete footings and floors. The site had been levelled using mechanical excavators to the height of the previous floor base. The remaining trenches were excavated within and adjacent to the footprint of the former unit.

1.3 Archaeological and historical background

- 1.3.1 The archaeological and historical background to the site has been described in detail within the DBA (CgMs 2010) and WSI. The following section summaries the key points identified within the background section although the original DBA should be referred to for detailed location information.
- 1.3.2 Significant prehistoric (Neolithic, Bronze Age and Iron Age) activity is recorded in the area surrounding the site. This appears initially as a ritual landscape with a hengiform circular monument to the south and a cursus to the north-west within the Heathrow airport boundary. Bronze Age settlement and ritual activities are well represented in the surrounding landscape with a fort encircled by a double ditch located by the hengiform monument to the south of the development site. Possible barrows are also located nearby. The Bronze Age landscape is known to extend across the gravel terrace with settlements, fields and trackways dating from the early 2nd millennium BC recently recorded over a large area ahead of the Heathrow Terminal 5 development. Similar features exposed on a much smaller scale but likely to be part of the well organised contemporary landscape have been recorded to the east and south of the site.
- 1.3.3 Similarly visible use of the landscape continued into the Iron Age with nucleated settlements accompanied by field systems recorded to the north and south with these often forming the focus for occupation into the Roman period.
- 1.3.4 A distinct shift in settlement pattern appears in the post-Roman period with little evidence for Saxon, medieval and post-medieval use of the landscape other than in the form of field arrangements and agricultural buildings.

2 EVALUATION AIMS, SCOPE AND METHODOLOGY

2.1 General aims

- 2.1.1 The evaluation aimed to establish the archaeological potential of the site. To achieve this the general objectives were:
- to establish the presence/absence of archaeological remains within the proposal area,
 - to determine and confirm the character of any remains present, without compromising any deposits that may merit detailed investigation under full area excavation,
 - to determine or estimate the date range of any remains from artefacts or otherwise,



- to characterise any underlying archaeological strata down to undisturbed geology without significantly impacting upon younger (overlying) deposits where possible,
- to determine the geo-archaeological and palaeo-environmental potential of any archaeological deposits encountered,
- to establish what archaeological remains/deposits may be affected by any proposed development,
- to make available the results of the investigation to inform the planning application and the potential for any further mitigation strategy,
- to produce a report and full archive,
- to disseminate the results of the investigation at a level appropriate to their importance.

2.2 Specific aims and objectives

2.2.1 The evaluation specifically sought to;

- establish the degree and extent of truncation across the site,
- establish the presence/absence of *in situ* alluvial or land surface horizons above the gravel and sealed by the made ground,
- establish the requirement for an increased number of trenches from the primary 2% sample based upon the degree of truncation and archaeological potential,
- establish the likely impact of the construction design upon any potential archaeological remains.

2.3 Scope of works

2.3.1 The evaluation comprised an approximate 2% sample of the area within the site boundary. This translated as seventeen trenches each approximately measuring 30 m by 2 m for which the layout was agreed with GLAAS prior to commencing fieldwork, based upon the known extent of impacts that would occur within the development (Fig. 2). Provisional agreement and provision had also been made to increase the evaluation sample level to a maximum of 4% in appropriate increments. This was subject to the presence of significant positive results that could demonstrate that limited truncation had occurred within the development boundary. In the event additional trench excavations were not required.

2.3.2 Due to access restrictions or the location of services, during excavation four of the trenches were shortened in length (Trenches 2, 4, 5 and 7). Other trenches were moved to avoid services, although the overall coverage of the site was largely maintained.

2.4 Methodology

2.4.1 The trenches were mechanically excavated to the first archaeological horizon or the surface of the underlying gravel depending upon which was encountered first. The depth of this varied between 0.1 and 2 m. All trenches were to be abandoned at c. 2 m, or whenever they became unsafe, if natural gravel or archaeology was not encountered. Levels of exposed *in situ* gravel deposits were recorded prior to backfilling. GLAAS were also informed of the results and offered the opportunity to visit the site prior to backfilling. Due to the negative results a site visit by GLAAS was not required.



- 2.4.2 All work was undertaken in accordance with the Greater London Archaeological Advisory Service Guidance Notes for fieldwork.

3 RESULTS

3.1 Presentation of results

- 3.1.1 The descriptions of the trenches presented below provide an overview of the relevant detail. A comprehensive listing of individual trench and associated context data can be found in Appendix A. This should be referred to for information such as dimensions which are not otherwise included within the descriptive text unless pertinent to the description.
- 3.1.2 Individual contexts have been uniquely numbered by trench starting at one hundred and then being followed by the individual context (e.g. The first context used for Trench 1 would be 100).

3.2 Trench descriptions

Trenches 1, 2 and 3

- 3.2.1 Trenches 1, 2 and 3 were all excavated through the existing car park within the western part of the site. Natural gravel was encountered at an elevation of approximately 20.9 m aOD within Trenches 1 and 2 and 0.45 m below the current car park surface. Within Trench 1 two possible treeholes were identified cut into the gravel. Sample excavation of one (105) identified a shallow hollow with an uneven shape to the edges and base infilled with a sterile silty clay deposit. The fill of the treehole and the extent of the gravel surface was sealed by a clay silt deposit of possible alluvial origin (102 and 203) within both trenches with a maximum thickness of 0.26 m (Fig. 3 section 102). The presence of the possible alluvial deposits suggests that this part of the site had been subject to limited truncation and provides an elevation for the surface of the undisturbed gravel.
- 3.2.2 The alluvial layer was truncated by a large feature across the southern extent of Trench 1 that had removed the natural gravel. This was infilled with clay and modern brick rubble. The same feature and deposit extended across the full extent of Trench 3. Machine excavation to a maximum depth of 2 m within part of this trench revealed a sequence of modern gravel, sand, clay and brick deposits but did not encounter gravel. Only modern services associated with the current site occupation were noted cut into the surface of the redeposited materials indicating that the truncation and backfill occurred prior to the existing development. The large size and depth of the modern truncation and the backfill deposits may reflect the reference to Infilled Land by the BGS (Sheet 269).
- 3.2.3 The modern backfill deposits, services and alluvial deposit were all overlain by rubble hardcore and the current asphalt car park surface.

Trenches 4 and 5

- 3.2.4 Trenches 4 and 5 were arranged within the former loading bay along the western side of the warehouse and were positioned to investigate the level of truncation into the underlying gravel caused by the construction. The intention at the outset was to excavate these from the highest level of the access road down into the loading bay to illustrate the impact into the gravel surface. However, due to access constraints, the trenches could only be excavated to a total length of 12.5 m each within the lowest



elevation of the former loading bay. Following the removal of the modern reinforced concrete the natural gravel was encountered immediately beneath. The existing surface elevation of the gravel was between 19.3 to 19.8 m aOD.

Trench 8

- 3.2.5 Trench 8 was located in the northern corner of the site and was repositioned from the original location to avoid buried services and tanks. Natural gravel was encountered at c 21.1 m aOD and no archaeology was encountered.
- 3.2.6 The gravel was overlain by a clay silt layer 0.12 m thick (803) of probable alluvial origin with a patchy humic topsoil (802) overlying this in places. This was sealed by a 0.7 m thick sequence of rubble made ground deposits (800 and 801) that noticeably raised the ground above the general elevation to the south. This was capped by a thin layer of asphalt forming an existing car park area.

Trenches 6, 7, 9 to 17

- 3.2.7 Natural gravel was encountered across the remaining trenches with varying degrees of truncation evident. The surface elevation of this was between 20.4 and 20.7 m aOD in Trenches 6, 7, 9 and 11 suggesting limited truncation within the northern extent of the site. Similarly within the eastern edge of the site in Trenches 14 and 17 relatively undisturbed gravel was encountered at 20.5 and 20.3 m aOD (Fig. 3 section 1700). Within the remaining trenches the gravel surface was between 19.4 and 20 m aOD indicating that the surface levels of the gravel had been removed to depths of between 1 and 1.5 m in comparison to Trenches 1 and 2. No archaeological features or deposits were encountered in any of these trenches.
- 3.2.8 Within Trench 12 a clear cut edge (1202) was recorded sloping down from undisturbed levels of gravel from the east to the base of the trench (Fig. 3 section 1200). At the deepest point the trench depth was in excess of 2 m and natural gravel was not evident indicating deep truncation at this location. Similarly within Trench 15 only a limited area of natural gravel was revealed with the trench abandoned at 2 m deep.
- 3.2.9 Within the deepest trenches where truncation of the gravel surface was evident, these had been backfilled with deposits described as 'landfill'. These were blue clayey deposits that gave off an acrid smell although they did not contain any identifiable waste material. These may have been capping deposits for underlying landfill although the deep trenches were not machine excavated below 2 m to investigate this.
- 3.2.10 The deposits in each trench (gravel and/or landfill) were sealed by varying depths of demolition debris, hardcore rubble and existing surfaces associated with the former construction.

3.3 Finds summary

- 3.3.1 Modern finds were encountered within the layers of made ground. These were noted within the site records but not recovered for detailed analysis.

4 DISCUSSION

4.1 Sample size

- 4.1.1 The initial 2% sample of the site successfully served to inform on the potential for archaeological remains to survive within the site boundary. This sample level was agreed as an initial means to assess the overall potential for archaeological remains to



exist. Should this have provided positive results that may not necessarily have included actual archaeological remains, then increased levels of evaluation would have been possible within the same investigation.

- 4.1.2 However, the 2% sample clearly indicated that significant truncation had occurred within the site boundary relating to previous land use and the construction of the former warehouse unit and its associated services. Through discussion with GLAAS it was agreed that this was sufficient to demonstrate very poor potential for this site and increased samples levels were not required.

4.2 Archaeological interpretation, significance and development impact

- 4.2.1 With the exception of an undated probable treehole within Trench 1 no archaeological features were encountered within the evaluation trenches. These also provided only very limited evidence for undisturbed *in situ* soil sequences above the natural gravel surface around the periphery of the site within Trenches 1, 2 and 8. These zones will be subject to only very limited disturbance within the current development plan.
- 4.2.2 It is clear from the results within the core of the site that this has been subject to significant truncation that has removed the potential for archaeological remains to be present. Much of the truncation pre-dates the former warehouse construction and comprises possible landfill and capping deposits, although this appears to be localised rather than forming one large quarry/infill site. The construction of the former structure also caused truncation, although this appears to be mostly confined to the foundations and loading bay areas.



BIBLIOGRAPHY AND REFERENCES

Capita Symonds, 2011, Phase 2 Geo-environmental Investigation and Assessment Scylla Road, Heathrow - Phase 1

CgMs, 2010, Archaeological desk based assessment for The Portal, Scylla Road, Heathrow



APPENDIX A. TRENCH DESCRIPTIONS AND CONTEXT INVENTORY

| Trench 1 | | | | | | |
|---|---------|-----------|-----------|-------------------|-----------------------|--------|
| General description | | | | | Orientation | NE-SW |
| Trench1 contained 1 potential tree hole/bioturbation. Consists of current car park surface and a alluvial clay overlying a natural of sandy gravel. Truncation to the southern end by modern land fill. | | | | | Avg. depth (m) | 0.44 |
| | | | | | Width (m) | 2 |
| | | | | | Length (m) | 28 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 100 | Layer | - | 0.08 | Asphalt | - | Modern |
| 101 | Layer | - | 0.15 | Hardcore | - | Modern |
| 102 | Layer | - | 0.2 | Alluvial Clay | - | - |
| 103 | Deposit | - | - | Landfill | - | Modern |
| 104 | Fill | 1.5 | 0.2 | Fill of Tree hole | - | - |
| 105 | Cut | 1.5 | 0.2 | Cut of Tree hole | - | - |
| 106 | Layer | - | - | Natural | - | - |

| Trench 2 | | | | | | |
|--|-------|-----------|-----------|---------------|-----------------------|--------|
| General description | | | | | Orientation | NE-SW |
| Trench 2 contained no archaeology. Consists of current car park surface and a alluvial clay overlying a natural of sandy gravel. | | | | | Avg. depth (m) | 0.4 |
| | | | | | Width (m) | 2 |
| | | | | | Length (m) | 24 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 201 | Layer | - | 0.08 | Asphalt | - | Modern |
| 202 | Layer | - | 0.12 | Hardcore | - | Modern |
| 203 | Layer | - | 0.26 | Alluvial Clay | - | - |
| 204 | Layer | - | - | Natural | - | - |

| Trench 3 | | | | | | |
|---|-------|-----------|-----------|---------|-----------------------|--------|
| General description | | | | | Orientation | NE-SW |
| Trench 3 contained no archaeology. Consists of current car park surface and modern land fill. | | | | | Avg. depth (m) | 2 |
| | | | | | Width (m) | 2 |
| | | | | | Length (m) | 30 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 301 | Layer | - | 0.08 | Asphalt | - | Modern |



| | | | | | | |
|-----|-------|---|------|--------------------|---|--------|
| 302 | Layer | - | 0.12 | Hardcore | - | Modern |
| 303 | Layer | - | 0.2 | Redeposited gravel | - | Modern |
| 304 | Layer | - | 0.35 | Redeposited clay | - | Modern |
| 305 | Layer | - | 0.8 | Redeposited gravel | - | Modern |
| 306 | Layer | - | 0.5 | Land fill | - | Modern |

| Trench 4 | | | | | | |
|--|-------|-----------|-----------|-----------------------|-------|--------|
| General description | | | | Orientation | | NW-SE |
| Trench 4 contained no archaeology. Consists of current concrete of loading bay overlying sandy gravel natural. | | | | Avg. depth (m) | | 0.6 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 12.5 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 400 | Layer | - | 0.6 | Concrete | - | Modern |
| 401 | Layer | - | - | Natural gravel | - | - |

| Trench 5 | | | | | | |
|--|-------|-----------|-----------|-----------------------|-------|--------|
| General description | | | | Orientation | | NW-SE |
| Trench 5 contained no archaeology. Consists of current concrete of loading bay overlying sandy gravel natural. | | | | Avg. depth (m) | | 0.6 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 12.5 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 500 | Layer | - | 0.6 | Asphalt | - | Modern |
| 501 | Layer | - | - | Hardcore | - | - |

| Trench 6 | | | | | | |
|---|-------|-----------|-----------|-----------------------|-------|--------|
| General description | | | | Orientation | | NE-SW |
| Trench 6 contained no archaeology. Area already heavily impacted by demolition so area just essentially 'cleaned' with mechanical excavator | | | | Avg. depth (m) | | 0.1 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 30 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 600 | Layer | - | 0.1 | Demolition Waste | - | Modern |
| 601 | Layer | - | - | Natural | - | - |



| Trench 7 | | | | | | |
|---|-------|-----------|-----------|-----------------------|-------|--------|
| General description | | | | Orientation | | NW-SE |
| Trench 7 contained no archaeology. Consists of modern concrete surface and disturbed natural overlying natural of sandy gravel. | | | | Avg. depth (m) | | 0.5 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 21 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 701 | Layer | - | 0.18 | Concrete | - | Modern |
| 702 | Layer | - | 0.22 | Hardcore | - | Modern |
| 703 | Layer | - | 0.1 | Disturbed natural | - | Modern |
| 704 | Layer | - | - | Natural gravel | - | - |

| Trench 8 | | | | | | |
|---|-------|-----------|-----------|-----------------------|-------|--------|
| General description | | | | Orientation | | NE-SW |
| Trench 8 contained no archaeology. Consists of current car park surface, made ground, buried topsoil and alluvial clay overlying a natural of sandy gravel. | | | | Avg. depth (m) | | 0.75 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 30 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 800 | Layer | - | 0.5 | Asphalt | - | Modern |
| 801 | Layer | - | 0.2 | Made ground | - | Modern |
| 802 | Layer | - | 0.08 | Buried topsoil? | - | - |
| 803 | Layer | - | 0.12 | Alluvium? | - | - |
| 804 | Layer | - | - | Natural gravel | - | - |

| Trench 9 | | | | | | |
|---|-------|-----------|-----------|-----------------------|-------|--------|
| General description | | | | Orientation | | NE-SW |
| Trench contained no archaeology. Consists of demolition rubble overlying a natural of sandy gravel. | | | | Avg. depth (m) | | 0.4 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 30 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 900 | Layer | - | 0.4 | Demolition Rubble | - | Modern |
| 100.001 | Layer | - | - | Natural gravel | - | - |



| Trench 10 | | | | | | |
|--|-------|-----------|-----------|-----------------------|-------|---------|
| General description | | | | Orientation | | NE-SW |
| Trench 10 contained no archaeology. Consists of modern demolition rubble, disturbed natural and land fill overlying a natural of sandy gravel. | | | | Avg. depth (m) | | 1.9/0.6 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 30 |
| Contexts | | | | | | |
| context no | type | Width (m) | Depth (m) | comment | finds | date |
| 1000 | Layer | - | 0.6 | Demolition rubble | - | Modern |
| 1001 | Layer | - | 0.4 | Levelling | - | Modern |
| 1002 | Layer | - | 0.4 | Redeposited Natural | - | Modern |
| 1003 | Layer | - | - | Natural gravel | - | - |

| Trench 11 | | | | | | |
|--|-------|-----------|-----------|-----------------------|-------|--------|
| General description | | | | Orientation | | NE-SW |
| Trench 11 contained no archaeology. Consists of modern concrete and make up overlying a natural of sandy gravel. | | | | Avg. depth (m) | | 0.5 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 28 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 1100 | Layer | - | 0.2 | Concrete | - | Modern |
| 1101 | Layer | - | 0.3 | Hardcore | - | Modern |
| 1102 | Layer | - | - | Natural gravel | - | - |

| Trench 12 | | | | | | |
|--|-------|-----------|-----------|-----------------------|-------|---------|
| General description | | | | Orientation | | NW-SE |
| Trench 12 contained no archaeology. Consists of modern demolition waste overlying a natural of sandy gravel. Truncation to the north west end by modern land fill. | | | | Avg. depth (m) | | 0.6/1.9 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 30 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 1200 | Layer | - | 0.4 | Asphalt | - | Modern |
| 1201 | Fill | - | 1.5 | Landfill | - | Modern |
| 1202 | Cut | - | 1.5 | Landfill | - | Modern |
| 1203 | Layer | - | - | Natural gravel | - | - |



| Trench 13 | | | | | | |
|---|-------|-----------|-----------|------------------------|-------|--------|
| General description | | | | Orientation | NE-SW | |
| Trench 13 contained no archaeology. Consists of modern demolition waste and landfill overlying a natural of sandy gravel. | | | | Avg. depth (m) | 1.5 | |
| | | | | Width (m) | 2 | |
| | | | | Length (m) | 30 | |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 1300 | Layer | - | 1 | Demolition disturbance | - | Modern |
| 1301 | Layer | - | 0.4 | Landfill | - | Modern |
| 1302 | Layer | - | - | Natural gravel | - | - |

| Trench 14 | | | | | | |
|---|-------|-----------|-----------|------------------------|-------|--------|
| General description | | | | Orientation | NW-SE | |
| Trench 14 contained no archaeology. Consists of disturbed natural and a levelling deposit overlying a natural of sandy gravel. Truncated by 2 large pits containing landfill. | | | | Avg. depth (m) | 0.45 | |
| | | | | Width (m) | 2 | |
| | | | | Length (m) | 30 | |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 1400 | Layer | - | 0.4 | Demolition disturbance | - | Modern |
| 1401 | Cut | 5.5 | <2 | Pit | - | Modern |
| 1402 | Fill | 5.5 | <2 | Landfill | - | Modern |
| 1403 | Cut | 4 | <2 | Pit | - | Modern |
| 1404 | Fill | 4 | <2 | Landfill | - | Modern |
| 1405 | Layer | 11 | 0.3 | Landfill | - | Modern |
| 1406 | Layer | - | - | Natural gravel | - | - |

| Trench 15 | | | | | | |
|--|-------|-----------|-----------|---------------------------|--------|--------|
| General description | | | | Orientation | NE-SW | |
| Trench 15 contained no archaeology. Consists of modern demolition waste overlying a natural of sandy gravel. Truncation to the eastern side by modern land fill. | | | | Avg. depth (m) | 0.45/2 | |
| | | | | Width (m) | 2 | |
| | | | | Length (m) | 29 | |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 1500 | Layer | - | 0.2 | Demolition disturbance | - | Modern |
| 1501 | Layer | 20 | 1.6 | Landfill | - | Modern |
| 1502 | Layer | - | - | Natural gravel | - | - |
| 1503 | Layer | 5 | 0.4 | Landfill/Demolition waste | - | Modern |



| Trench 16 | | | | | | |
|---|-------|-----------|-----------|------------------------|-------|--------|
| General description | | | | Orientation | | NW-SE |
| Trench 16 contained no archaeology. Consists of modern demolition waste and landfill overlying a natural of sandy gravel. | | | | Avg. depth (m) | | 1.9 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 30 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 1600 | Layer | - | 1.75 | Demolition disturbance | - | Modern |
| 1601 | Layer | - | <0.25 | Landfill | - | Modern |
| 1602 | Layer | - | - | Natural gravel | - | - |

| Trench 17 | | | | | | |
|--|-------|-----------|-----------|------------------------|-------|--------|
| General description | | | | Orientation | | NE-SW |
| Trench 17 contained no archaeology. Consists of modern demolition disturbance overlying a natural of sandy gravel. Truncated by a E-W service trench (Unexcavated) | | | | Avg. depth (m) | | 0.3 |
| | | | | Width (m) | | 2 |
| | | | | Length (m) | | 28 |
| Contexts | | | | | | |
| Context no | Type | Width (m) | Depth (m) | Comment | Finds | Date |
| 1700 | Layer | - | 0.3 | Demolition disturbance | - | Modern |
| 1701 | Cut | 2 | - | Service trench | - | Modern |
| 1702 | Fill | 2 | - | Service trench | - | Modern |
| 1703 | Layer | - | - | Natural gravel | - | - |



APPENDIX B. SUMMARY OF SITE DETAILS

| | |
|---------------------------|--|
| Site name: | Scylla Road, Heathrow |
| Site code: | POR 11 |
| Grid reference: | TQ 08095 74116 |
| Type: | Evaluation |
| Date and duration: | 22nd to 24th August and 2nd to 4th November 2011 |
| Area of site: | 4.6 hectares |

Summary of results:

In August and November 2011, Oxford Archaeology South undertook an evaluation on land off Scylla Road, Heathrow on behalf of SEGRO/APP.

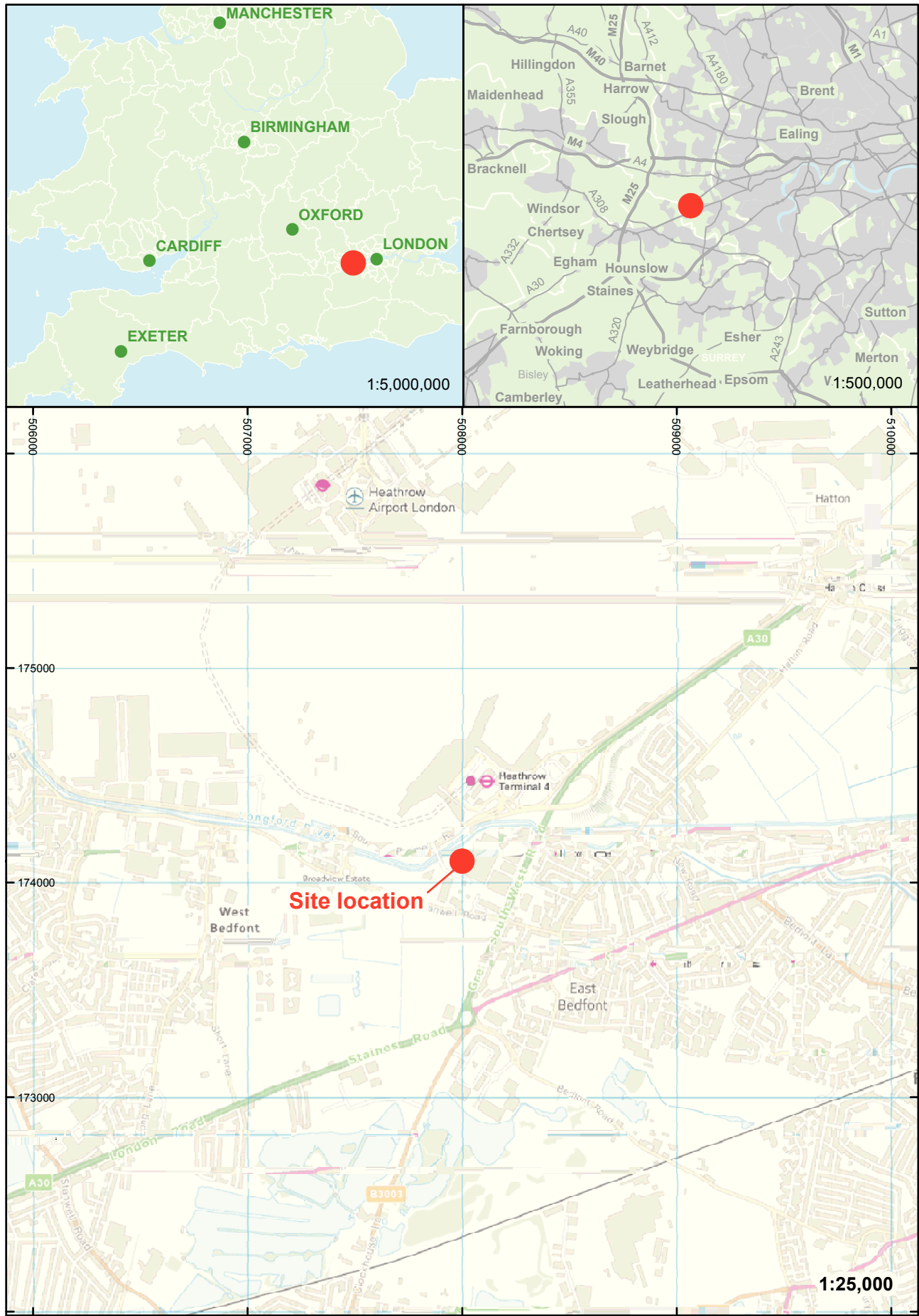
Seventeen trenches representing a 2% sample were excavated demonstrating significant truncation had occurred within the site boundary. This was either associated with a possible quarry and landfill event or the more recent construction of the former warehouse unit and associated services.

No archaeological remains were identified with the exception of a single undated treehole in Trench 1. Relatively undisturbed gravel and alluvial horizons indicating increased potential for the preservation of archaeology were only identified in Trenches 1, 2 and 8 within the periphery of the site boundary.

The results of the fieldwork indicate that there is a very low potential for archaeological remains to survive within the development boundary.

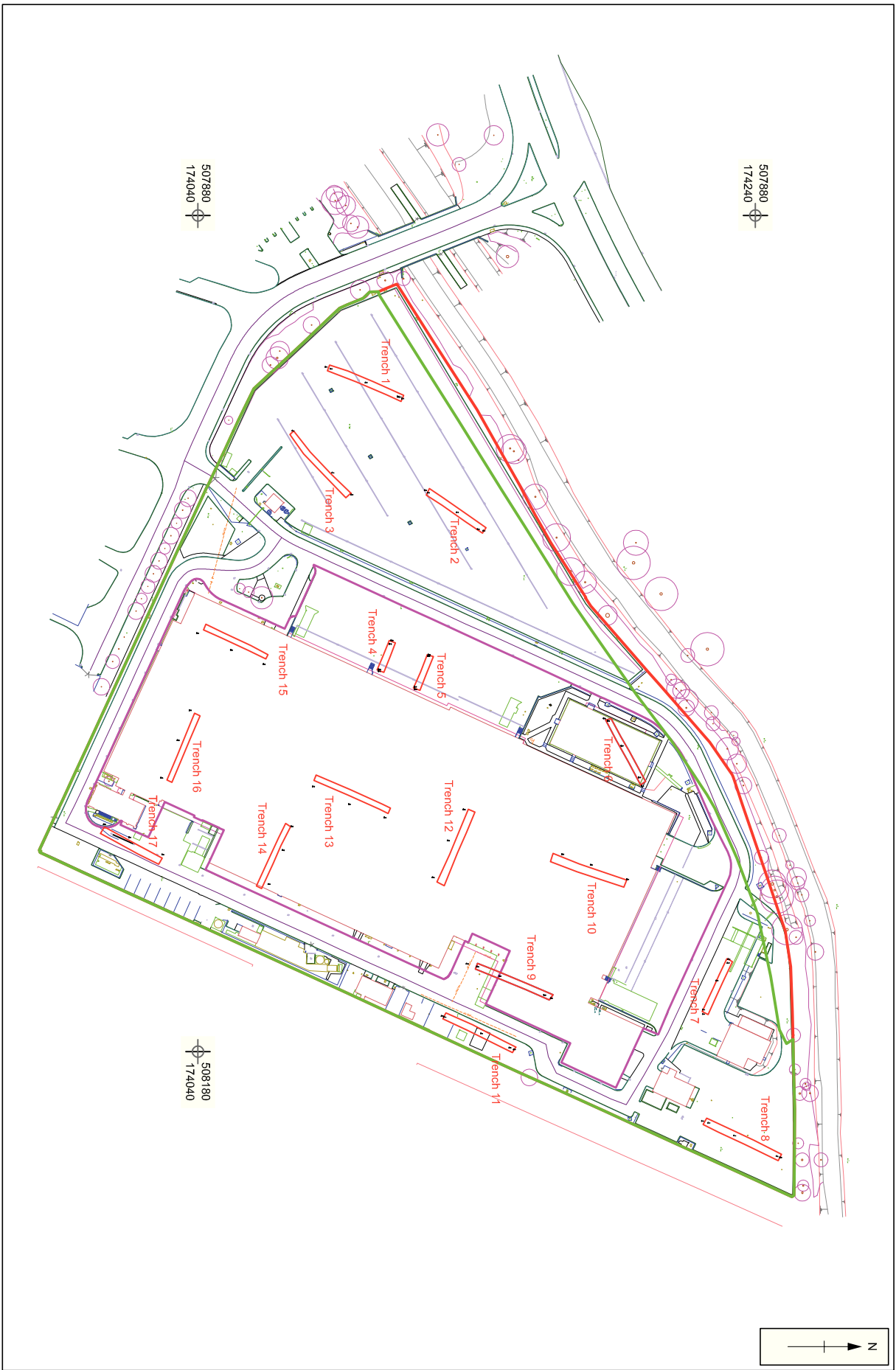
Location of archive:

The archive is currently held at Oxford Archaeology (South), Janus House, Osney Mead, Oxford, OX2 0ES, and will be deposited with the Museum of London in due course, under the accession code POR 11.



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Figure 1: Site location



CHECKED BY: SL



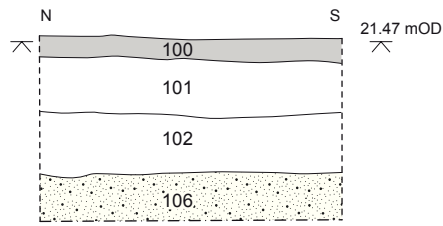
Scale at A4 1:2000

Figure 2: Trench plan. Site layout prior to demolition

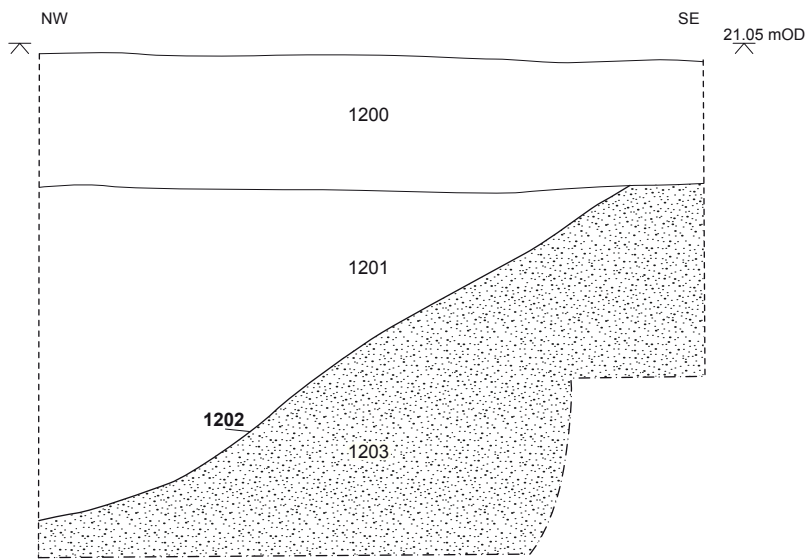
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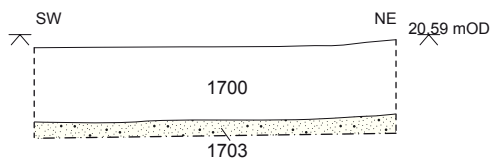
Section 102



Section 1200



Section 1700



Key:
Tarmac
natural gravel



Figure 3: Sections



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