POWER ROAD BRIDGE, GUNNERSBURY, LONDON BOROUGH OF HOUNSLOW: AN ARCHAEOLOGICAL WATCHING BRIEF

SITE CODE: PRB13

PCA REPORT NO: R11696

APRIL 2014

PRE-CONSTRUCT ARCHAEOLOGY

174	PRB	0000	RPB	DD	RPT	FINAL	MIS	Archaeological Watching Brief

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Site Code: PRB13

Central OS NGR: TQ 19338 78640

Local Planning Authority: London Borough of Hounslow

Commissioning Client: Ramboll UK Limited on behalf of TfL (Transport for London)

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DOCUMENT VERIFICATION

POWER ROAD BRIDGE, GUNNERSBURY, LONDON BOROUGH OF HOUNSLOW

AN ARCHAEOLOGICAL WATCHING BRIEF

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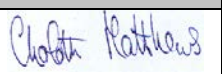
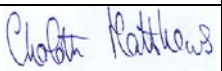
Graphics Checked by:	Charlotte Matthews		23/04/14
Project Manager Sign-off:	Charlotte Matthews		23/04/14

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1 ABSTRACT

1.1 This report details the working methods and results of an archaeological investigation undertaken during a preliminary phase of geotechnical ground investigations in advance of the replacement of Power Road Bridge superstructure and substructure in Gunnersbury, London Borough of Hounslow. The work was commissioned by Phil Emery of Ramboll UK Limited on behalf of Transport for London. A watching brief was carried out by Pre-Construct Archaeology Limited intermittently between October 2013 and April 2014.

1.2 The site is a three-span bridge carrying the A406 over the railway line between Brentford and South Acton. The reinforced concrete beam and slab bridge deck is supported on reinforced concrete abutments and intermediate piers and was probably built between 1920 and 1935 replacing an earlier, much smaller structure constructed in 1853. The site lies immediately adjacent to Gunnersbury Park, a Grade II* Registered Park and Garden, and its southern tip sits within an Archaeological Priority Area associated with the Roman Road from London to Silchester and Bath.

1.3 A scheme of archaeological monitoring works consisting of an archaeological watching brief was devised by Phil Emery of Ramboll UK Limited on behalf of Transport for London. The project was designed to advise the client and the relevant officers of the Local Planning Authority on the potential heritage significance of the site in order to inform future decisions concerning the need for further archaeological mitigation.

1.4 The watching brief monitored the excavation of number of window samples, percussion boreholes and trenches to inspect services. Gunnersbury Avenue (A406) in the area of the observed ground investigations lies at heights of *c.*11m aOD to the south of its junction with Power Road with the ground to the east and west at the same height. The road rises gradually to the north on an embankment as it approaches the bridge over the railway line. The road is at a level of *c.*15m aOD as it crosses over the railway line which lies at the bottom of a shallow cutting at *c.*9m aOD, with the surrounding ground surface at *c.*11m aOD. To the north of the railway line, the embanked road falls gradually to the north until it is again level with the surrounding ground surface at *c.*11m aOD to the west of St Dunstan's Church.

1.5 The watching brief established that the embankment carrying Gunnersbury Avenue (A406) to the north and south of the abutments for the bridge over the railway line between Brentford and South Acton overlies 'Brickearth'. The embankment, which is up to *c.*4m in height, was constructed either in the mid 19th century or in the early 20th century or in the two phases. The embankment may seal potential archaeological deposits which overlie or are cut into the 'Brickearth'. No archaeological deposits or artefacts were found during the course of the watching brief which mainly uncovered embankment and more recent deposits.

2 INTRODUCTION

2.1 Pre-Construct Archaeology Limited carried out an archaeological watching brief during ground investigations undertaken in advance of the replacement of Power Road Bridge, Gunnersbury, London Borough of Hounslow (**Figures 1** and **2**). The work was commissioned by Phil Emery of Ramboll UK Limited on behalf of Transport for London.

2.2 The aim of the project was to further advise the client and the local planning authority on whether or not an archaeological mitigation strategy should be incorporated within the future development scheme and, if so, to facilitate decisions concerning the extent and scale of the response.

2.3 The site is a three-span bridge carrying the A406 over the railway line between Brentford and South Acton (**Figure 1**). The reinforced concrete beam and slab bridge deck is supported on reinforced concrete abutments and intermediate piers. The bridge has limestone parapets, adorned with a number of recessed carved rectangular panels intersected and flanked by rectangular piers and crowned with a moulded cornice.

2.4 The available information suggests that the existing bridge was probably built between 1920 and 1935 as part of London's North Circular project and is shown for the first time on a 1935 Ordnance Survey map (at 1:2500 scale). The existing structure replaced an earlier, much smaller structure, which crossed a cutting for the North and South Western Junction Railway, constructed in 1853 (the first map to show this bridge is an 1866 OS map at 1:2500 scale).

2.5 The site lies immediately adjacent to Gunnersbury Park, a Grade II* Registered Park and Garden. The area in which Gunnersbury Park is situated was a medieval estate owned by the Bishops of London as part of the Manor of Fulham. The park became a formal garden in the 18th century altered with some involvement from William Kent, an eminent architect, landscape architect and furniture designer. It became a public park in 1925.

2.6 The southern tip of the site lies within an Archaeological Priority Area (APA) associated with the Roman Road to Calleva Atrebatum (Silchester) and Aquae Sulis (Bath). Within the APA there is a Romanised prehistoric trackway along Chiswick High Road, about 300m to the south of the bridge. A Late Iron Age coin is known from the area of Gunnersbury Park. A small number of archaeological investigations listed by Heritage Gateway indicate post-medieval activity within a 500m radius of the site. A WWII pillbox lies about 150m to the south of the bridge.

2.7 The site was assigned the unique code PRB13. Following completion and approval, the entire site archive will be deposited at the London Archaeological Archive and Research Centre (LAARC).

3 PLANNING BACKGROUND

3.1 National Guidance: National Planning Policy Framework

3.1.1 The National Planning Policy Framework (NPPF) was adopted on 27 March 2012. The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.

3.1.2 In considering any planning application for development the local planning authority will be guided by the policy framework set by the NPPF, by current Local Plan policy and by other material considerations.

3.2 Regional Guidance: The London Plan

3.2.1 The proposed development will be subject to the considerations of policy 7.8 from The London Plan (2011).

3.3 Archaeology in Hounslow and the Core Strategy

3.3.1 The London Borough of Hounslow have adopted policies concerning the preservation of archaeological remains in its Local Development Framework Draft Core Strategy, published 07 March 2014, and in its Unitary Development Plan (saved polices), last amended in 2007.

3.4 Site Specific Planning Background

3.4.1 No World Heritage Sites, Registered Battlefields or Scheduled Monuments lie within a 500m radius of the site. It is, however, adjacent to a Grade II* Registered Park and Garden and its southern tip lies within an Archaeological Priority Area as defined by the London Borough of Hounslow's Unitary Development Plan, as shown on their Proposal's Map (http://www.hounslow.gov.uk/udp_archaeological_areas.pdf).

3.4.2 In order to offer appropriate advice concerning the potential heritage issues that may arise during future work on the site, Phil Emery of Ramboll UK Limited commissioned this archaeological watching brief on behalf of Transport for London. Ramboll UK Limited also undertook documentary research in order to provide a context for the interpretation.

3.4.3 The primary aim of this document is to inform the decision making process concerning the need for future archaeological mitigation on the site. Should this be deemed necessary, then the information presented here is designed to assist the formulation of a logical mitigation strategy that will successfully assuage the damaging effects of the proposed scheme upon any heritage assets that may be impacted upon.

4 GEOLOGICAL AND TOPOGRAPHIC BACKGROUND

4.1 The British Geological Survey (Sheet 270, 1:50,000 Series) indicates that the site mainly overlies Langley Silt ('Brickearth') over Kempton Park Gravel, a post-diversionary Thames River Terrace Deposit dating to the Devensian glaciation (BGS 2013).

4.2 Gunnersbury Avenue (A406) in the area of the observed ground investigations lies at heights of 11.3 to 11.5m aOD to the south of its junction with Power Road with the ground to the east and west at the same height (**Figure 2**). The road rises gradually to the north on an embankment as it approaches the bridge over the railway line (**Plates 1** and **2**). The road lies at a level of *c.*15.1 to 15.3m aOD as it crosses over the railway line which lies at the bottom of a shallow cutting at *c.*9 to 9.2m aOD, with the surrounding ground surface at 11.1 to 11.5m aOD (**Plate 3**). To the north of the railway line, the embanked road drops gradually to the north until it is again level with the surrounding ground surface at 11.1 to 11.5m aOD to the west of St Dunstan's Church.

5 METHODOLOGY

5.1 The observed ground investigations were located along Gunnersbury Avenue (A406) where it crossed and to each side of the railway line between South Acton station and Kew Bridge station (**Figure 2**). Site visits were made by the attendant archaeologist in 2013 on 29th October, 20th and 21st November, 4th December and in 2014 on 6th, 7th, 10th to 14th, 17th to 20th, 25th, 26th February and 7th April.

5.2 The initial works in October 2013 comprised the monitoring of a percussion borehole (BH1) and a window sample (WS01). The former was located in the far south-eastern corner of Gunnersbury Cemetery, with Gunnersbury Avenue (A406) to the west and the railway line to the south, while the latter was located on the eastern side of the bridge, immediately to the south of the railway line (**Figure 2**).

5.3 Another percussion borehole (BH1A) was monitored a few metres to the south-west of BH1 and a further window sample was excavated in the grass roadside verge at the north-east corner of the road bridge (WS102) in November 2013 (**Plates 4** and **5**). Before boring of BH1A proceeded, an investigation pit approximately 0.2m square was hand excavated and its sections were recorded. Boring was then monitored until natural geological deposits were reached.

5.4 Another percussion borehole (BH102) was monitored in December 2013 in the north-east corner of the car-park of B&Q on the west side of Gunnersbury Avenue and to the south of the railway line (**Figure 2**; **Plate 6**). This borehole was also preceded by a hand-excavated test pit, some 0.2m square and 1.4m deep.

5.5 Another phase of archaeological watching brief was conducted in February 2014. The watching brief monitored the machine excavation of slit trenches extending across the width of the Power Road Bridge (ST01, ST02, ST02A, ST03, ST04, ST06, ST07, ST08, ST09, ST09A, ST10, ST11, ST11A and ST12). The trenches measured 0.8m in width, between 0.5m and 2m in depth, and were excavated to identify buried services extending across the bridge (**Figure 2**; **Plates 7** to **11**).

5.6 In April 2014, a further percussion borehole (BH202) was monitored on the east side of Gunnersbury Avenue to the south of the railway line (**Figure 2**).

5.7 All recording systems employed were fully compatible with those used elsewhere in London; that is those developed out of the Department of Urban Archaeology Site Manual, presented in PCAs Operations Manual 1 (Taylor 2009).

5.8 The interventions were roughly located on site by Pre-Construct Archaeology Limited using sketch plans and hand measurements to local landmarks. Plans and sections were drawn at

a scale of 1:20, the latter being located on the trench plans.

5.9 A detailed description of all the archaeological strata that was exposed was recorded on *pro-forma* recording sheets.

5.10 Excavated spoil was inspected for finds and indications of archaeologically significant deposits.

5.11 Levels in this report were obtained from a topographical survey provided by Ramboll.

6 RESULTS

6.1 Window Samples and Percussion Boreholes (Figure 2)

6.1.1 Window sample WS01 was located within the embanked eastern verge of the road just to the south of the railway line. The ground surface height of the window sample was 14.2m aOD, about a metre lower than the road. The window sample revealed 4.8m of various made ground deposits over a silt 'brickearth' layer, representing the Langley Silt Member. The made ground deposits that mainly made up the embankment were presumably of early 20th century date.

6.1.2 Percussion borehole BH1 was located within the ground keepers compound of Gunnersbury Cemetery. The ground surface height of the borehole was 11.2m aOD. Monitoring of the borehole revealed made ground deposits *c*.0.6m deep BGL (below ground level) before reaching natural silt, again representing the Langley Silt Member as described by the British Geological Survey. The made ground was thought to be 20th century in date.

6.1.3 A 0.1m thick layer of modern hard-standing was recorded at the top of the second percussive borehole (BH1A). Below this, to a depth of 0.66m BGL, was a layer of dark greyish brown clayey silt. Natural silt 'brickearth', representing the Langley Silt Member was encountered from a depth of 0.66m BGL down to 2.3m BGL at which point gravel (Kempton Park Gravel) was observed.

6.1.4 The second window sample (WS102) was located at the top of the embanked eastern grass verge of the road just to the north of the railway line (**Plate 4**). The ground surface height of the window sample was 14.78m aOD, a similar height to the road. The window sample revealed 4.5m of various made ground deposits (**Plate 5**) over a sandy gravel deposit, interpreted as Kempton Park Gravel. The made ground deposits that mainly made up the embankment were presumably of early 20th century date. The lowest made ground deposit from 2.88m to 4.5m BGL comprised a brownish yellow silty sand with frequent ceramic building material fragments and was interpreted as redeposited 'Brickearth'.

6.1.5 The ground surface height of percussion borehole BH102 in the north-east corner of the car-park of B&Q is not known but is assumed to be about 11m aOD, about 2m lower than the embanked road to the east which was at about 12.9maOD (**Plate 6**). Monitoring of the borehole revealed 0.28m of concrete hardstanding over a soft, mid grey-brown clayey-silt with occasional concrete lumps, modern flecks and fragments of ceramic building material with frequent flints and some ash to a depth of 0.7m BGL. This overlay mid orange-brown sand with frequent small flints and pockets of mid-grey brown clay to a depth of 1.4m BGL. The small flint inclusions suggest the Langley Silt ('Brickearth') had been disturbed. This deposit in turn sat upon soft brownish-grey clayey sand ('Brickearth') to a depth of 1.9m BGL, which in

turn overlay flint gravel with occasional bands of light brownish-yellow sand (Kempton Park Gravel).

6.1.5 Percussion borehole (BH202) was located within the car park of 115 Power Road (Volvo dealership). The ground surface height of the borehole is not known but is assumed to be about 11m aOD, about 4m lower than the embanked road to the west which was at about 15m aOD (**Plate 2**). The borehole revealed a 0.1m thick layer of tarmac followed by a 0.2m thick (0.3m BGL) levelling layer of fairly loose light brownish yellow sand and brick rubble. This bedding layer in turn overlay a 1.1m thick (1.4m BGL) garden soil layer consisting of fairly firm mid grey brown clay silt with moderate ceramic building material and brick fragments, occasional-moderate small sub-angular and sub-rounded pebbles and occasional pieces of plastic and charcoal flecks. The garden soil sealed a 0.6m thick (2m BGL) layer of naturally deposited silty clay ('Brickearth') which in turn overlaid the natural gravel (Kempton Park Gravel) which was observed to a depth of 3.5m BGL.

6.2 Slit Trenches (Figure 2)

6.2.1 The excavation of trenches ST01, ST02, ST02A, ST03, ST04, ST06, ST07, ST08, ST09, ST09A, ST10, ST11, ST11A and ST12 was observed during the watching brief. The trenches extended across the width of the verge on each side of the road (**Figure 2**; **Plates 7** and **9**) and were excavated to between 0.5m and 2m below ground level.

6.3.2 A firm, light yellow brown, silty clay was recorded in the base of trenches ST01 and ST07 at 1.15 to 1.25m BGL (**Figures 3** and **4**; **Plates 7** and **11**). This was interpreted as an *in situ* natural geological deposit ('Brickearth'). These two trenches also contained disturbed light yellow brown, clayey silt at 0.6m-0.9m BGL. This was interpreted as a redeposited natural geological deposit ('Brickearth'). These two trenches lay at the south and north ends of the array of observed trenches and beyond the embanked road.

6.3.3 The depth of excavation within trenches ST02, ST02A, ST03, ST04, ST06, ST08, ST09, ST09A, ST10, ST11, ST11A and ST12 was insufficient to impact on underlying natural geological deposits and only modern made ground was recorded. The sequence of modern activity recorded in all of the trenches related to the raising of ground for the road embankment, the installation of services and the surfacing of the road in the 20th century. The top of the trenches comprised either turf/topsoil, tarmac or paving slabs.

6.2.4 The archaeological contexts recorded within each trench during the watching brief are summarised below (with full details of each context provided in Appendix 1):

- ST01 – Natural silt [44]; Redeposited natural silt [43]; Tarmac surface [59], madeground [45] and [46], service trenches [41]/[42] and [39]/[40] and a bedding layer [38] (**Figure 3**; **Plates 7** and **8**)

- ST02 – Tarmac Surface [58], madeground [56], [57] and [66], and service trenches [47]/[48], [49]/[50]/[51]/[52]/[53] and [54]/[55]
- ST02A – Madeground [62] and service trench [60]/[61]
- ST03 – Service Trench [63]
- ST04 – Tarmac surface [72] and madeground [64]
- ST06 – Madeground [65], bedding layer [68] and tarmac surface [67]
- ST07 – Natural silty clay [7]; Redeposited natural silty clay [6]; Service trenches [1]/[2] and [3]/[4]/[5] (**Figure 4**; **Plates 9** to **11**)
- ST08 – Madeground [26], service trenches [20]/[21], [22]/[23] and [24]/[25]
- ST09 – Madeground [35] and [36] and service trench [31]/[32]/[33]/[34]
- ST09A – Madeground [8], [10], [11] and [12], and service trench [9]/[37]
- ST10 – Madeground [15] and service trench [13]/[14] and [16]
- ST11 – Service trench [17]/[18] and [19]
- ST11A – Service trench [69]/[70]/[71]
- ST12 – Madeground [30], service trench [27] and [28]/[29]

7 CONCLUSION

7.1 The watching brief established that the embankment carrying Gunnersbury Avenue (A406) to the north and south of the abutments for the bridge over the railway line between Brentford and South Acton overlies 'Brickearth'. The embankment, which is up to 4m in height, was constructed either in the mid 19th century for the first smaller bridge over the railway line or between 1920 to 1935 when the current bridge was constructed. Alternatively it may have been constructed in the two phases. The embankment may seal potential archaeological deposits which overlie or are cut into the 'Brickearth'. No archaeological deposits or artefacts were found during the course of the watching brief which mainly uncovered embankment and more recent deposits.

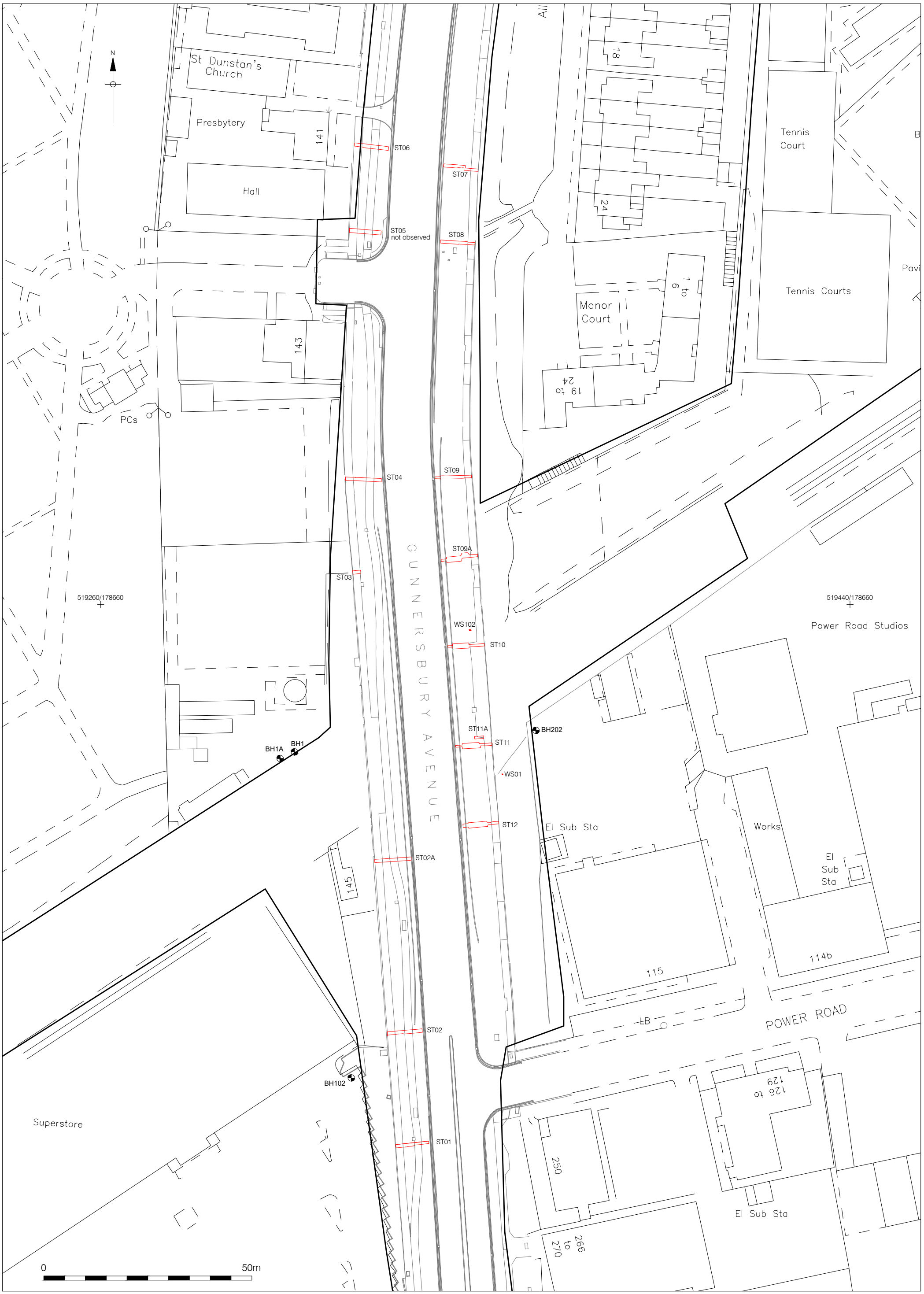
8 ACKNOWLEDGEMENTS

8.1 Pre-Construct Archaeology Limited would like to thank Phil Emery of Ramboll UK Limited for commissioning the project on behalf of Transport for London.

8.2 The project was managed for Pre-Construct Archaeology by Charlotte Matthews. Joe Brooks, Maria Buczac, Phil Frickers, James Langthorne and Neil Hawkins carried out the on-site watching brief work and Hayley Baxter and Josephine Brown prepared the illustrations.

17/04/14 JB

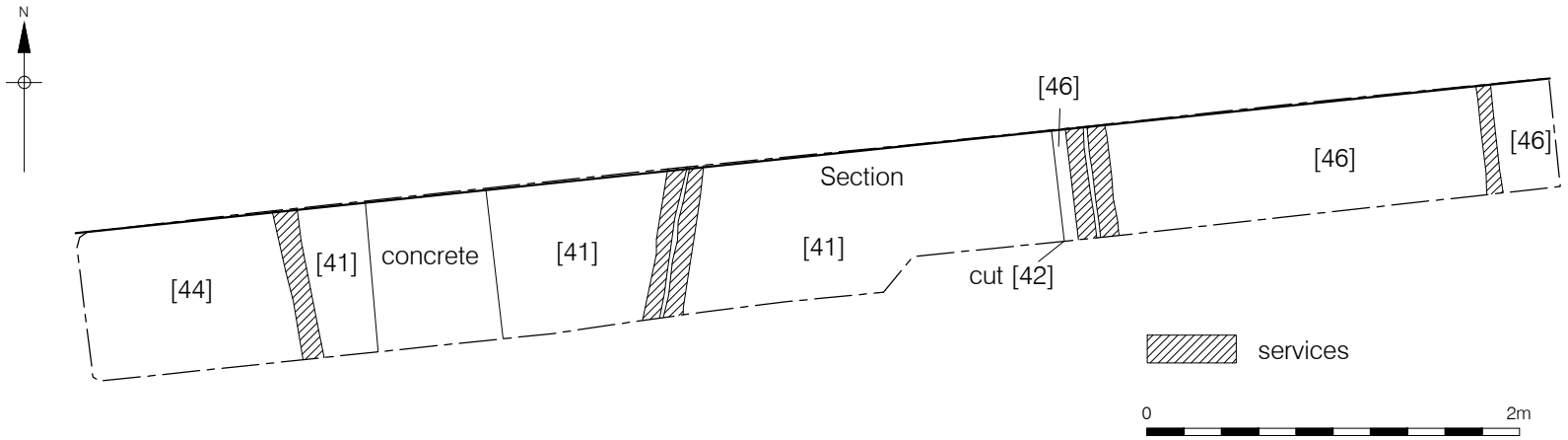
Figure 1
Site Location
1:25,000 at A4

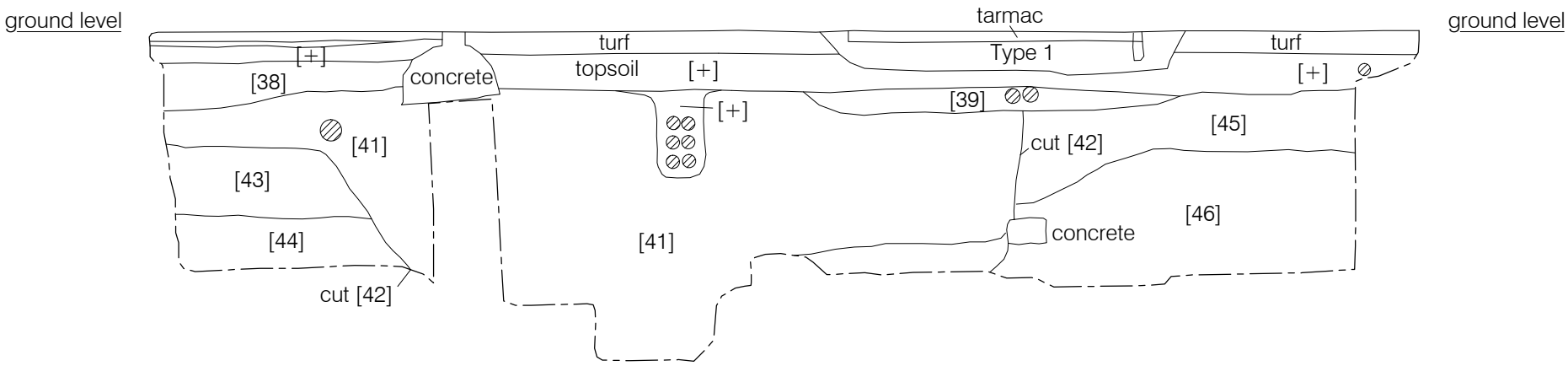


Topographical survey supplied by Ramboll

17/04/14 JB

Figure 2
Watching Brief Intervention Locations
1:800 at A3



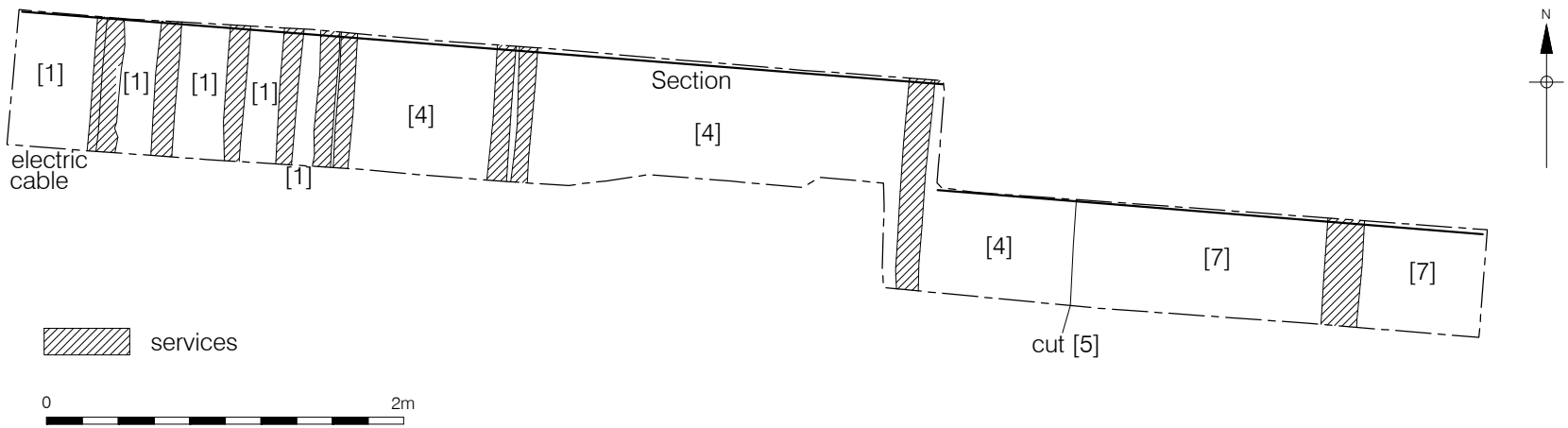


South facing section, ST01

0 2m

 17/04/14 JB

Figure 3
ST01 Plan and section
1:40 at A4



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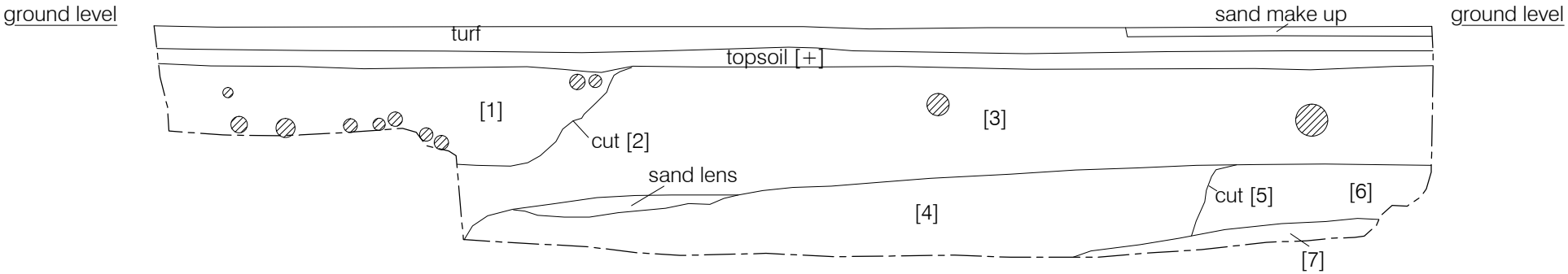

South facing section, ST07

0 2m

 17/04/14 JB

Figure 4
ST07 Plan and section
1:40 at A4

Plate 1: Rise in the embankment carrying Gunnersbury Avenue (A406) towards the bridge over the railway bridge, looking north from the Chiswick Roundabout

Plate 2: Embankment carrying Gunnersbury Avenue (A406) with the Volvo Dealership (115 Power Road) to the right, looking north-west

Plate 3: East side of the embankment carrying Gunnersbury Avenue (A406) (right), looking south towards the railway line and the Volvo Dealership (115 Power Road)

Plate 4. Excavation of window sample WS102, looking north

Plate 5. Window sample WS02 during excavation

Plate 6. Percussion borehole BH102, looking north-east

Plate 7: Trench ST01, looking north

Plate 8: South facing section at the east end of trench ST01, looking north

Plate 9: Trench ST07, looking south

Plate 10: West end of the south facing section of trench ST07, looking north

Plate 11: Natural clay [7] in trench ST07, looking west

APPENDIX 1: CONTEXT REGISTER

Site Code	Context	Grid Square	Plan/Section	Type	Description	Details	NS	EW	Depth	Phase	Prov Date
PRB13	1	ST07	ST07	Fill	Fill of construction cut [2]	Firm, mid brown, sand silt	0.75	3.1	0.65	3	Modern
PRB13	2	ST07	ST07	Cut	Construction cut for services	Linear, sloping sides, flat base	0.75	3.1	0.65	3	Modern
PRB13	3	ST07	ST07	Fill?	Fill of construction cut [5]?	Firm, yellow brown, silty clay	0.75	5.3	0.95	3	Modern
PRB13	4	ST07	ST07	Fill	Fill of construction cut [5]	Loose, mid grey, sand silt	0.75	-	-	3	Modern
PRB13	5	ST07	ST07	Cut	Construction cut for services	linear, sloping sides, base not seen	0.75	-	-	3	Modern
PRB13	6	ST07	ST07	Layer	Redeposited Natural Silty Clay	Firm, dark yellow brown, silt clay	0.6	1.55	0.45	2	Undated
PRB13	7	ST07	ST07	Layer	Natural Silty Clay	Firm, light yellow brown, clay	0.6	1.9	0.15	3	Modern
PRB13	8	ST09A	ST09A	Layer	Madeground	Firm, dark grey, sand silt	1.3	2.8	0.1	3	Modern
PRB13	9	ST09A	ST09A	Cut	Construction cut for services	linear, sloping sides, base not seen	1.9	5.5	1.25	3	Modern
PRB13	10	ST09A	ST09A	Layer	Madeground?	Loose, light yellow brown, sandy gravel	0.5	2.9	0.1	3	Modern
PRB13	11	ST09A	ST09A	Layer	Madeground	Firm, dark grey brown, sand silt	0.5	2.8	0.6	3	Modern
PRB13	12	ST09A	ST09A	Layer	Madeground	Firm, light yellow brown, silt sand	0.5	3	0.3	3	Modern
PRB13	13	ST10	ST10	Fill	Fill of construction cut [14]	Firm, dark grey brown, sand silt	1.25	3.9	0.6	3	Modern
PRB13	14	ST10	ST10	Cut	Construction cut for services	Linear, sloping sides, flat base	1.25	3.9	0.6	3	Modern
PRB13	15	ST10	ST10	Layer	Madeground	Firm, light yellow brown, gravel	0.55	1.1	1.1	3	Modern
PRB13	16	ST10	ST10	Fill	Fill of construction cut	Firm, mid yellow brown, silt clay gravel	0.6	1.7	0.5	3	Modern
PRB13	17	ST11	ST11	Fill	Fill of construction cut [18]	Firm, mid red brown, silt clay	1.3	5.3	0.55	3	Modern
PRB13	18	ST11	ST11	Cut	Construction cut for services	Linear, sloping sides, flat base	1.3	5.3	0.55	3	Modern
PRB13	19	ST11	ST11	Fill	Fill of construction cut	Firm, mid yellow brown, silt clay gravel	0.6	1.95	1.05	3	Modern
PRB13	20	ST08	ST08	Fill	Fill of construction cut [21]	Firm, dark grey brown, sand silt	0.75	0.7	0.6	3	Modern
PRB13	21	ST08	ST08	Cut	Construction cut for services	Linear, vertical sides, flat base	0.75	0.7	0.6	3	Modern
PRB13	22	ST08	ST08	Fill	Fill of construction cut [23]	Firm, dark grey brown, sand silt	0.75	5.9	0.65	3	Modern
PRB13	23	ST08	ST08	Cut	Construction cut for services	Linear, vertical sides, flat base	0.75	5.9	0.65	3	Modern

PRB13	24	ST08	ST08	Fill	Fill of construction cut [25]	Loose, mid brown, sand	0.75	2.85	1.4	3	Modern
PRB13	25	ST08	ST08	Cut	Construction cut for services	Linear, steep sides, base not seen	0.75	2.85	1.4	3	Modern
PRB13	26	ST08	ST08	Layer	Madeground	Firm, mid grey brown, clay silt	0.75	5.25	-	3	Modern
PRB13	27	ST12	ST12	Fill	Fill of construction cut	Loose, mid yellow brown, sand gravel	1.3	2.4	1.45	3	Modern
PRB13	28	ST12	ST12	Fill	Fill of construction cut [29]	Firm, mid yellow brown, sand silt gravel	1.3	4.8	0.5	3	Modern
PRB13	29	ST12	ST12	Cut	Construction cut for services	Linear, sloping sides, flat base	1.3	4.8	0.5	3	Modern
PRB13	30	ST12	ST12	Layer	Madeground	Firm, dark grey brown, sand silt	0.7	4.4	1.25	3	Modern
PRB13	31	ST09	ST09	Fill	Fill of construction cut	Firm, grey brown, sand silt	0.75	2.9	0.7	3	Modern
PRB13	32	ST09	ST09	Fill	Fill of construction cut	Loose, yellow brown, clay and redeposited sand silt	0.75	1.4	1	3	Modern
PRB13	33	ST09	ST09	Fill	Fill of construction cut	Firm, light yellow brown, silt clay	0.75	0.9	0.2	3	Modern
PRB13	34	ST09	ST09	Fill	Fill of construction cut	Loose, grey, gravel	0.75	0.55	0.35	3	Modern
PRB13	35	ST09	ST09	Layer	Madeground	Firm, yellow brown, silty clay	0.8	4	0.45	3	Modern
PRB13	36	ST09	ST09	Layer	Madeground	Firm, dark brown, clay silt	0.8	3.2	0.6	3	Modern
PRB13	37	ST09A	ST09A	Fill	Fill of construction cut [9]	Firm, yellow brown, silty clay	1.9	5.5	1.25	3	Modern
PRB13	38	ST01	ST01	Layer	Bedding Layer	Firm, light yellow brown, silt sand	0.8	1.5	0.3	3	Modern
PRB13	39	ST01	ST01	Fill	Fill of construction cut	Firm, light yellow brown, silt clay	0.8	2.35	0.15	3	Modern
PRB13	40	ST01	ST01	Cut	Construction cut for services	Linear, sloping sides, flat base	0.8	2.35	0.15	3	Modern
PRB13	41	ST01	ST01	Fill	Fill of construction cut [42]	Firm, dark grey brown, sand silt	0.8	5.4	1.6	3	Modern
PRB13	42	ST01	ST01	Cut	Construction cut for services	linear, sloping sides, base not seen	0.8	5.4	1.6	3	Modern
PRB13	43	ST01	ST01	Layer	Redeposited Natural	Firm, mid yellow brown, silt	0.8	1.3	0.45	2	Undated
PRB13	44	ST01	ST01	Layer	Natural Silt	Firm, mid yellow brown, silt	0.8	2	0.35	1	Natural
PRB13	45	ST01	ST01	Layer	Madeground	Firm, light yellow brown, silt clay	0.8	2.1	0.6	3	Modern
PRB13	46	ST01	ST01	Layer	Madeground	Firm, orange brown, redeposited clay	0.6	2.2	0.15	3	Modern
PRB13	47	ST02	ST02	Fill	Fill of construction cut [48]	Firm, dark grey brown, sand silt	0.85	3.6	0.4	3	Modern
PRB13	48	ST02	ST02	Cut	Construction cut for services	Linear, sloping sides, rounded base	0.85	3.6	0.4	3	Modern
PRB13	49	ST02	ST02	Fill	Fill of construction cut [53]	Loose, yellow brown, silt sand	0.8	0.85	0.6	3	Modern
PRB13	50	ST02	ST02	Fill	Fill of construction cut [53]	Loose, yellow brown, sand	0.8	2	0.1	3	Modern

PRB13	51	ST02	ST02	Fill	Fill of construction cut [53]	firm, dark grey brown, clay silt	0.8	1.9	0.6	3	Modern
PRB13	52	ST02	ST02	Fill	Fill of construction cut [53]	Firm, dark yellow brown, silt clay	0.8	2.3	1.2	3	Modern
PRB13	53	ST02	ST02	Cut	Construction cut for services	linear, sloping sides, base not seen	0.8	4.1	1.35	3	Modern
PRB13	54	ST02	ST02	Fill	Fill of construction cut [55]	Firm, dark grey brown, gravel silt	0.8	0.9	1	3	Modern
PRB13	55	ST02	ST02	Cut	Construction cut for services	Linear, sloping sides, rounded base	0.8	0.9	1	3	Modern
PRB13	56	ST02	ST02	Layer	Madeground	Loose, light yellow brown, sandy clay gravel	0.8	3.36	0.4	3	Modern
PRB13	57	ST02	ST02	Layer	Madeground	Firm, light yellow brown, silty clay	0.8	3.55	0.9	3	Modern
PRB13	58	ST02	ST02	Layer	Tarmac Surface	Firm, dark black grey, tarmac - pre 1920	0.8	0.8	-	3	Modern
PRB13	59	ST01	ST01	Layer	Tarmac Surface	Firm, dark black grey, tarmac - pre 1920	0.6	1	-	3	Modern
PRB13	60	ST02A	ST02A	Fill	Fill of construction cut [61]	Firm, mid brown, gravel	0.8	1.9	1.1	3	Modern
PRB13	61	ST02A	ST02A	Cut	Construction cut for services	Linear, sloping sides, base not seen	0.8	1.9	1.1	3	Modern
PRB13	62	ST02A	ST02A	Layer	Madeground	Firm, dark yellow brown, silty clay	0.8	1.8	0.8	3	Modern
PRB13	63	ST03	ST03	Fill	Fill of construction cut	Firm, yellow brown, silty clay	0.8	1.6	1.2	3	Modern
PRB13	64	ST04	ST04	Layer	Madeground	Firm, orange brown, silt clay	0.8	6.5	1.35	3	Modern
PRB13	65	ST06	ST06	Layer	Madeground?	Firm, orange brown, silt clay	0.8	6.8	-	3	Modern
PRB13	66	ST02	ST02	Layer	Madeground	Firm, orange brown, silt clay	0.8	0.35	0.6	3	Modern
PRB13	67	ST06	ST06	Layer	Tarmac Surface	Firm, dark black grey, tarmac	0.9	3	0.45	3	Modern
PRB13	68	ST06	ST06	Layer	Bedding Layer	Firm, mid dark brown, gravel silt	0.9	6.2	0.2	3	Modern
PRB13	69	ST11A	ST11A	Fill	Fill of construction cut	Loose, red brown, brick rubble	0.6	0.3	0.3	3	Modern
PRB13	70	ST11A	ST11A	Fill	Fill of construction cut	Loose, brown, gravel	0.6	0.6	0.5	3	Modern
PRB13	71	ST11A	ST11A	Fill	Fill of construction cut	loose, mid yellow brown, sand	0.6	0.65	0.55	3	Modern
PRB13	72	ST04	ST04	Layer	Tarmac Surface	Firm, dark black grey, tarmac - pre 1920	0.8	1.3	-	3	Modern

APPENDIX 2: OASIS FORM

OASIS ID: preconst1-173092

Project details

Project name	POWER ROAD BRIDGE, GUNNERSBURY, LONDON BOROUGH OF HOUNSLOW: AN ARCHAEOLOGICAL WATCHING BRIEF
Short description of the project	An archaeological watching brief was conducted by Pre-Construct Archaeology Limited on geotechnical ground investigations undertaken in 2013 and 2014 in advance of the replacement of Power Road Bridge, Gunnersbury, London Borough of Hounslow. The work was commissioned by Ramboll UK Limited on behalf of Transport for London. The bridge carries the A406 (North Circular) over the railway line from Brentford to South Acton and was built between 1920 and 1935 replacing an earlier bridge constructed 1853. The project was designed to advise relevant parties of the potential heritage significance of the site in order to inform decisions concerning the need for archaeological mitigation. At the south end of the groundworks area, the A406 lies at a height of c.11m aOD, level with the surrounding area. The road rises gradually to the north on an embankment as it approaches the bridge (at c.15m aOD) over the railway line. To the north of the railway line, the embanked road drops gradually to the north until it is again level with the surrounding surface at c.11m aOD. The watching brief established that the embankment carrying A406 to the north and south of the bridge over the railway line overlies 'Brickearth'. The embankment, which is up to c.4m in height, was constructed in the mid 19th or early 20th century and may seal potential archaeological deposits which overlie or are cut into the 'Brickearth'. No archaeological deposits or artefacts were found during the course of the watching brief which mainly uncovered embankment and later deposits.
Project dates	Start: 29-10-2013 End: 07-04-2014
Previous/future work	No / Not known
Any associated project reference codes	PRB13 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 11 - Thoroughfare
Monument type	MADEGROUND Modern
Investigation type	'"Watching Brief"'
Prompt	National Planning Policy Framework - NPPF

Project location

Country	England
Site location	GREATER LONDON HOUNSLOW CHISWICK Power Road Bridge, Gunnersbury, London Borough of Hounslow
Study area	0 Square metres

Site coordinates	TQ 19338 78640 51.4935977678 -0.280765156738 51 29 36 N 000 16 50 W Point

Project creators

Name of Organisation	Pre-Construct Archaeology Ltd
Project brief originator	Ramboll
Project design originator	Phil Emery
Project director/manager	Charlotte Matthews
Project supervisor	Joe Brooks
Name of sponsor/funding body	Transport for London

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	POWER ROAD BRIDGE, GUNNERSBURY, LONDON BOROUGH OF HOUNSLOW: AN ARCHAEOLOGICAL WATCHING BRIEF
Author(s)/Editor(s)	Brooks, J., Langthorne, J. and Taylor, J.
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