

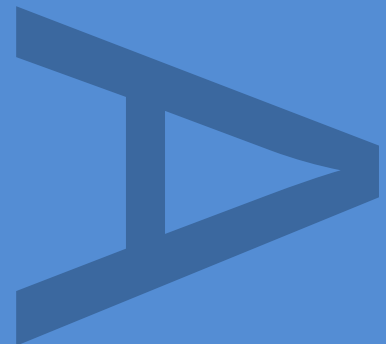
**TWICKENHAM STATION, LONDON
ROAD, TWICKENHAM, LONDON
BOROUGH OF RICHMOND UPON
THAMES, TW1 3SX**

**AN ARCHAEOLOGICAL
EVALUATION**

**LOCAL PLANNING AUTHORITY:
LONDON BOROUGH OF RICHMOND
UPON THAMES**

PCA REPORT NO: R12002

SITE CODE: TWC15



PRE-CONSTRUCT ARCHAEOLOGY


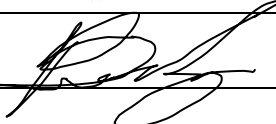
DOCUMENT VERIFICATION

TWICKENHAM STATION, LONDON ROAD,
TWICKENHAM, LONDON BOROUGH OF
RICHMOND UPON THAMES, TW1 3SX

AN ARCHAEOLOGICAL EVALUATION

Quality Control

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Project Number	K3859
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**AN ARCHAEOLOGICAL EVALUATION ON LAND AT TWICKENHAM STATION
CAR PARK, LONDON ROAD, TWICKENHAM, TW1 1BD**

Site Code: TWC15

Local Planning Authority: London Borough of Richmond upon Thames

Planning Application Number: 08/02263/LTGDC/LBNM

Central National Grid Reference: TQ 1613 7370

Written By: Aidan Turner & Fergal O'Donoghue
Pre-Construct Archaeology Limited, Jan/Feb 2015
Updated May 2015

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May 2015

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PCA Report Number: R12002

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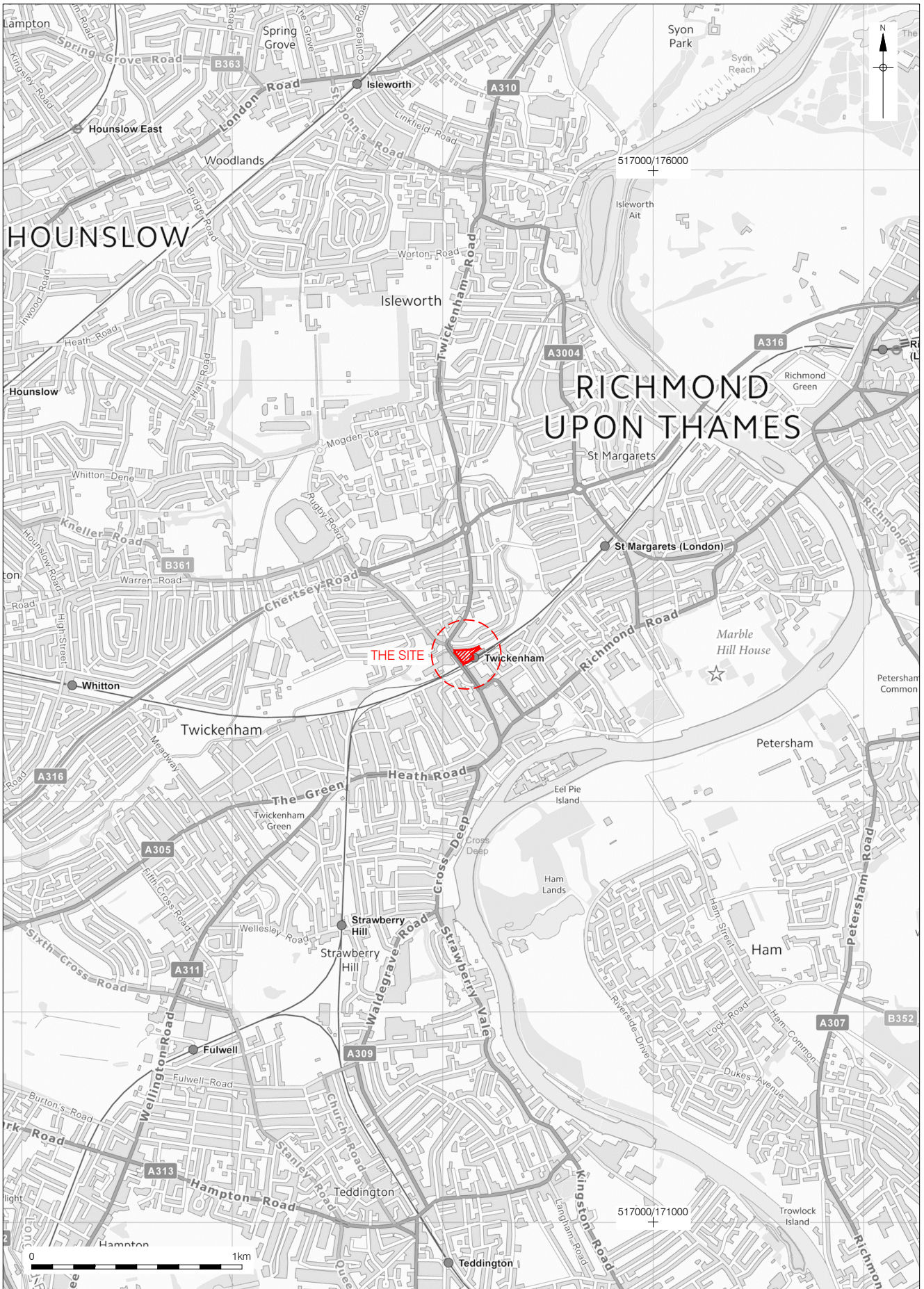
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1 ABSTRACT

- 1.1.1 This report details the results of an archaeological evaluation undertaken out by Pre-Construct Archaeology Limited on land at Twickenham Station, London Borough of Richmond upon Thames (Figure 1).
- 1.1.2 The work was undertaken from the 22nd January 2015 until 10th February 2015. Three trenches were excavated in total.
- 1.1.3 Extensive deposits of late post-medieval and modern made ground were recorded in all three trenches, and these are likely to be associated with the various phases of railway and station development. These deposits sealed a sequence of reworked subsoil and Kempton Park gravels towards the west of the site, with alluvium recorded sealing the gravels in Trench 3 closer to, and associated with, the canalised River Crane.
- 1.1.4 No archaeological deposits pre-dating the later post-medieval period were recorded during the evaluation of the site. It is likely that a combination of the localised marginal land associated with the River Crane and past post-depositional impacts associated with the construction of the railway and station ensure that there is no significant archaeology surviving on the site.
- 1.1.5 Due to the depth of deposits and limited findings of evaluation Trenches 1-3, together with the low impact development proposals in the east of the site, it has been agreed with Historic England that contingency Trench 4, as proposed in the Written Scheme of Investigation, will not be excavated.

2 INTRODUCTION

- 2.1.1 An archaeological evaluation was conducted by Pre-Construct Archaeology Limited on land at Twickenham Station, London Borough of Richmond upon Thames (Figure 1).
- 2.1.2 The work was commissioned by Mills Whipp Projects for their client Solum Regeneration. The field investigation was supervised by the authors, Aidan Turner and Fergal O'Donoghue. The archaeological project manager was Tim Bradley of PCA. The work was undertaken following an approved Written Scheme of Investigation prepared by Mills Whipp Projects, and the site works were monitored by Gill King of the Greater London Archaeological Advisory Service (GLAAS), on behalf of the London Borough of Richmond upon Thames (Figure 1).
- 2.1.3 The trenches were excavated from the 22nd January 2015 until 10th February 2015. This work was supervised by Aidan Turner and Fergal O'Donoghue of PCA.
- 2.1.4 The site is located within an Archaeological Priority Area as defined by the London Borough of Richmond upon Thames in their Unitary Development Plan.
- 2.1.5 The site has been the subject of Written Scheme of Investigation prepared by Mills Whipp Projects.
- 2.1.6 The site consists of Twickenham Station car park and is bordered to the north by the canalised River Crane, to the south by Twickenham Station platform and railway line, to the east by Aviary Close and to the west Twickenham Station buildings and London Road.
- 2.1.7 The site records will be archived at the London Archaeological Archive and Research Centre under the site code TWC15.



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Figure 1
 Site Location
 1:25,000 at A4



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16/02/2015 AMB

Figure 2
Detailed Site Location and Trench Plan
1:625 at A4

3 PLANNING BACKGROUND

- 3.1.1 Planning permission was granted with condition 'U46936NS34 Archaeology' attached. This required the implementation of a programme of archaeological work in accordance with a written scheme for investigation (WSI), which has been approved by the LPA.
- 3.1.2 Mills Whipp Projects was requested by their clients Solum Regeneration to prepare the Written Scheme of Investigation (WSI) for an archaeological evaluation on land currently used as a car park at Twickenham Railway Station. The development site is situated on the eastern side of London Road in Twickenham (Fig.1). Pre-Construct Archaeology Limited was required to adhere to the methodologies detailed in the WSI and also the requirements of the Institute of Field Archaeologists' (IFA) *Code of Conduct* and their relevant *Standards and Guidance Papers* and English Heritage's *Management of Archaeological Projects*, 1992.
- 3.1.3 This report details the results of the archaeological fieldwork undertaken in accordance with the approved WSI.

4 GEOLOGY AND TOPOGRAPHY

- 4.1.1 The site has been the subject of an earlier geotechnical investigation consisting of borehole and window sample drilling. The following information is taken from the RSK 2010 report no.241458-01(01). The boreholes were undertaken by STATS.
- 4.1.2 The drift geology on the site is composed of Kempton Park Gravel. This has been taken to indicate the base of the archaeological strata. Generally, Kempton Park Gravel was encountered at between 1.00 and 1.90m below ground level i.e. 6.60m AOD - 7.50m AOD (RSK2010, 11).
- 4.1.3 All the boreholes recorded modern material within the made ground above the natural gravel. The boreholes and window samples therefore indicated that the original alluvial soils on the River Crane floodplain, sealing the Kempton Park Gravel, had been reworked in the modern period to produce a made ground composed of generally sandy gravel containing fragments of concrete, clinker, brick, ash, metal, glass and, in one case, possible asbestos. This material is likely to have been deposited during the development of the site from 1950s onwards.
- 4.1.4 Ground level on the site is generally at 8.20m AOD, however, it rises to 12.10m AOD adjacent to London Road.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The following archaeological and historical background is taken from the Written Scheme of Investigation for the site.

Prehistoric

- 5.1.1 As only two isolated flints have been recorded within 300m of the site (GLSMR Report 7997) it seems that any prehistoric activity was limited.

Roman

- 5.1.2 A series of late Roman pits, post holes and ditches were recorded adjacent to St John's Hospital suggesting a possible small farmstead on Stratford Road approximately 250m south-east of the site (GLSMR Report 7997). No other significant Roman material has been found near the subject site.

Saxon

- 5.1.3 The village of Twickenham originated in the Saxon period, almost certainly around St Mary's church on Church Street, c.450m south of the subject site (GLSMR Report 7997). Most of the manor was farmed in open fields and it is certain that the site lay on farm land.

Medieval and Post-Medieval

- 5.1.4 The medieval village clustered around the earlier church. The subject site probably lay in open ground approximately 450m to the north of the church, an area possibly subject to flooding from the River Crane and occupied by meadows.
- 5.1.5 By 1636 the London Road, the main route north, crossed the Crane via a stone bridge which lay just north of the western end of the subject site. In 1746 Rocque depicted the subject site as open ground south of the River Crane. The main settlement of Twickenham, still being largely confined to the area near the Thames, clustered around the junction of London Road and the main east/west route Richmond Road.
- 5.1.6 The railway arrived in 1848. The Ordnance Survey map of 1871 shows the original station on the western side of London Road and the stone bridge is now referred to as Cole's Bridge. In 1894 the site was depicted as open ground north of the railway lines and south of the River Crane with London Road on its western side
- 5.1.7 Around the turn of the century (1902) the subject site remained as open undeveloped land. After the war the platforms were made level for rugby spectators' trains which were hand flagged through the new station. In 1954 the old station was replaced by the present one on the eastern side of London Road.

Modern Developments

- 5.1.8 The survival of potential archaeological on the site will have been affected by the previous land use on the site i.e. previous earth moving processes that may have removed it.
- 5.1.9 During the 1960s most of the northern part of the site was occupied by the car park. A ticket office, footbridge and storage buildings were added in 1954 at the western end of the site and the platforms levelled for rugby spectators' mass access. Three platforms were later added to the railway lines. Little has changed on the site since then apart from a new footbridge from London Road to the platforms (RSK2010, 9).
- 5.1.10 Currently, the site is occupied by the station, platforms, railway lines and a car park with a hard surface covering. The river itself is channelled between two concrete walls. The ground level slopes downwards towards the east with ground levels ranging from 12.5m AOD by London Road to 8.0m AOD, however, the ambient ground level is generally about 8.20m AOD. The ticket office is the main building on the site. It has retaining structures incorporated within semi- basement level to facilitate the drop in ground level from London Road (RSK 2010, 9). It is linked to the 5 east-west platforms via a footbridge across the track.

6 METHODOLOGY

- 6.1.1 In accordance with the Written Scheme of Investigation (Mills Whipp Projects, updated June 2014), the trenches were arranged in order to fully investigate the underlying drift geology and the presence or absence of significant archaeological remains.
- 6.1.2 The evaluation comprised the excavation and investigation of three trenches in three phases, designed to assess the archaeological sequence at the site (Figure 2). The trenches excavated had the following dimensions:

Trench	North-south (m)	East-west (m)	Max depth (mbgl)
1	5m	7.00m	1.90m
2	5.30m	2.80m	2.10m
3	2.60m	5.30m	2.55m

- 6.1.3 Within the approved Written Scheme of Investigation a contingency for an additional trench (Trench 4) positioned at the eastern end of the site was allowed for depending on the results of Trenches 1-3. Due to the depth of deposits and limited findings of evaluation Trenches 1-3, together with the low impact development proposals in the east of the site, it was agreed with Historic England that contingency Trench 4 would not be excavated.
- 6.1.4 Trenches 1-3 were excavated with a 360° 14 tonne mechanical excavator fitted with a flat-bladed bucket under the supervision of the attending archaeologist. Excavation progressed through modern material until the top of the natural geology was discernable. The Trenches were graded down to approximately 1m before being either stepped or shored. Natural gravel deposits were exposed in all trenches.
- 6.1.5 All recording systems adopted during the investigations were fully compatible with those most widely used elsewhere in London that is those developed out of the Department of Urban Archaeology Site Manual, now published by Museum of London Archaeology (MOLAS 1994). Individual descriptions of all archaeological and geological strata and features excavated and exposed were entered onto pro-forma recording sheets. All plans and sections of archaeological deposits were recorded on polyester based drawing film, the plans being at scale of 1:20 and the sections at 1:20. The OD heights of all principle strata were calculated from engineer's survey and indicated on the appropriate plans and sections. A photographic record was also kept of all the trenches in digital format.
- 6.1.6 The trenches were surveyed using a Total Station Theodolite surveying system and tied into the Ordnance Survey Grid.

7 ARCHAEOLOGICAL SEQUENCE

The character of this site consisted of a sequence of made ground, late post-medieval features and natural deposits.

Trench 1: Phase 1 - Holocene Fluvial and Alluvial Deposits

- 7.1.1 The earliest deposit encountered in Trench 1 was a loose yellow sandy gravel [4]. This was interpreted as a natural fluvial-glacial deposit. The sandy gravel presumably represents a relatively high energy fluvial deposit that may have formed in a fast flowing river channel.
- 7.1.2 This deposit was found at the base of Trench 1 at a depth of 5.72m AOD
- 7.1.3 This was overlain by a layer mid greenish brown, gravelly silty sand, subsoil [3]. This was interpreted as a naturally formed subsoil deposit. It's relatively loose, poorly sorted nature suggested a reworked deposit, probably through natural erosion and redeposition.
- 7.1.4 This deposit was found at a depth of 6.42m AOD and was 0.7m in thickness. This deposit was at its thickest here and suggests the natural topography once sloped sharply to the south, perhaps representing the edge of a terrace in the underlying river gravels.

Trench 1: Phase 2 - Late Post-Medieval

- 7.1.5 Not represented

Trench 1: Phase 3 - 20th Century

- 7.1.6 This was overlain by a layer of loose dark blackish - grey silt sand, dirty topsoil [2]. This deposit contained extensive amounts of mid 20th century domestic waste and railway waste including bituminous deposits and clinker. This deposit was recorded as disturbed topsoil, probably due to railway activity.
- 7.1.7 This deposit was found at a depth of 6.97m AOD and was 0.55m in thickness.
- 7.1.8 A modern, live, concrete encased, high voltage cable trough was located in the western end of Trench 1.
- 7.1.9 Above this was a layer of modern rubble [1], formed of compact mid grey ballast and crushed brick, this was interpreted as made ground. This was placed on a geotextile mat, dating it to the very late 20 or early 21st century.
- 7.1.10 Ground surface at the top of Trench 1 was recorded as being at 7.42m AOD.



Plate 1. West facing shot of Trench 1

Trench 2: Phase 1 - Holocene Fluvial and Alluvial Deposits

- 7.1.11 The earliest deposit encountered in Trench 2 was a loose yellow sandy gravel [10]. This was interpreted as a natural fluvial-glacial deposit. The sandy gravel presumably represents a relatively high energy fluvial deposit that may have formed in a fast flowing river channel.
- 7.1.12 This deposit was found at the base of Trench 2 at a depth of 7.08m AOD.
- 7.1.13 The natural gravel appeared to reduce in height at the southern end of the trench, where it was recorded at 6.68m AOD. This is likely to represent the natural shelving off [9] of the underlying gravel, which was found at a greater depth in Trench1 to the south.
- 7.1.14 Sealing the gravel here was a gravelly silty sand subsoil [8]. This was interpreted as a naturally formed subsoil deposit, and was in turn sealed by a mid greenish brown, gravelly silty sand, subsoil [7]. This was also interpreted as a natural formed subsoil deposit. It's relatively loose, poorly sorted nature suggested a reworked deposit, probably through natural

erosion and redeposition. This deposit was found at a depth of 7.46m AOD and was 0.48m in thickness.

7.1.15 Trench 2: Phase 2 - Late Post-Medieval

7.1.16 The subsoil was cut by a possible linear feature [12]. This had moderately sloped, concave sides. This could represent the edge of a late post-medieval (late 19th century) field drain or service cut or the edge of a large waste pit or truncation during the construction of the station.

7.1.17 This was filled by a deposit of blackish greenish brown, gravelly silty sand, representing a mixture of redeposited natural subsoil, CBM, clinker and pottery [11].

7.1.18 Above this was a layer of loose dark brownish - grey silt sand [6]. This represents a probable redeposited poorly developed topsoil. This deposit contained occasional traces of late post-medieval activity, such as brick flecks.

7.1.19 This deposit was found at a depth of 7.78m AOD and was 0.32m in thickness.

7.1.20 Trench 2: Phase 3 - 20th Century

7.1.21 Sealing this was a layer of modern rubble, formed of loose light greyish red crushed brick, this was interpreted as made ground [5], probably dumped in the mid 20th century during the construction of the existing station in 1954.

7.1.22 This deposit was found at a depth of 8.01m AOD and was 0.32m in thickness.

7.1.23 Above this was a layer of compacted modern rubble [+], formed of crushed brick, this was interpreted as make up layer for the tarmac surface of the modern station car park. This dates it to the late 20th century.

7.1.24 This deposit was found at a depth of 8.17m AOD and was 0.41m in thickness.

7.1.25 The overlying tarmac surface measured 0.1m in thickness. Ground surface at the top of Trench 1 was recorded as being at 8.6m AOD



Plate 2. North facing shot of Trench 2

Trench 3: Phase 1 – Holocene Fluvial and Alluvial Deposits

- 7.1.26 The earliest deposit in Trench 3 was a moderately compact yellow sandy gravel [19]. This interpreted as a natural fluvial glacial deposit, slightly lighter in colour than both [4] in Trench 1 and [10] in Trench 2. The sandy gravel presumably represents a relatively high energy fluvial deposit that may have formed in a fast flowing river channel.
- 7.1.27 This deposit was found at the base of Trench 2 at a depth of 5.61m AOD
- 7.1.28 This is overlain by a pale blue sand [18]. This may represent the original channel of the River Crane as this sand sloped down from the south to north towards the location of the present-day canalised River Crane.
- 7.1.29 This deposit was found at a highest level of 5.84m AOD and was a maximum of 0.23m in thickness.
- 7.1.30 This was overlain by pale blue alluvial clay [17]. This would appear to suggest that the course of the unrestricted River Crane would have flowed close to or within this location.
- 7.1.31 This deposit was found at a highest level of 6.40m AOD and was 0.56m in thickness.

- 7.1.32 This was overlain by a yellowish brown clay [16]. Although this deposit was formed of the same clay matrix as [16] below, it was light brown with blue mottling, and represents the weathered upper horizon of the alluvial deposit. The highest level of the undisturbed alluvial sequence was recorded at 6.75m AOD and was 0.35m in thickness.

Trench 3: Phase 2 – Late Post-Medieval

- 7.1.33 This was overlain by a layer of dark blueish-grey silty clay [15]. Pottery (refined whiteware) found in this layer has been dated to the mid to late 19th century, and this deposit is likely to represent a redeposited alluvial deposit.
- 7.1.34 This deposit was found at a depth of 7.19m AOD and was 0.44m in thickness.
- 7.1.35 This was overlain a layer of dark yellowish-brown clayey sand [14]. This layer contained CBM which has been assessed as late post-medieval peg-tile and burnt pan tile with a spot date of 1700-1900.
- 7.1.36 This deposit was found at a depth of 7.37m AOD and was 0.18m in thickness.
- 7.1.37 This is overlain by a thick dark blueish-grey silty clay dump layer [13]. This layer contained pottery, glass, fish bones, whelk shells and animal bones. All these finds were dated to the late 19th century early 20th century. The butchery marks on the cattle bones suggest a late date for the layer. This along with cod bones points a refuse site for a butcher/fishmonger. Finally the presence of dog bone confirms [13] as a dump layer, the material having presumably derived from local domestic refuse.
- 7.1.38 This deposit was found at a depth of 7.88m AOD and was 0.51m in thickness.

Trench 3: Phase 3 – 20th Century

- 7.1.39 This was overlain by a layer a bitumen type substance [+], which appears to provide made ground for the road surface of the train station car park.
- 7.1.40 This deposit was found at a depth of 7.98m AOD and was 0.10m in thickness.
- 7.1.41 Sitting on top of the bitumen type substance was a layer of crushed bricks [+]. This was the final layer of made ground to accommodate the eventual tarmac road surface.
- 7.1.42 This deposit was found at a depth of 8.10m AOD and was 0.12m in thickness.
- 7.1.43 Finally there is the uppermost layer of tarmac [+] which provides the road surface for the car park



Plate 3. West facing shot of Trench 3

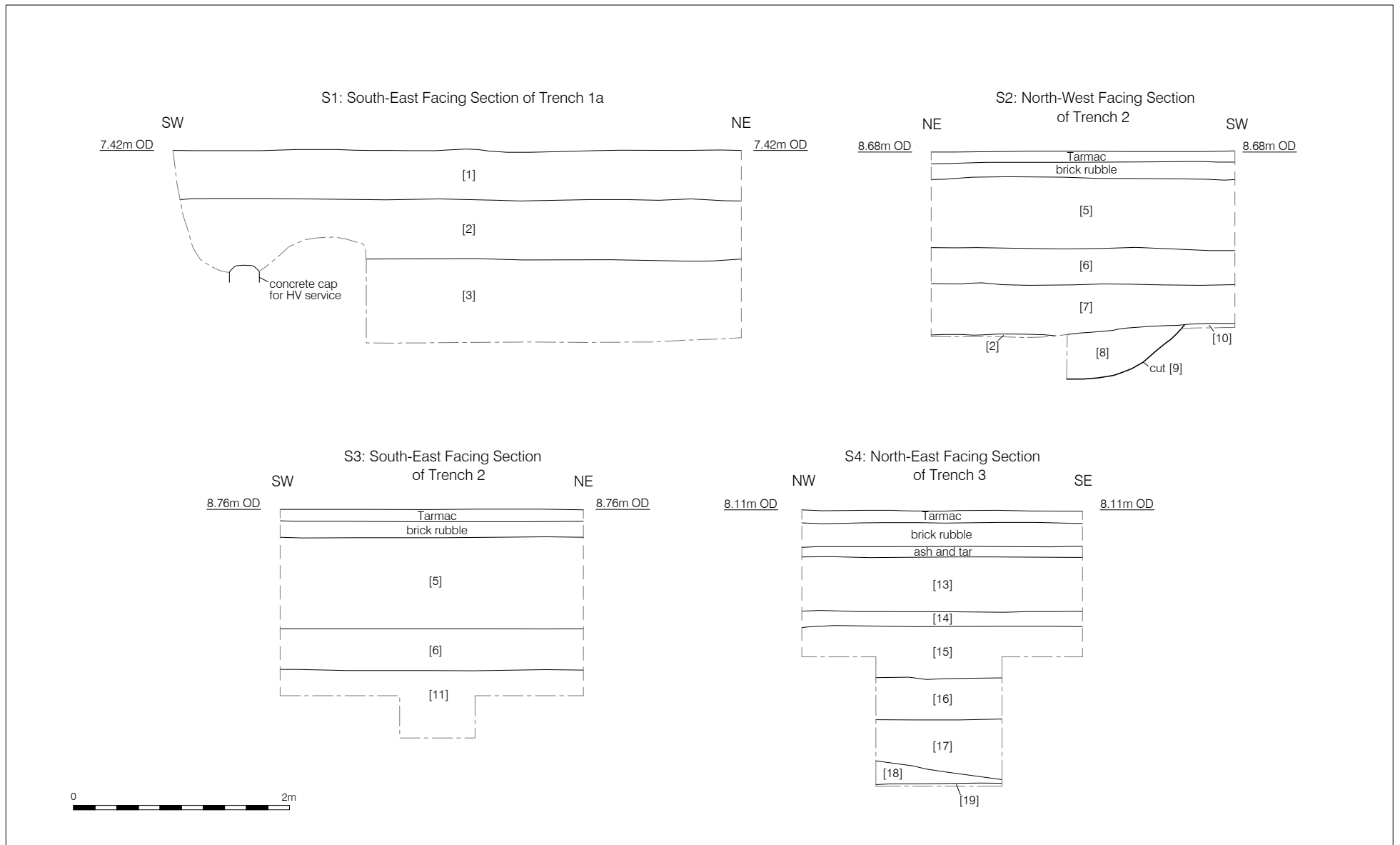


Figure 3
 Sections 1-4
 1:50 at A4

8 CONCLUSIONS

- 8.1.1 Cartographic evidence shows that site was occupied by meadows until the railway lines and station were built in the mid 19th century. After the war the platforms were levelled to accommodate mass access and egress for rugby spectators and in 1954 the new station was built. Extensive deposits of late post-medieval and modern made ground across the site are likely to be associated with the various phases of railway and station development.
- 8.1.2 These deposits seal a sequence of reworked subsoil and Kempton Park gravels towards the west of the site, with alluvium recorded sealing the gravels in Trench 3 closer to, and associated with, the canalised River Crane. Here the gravel was recorded at a lowest level of 5.61m OD. The underlying gravels also fall away sharply to the south in the western part of the site, as evidenced by the relative height difference found between Trench 1 (5.72m OD) and Trench 2 (7.08m OD).
- 8.1.3 The site lies within an Archaeology Priority Area as defined by the London Borough of Richmond upon Thames, as it is within the floodplain of the River Crane (GLSMR Report no.7997). However, the sterile alluvial deposits relating to the River Crane identified in Trench 3 would suggest that any medieval and earlier human activity would be unlikely to be present in this area of the site, and perhaps the area further from the river, now occupied by the station and railway lines, would have had the greatest potential for early activity prior to truncation from station and railway construction.
- 8.1.4 It is considered very likely that from a combination of the localised marginal land associated with the River Crane and past post-depositional impacts associated with the construction of the railway and station, that there is no significant archaeology surviving on the site. The proposed redevelopment is, therefore, not likely to have an adverse impact on the archaeological record of the area.
- 8.1.5 Furthermore, given the findings of evaluation Trenches 1-3 together with the low impact development proposals in the east of the site, it has been agreed with Historic England that contingency Trench 4, as proposed within the approved Written Scheme of Investigation, will not be excavated.

9 ACKNOWLEDGEMENTS

PCA would like to thank Mills Whipp Projects and their clients Solum Regeneration for commissioning this project and Gill King of English Heritage for monitoring the fieldwork.

We also thank Frank Charlo, GVA Second London Wall, for coordinating the work and the contractors, Osborne, and their sub-contractors for their assistance on site.

The authors would like to thank Chris Cooper for logistics, Kevin Hayward, Kevin Reilly and Chris Jarrett for dating the finds, Haley Baxter for the illustrations and Tim Bradley for project management and editing.

10 BIBLIOGRAPHY

British Geological Survey of England & Wales

Mills Whipp Projets, 2014. Twickenham Station, London Road, Archaeological Evaluation;
Written Scheme of Investigation, unpublished report

APPENDIX 1: OASIS

PROJECT DETAILS

Project name	Twickenham Station Car Park
Short description of the project	Three trenches were excavated upon the site in advance of planned station upgrade. Archaeological deposits relating to mid/late 19th century to early 20th century activity were recorded during the course of the evaluation. All the features were underlain by the natural deposits of the area. No archaeological remains or features which pre-date the late post-medieval period were observed during the works.
Project dates	Start: 22-01-2015 End: 10-02-2015
Previous/future work	Not known / Not known
Any associated project reference codes	TWC 15 - Sitecode
Any associated project reference codes	08/02263/LTGDC/LBNM - Planning Application No.
Type of project	Field evaluation
Site status	Local Authority Designated Archaeological Area
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	NONE None
Monument type	NONE None
Significant Finds	NONE None
Significant Finds	NONE None
Methods & techniques	"Targeted Trenches"
Development type	Rail links/railway-related infrastructure (including Channel Tunnel)
Prompt	Planning condition

Project location

Country	England
---------	---------

Site location	GREATER LONDON RICHMOND UPON THAMES TWICKENHAM Twickenham Station Car Park
Postcode	TW1 1BD
Study area	Square metres
Site coordinates	TQ 1602 7375 51.450386 -0.33016493 51 27 01 N 000 19 48 W Point
Lat/Long Datum	Unknown

Project creators

Name of Organisation	Pre-Construct Archaeology Ltd.
Project brief originator	Mills Whipp
Project design originator	Tim Bradley
Project director/manager	Tim Bradley
Project supervisor	Fergal O'Donoghue
Project supervisor	Aidan Turner
Type of sponsor/funding body	Commercial Developer
Name of sponsor/funding body	Solum Regeneration

Project archives

Physical Archive recipient	LAARC
Physical Archive ID	TWC 15
Physical Contents	"Animal Bones", "Ceramics", "Glass"
Digital Archive recipient	LAARC
Digital Archive ID	TWC 15
Paper Archive recipient	LAARC
Paper Archive ID	TWC 15
Paper Media available	"Context sheet", "Drawing", "Matrices", "Photograph", "Plan", "Section"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	An Archaeological Evaluation on Land at Twickenham Station Car Park, London Road, Twickenham, TW1 1BD.
Author(s)/Editor(s)	O'Donoghue, F. and Turner, A.
Date	2015
Issuer or publisher	Pre-Construct Archaeology
Place of issue or publication	Brockley, London
Description	A4 Unpublished Client Report, Blue Covers

Entered by	Tim Bradley (tbradley@pre-construct.com)
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Entered on	25 February 2015
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APPENDIX 2: POTTERY ASSESSMENT

Chris Jarrett

Introduction

A small sized assemblage of pottery was recovered from the site (less than one box). The pottery dates to the post-medieval period and more so the 19th century. None of the material is abraded, although the assemblage consists of sherd material with identifiable forms present. The pottery was quantified by sherd count (SC) and estimated number of vessels (ENV's), besides weight. Pottery was recovered from four contexts.

In total the assemblage consists of twelve sherds, 10 ENV, 655g (of which none were unstratified). The assemblage was examined macroscopically and microscopically using a binocular microscope (x20), and entered into a database format, by fabric, form and decoration. The classification of the pottery types follows that of the Museum of London Archaeology (Museum of London Archaeology 2012) typology (form and fabric series). The pottery is discussed by its distribution.

Spot dating index

Context [5], spot date: mid 19th century

Creamware with developed pale glaze (CREA DEV), 1760-1830, 1 sherd, 1 ENV, 85g, form: jar, medium cylindrical.

London stoneware (LONS), 1670-1926, 1 sherd, 1 ENV, 247g, form: jug, rounded

Refined white earthenware (REFW), 1805-1900, 1 sherd, 1 ENV, 16g, form: sauce boat

Refined whiteware with under-glaze transfer-printed decoration (TPW), 1780-1900, 1 sherd, 1 ENV, 23g, form: large open form

Context [11], spot date: 19th century

London stoneware (LONS), 1670-1926, 1 sherd, 1 ENV, 23g, form: unidentified

London-area post-medieval redware (PMR), 1580-1900, 2 sherds, 2 ENV, 167g, form: flower pot

Surrey-Hampshire border redware (RBOR), 1550-1900, 2 sherds, 1 ENV, 164g, form: dish, rounded

Context [13], spot date: 1830-1900

Refined whiteware with under-glaze transfer-printed 'flow blue' decoration (TPW FLOW),
1830-1900, 1 sherd, 1 ENV, 4g, form: unidentified

Context [15], spot date: mid-late 19th century

Refined whiteware with under-glaze transfer-printed and over-glaze painted decoration
(TPW6), 1810-1900, 1 sherd, 1 ENV, 6g, form: plate

Significance, potential and recommendations for further work

The pottery has no significance at a local level. The post-medieval pottery dates mostly to the 19th century, although a small number of sherds may possibly be of an 18th century date. The types of pottery recorded are those typically found in the Greater London area. The pottery has very little potential other than to date the context it occurs in. Additionally, the pottery is not present in sizeable groups which would allow for a meaningful discussion of activities associated with the site. There are no recommendations for further work on the assemblage.

Reference

Museum of London Archaeology 2012 'Medieval and post-medieval pottery fabric codes'
unpublished document. Updated July 2014.

APPENDIX 3: GLASS ASSESSMENT

Chris Jarrett

A single fragment of glass (25g) was recovered from the archaeological investigation and was found in context [13]. The item consists of the base of a clear high-lime low alkali glass bottle base, embossed on the underside '9/109' and it dates to the late 19th-20th century. The item has no significance and its only potential is to date the context it was recovered from. There are no recommendations for further work on the glass.

APPENDIX 4: CERAMIC BUILDING MATERIALS SPOT DATES

Kevin Hayward

Context	Fabric	Form	Size	Date range of material		Latest dated material		Spot date	Spot date with mortar
11	2276	Later post medieval peg tile	1	1480	1900	1480	1900	1600-1900	No mortar
14	2276; 2279	Later post medieval peg tile and burnt pan tile	2	1480	1900	1480	1900	1700-1850	No mortar

Review

This small building material assemblage (3 fragments 225g) from Twickenham Station car park, LB Richmond TWC15 consists entirely of later post medieval roofing tile.

Recommendations

The building material assemblage very much reflects the later post medieval development of this site and none of the material is of intrinsic interest – all should be discarded. No further work.

APPENDIX 5: ASSESSMENT OF ANIMAL BONE

Kevin Rielly

Introduction

The site comprised a series of trenches through the former car park adjacent to the station. A small number of deposits provided evidence for archaeological activity, generally dating to the later post-medieval era. A small quantity of bones was hand recovered from one of these deposits.

Description of faunal assemblage

The site provided a total of 33 hand collected animal bones, all taken from one deposit [13] and all in a good state of preservation. This collection included three cattle-size, one large galliform, 4 dog and about 25 fish bones. Most of the latter bones were taken from the skull and part of the vertebral column of a large gadid (probably cod) with an additional 3 vertebrae from a smaller gadid. These fish bones may well represent consumer waste, although the head parts could better be interpreted as refuse from a local fishmonger. The cattle-size bones undoubtedly belong to cattle and feature a rib, a cervical and a lumbar vertebrae, all relatively large, suggestive of the improved stock available to the London meat markets from the latter part of the 18th into the early 19th century (Rixson 2000, 215). The rib has been sawn through close to the proximal end and at the half shaft, the use of this instrument for butchery purposes confirming the late date of this collection (see Albarella 2003, 74). Both of the vertebrae have been split, by successive cleaver cuts from a posterior direction. The rib could represent the remains of a particular joint with meat sold on the bone, while the vertebrae are more likely to be waste from a local butchers shop. The large galliform is a foot bone (a tarsometatarsus) from a juvenile bird (proximal end unfused). It is insufficiently complete to suggest whether it is either a turkey or a capon, however, with no obvious indication of spur development it is perhaps more likely to represent a female turkey. This is a well known celebratory bird and it may well derive from a household of some affluence. Finally, the 4 dog bones are probably from the same medium-sized adult individual, here comprising the left ulna, both pelves and the left femur. All of these bones were complete and the length measurements taken from the ulna and femur equal 135mm and 145mm respectively. Shoulder heights calculated from these two bones provide an average height for this animal of 411.7mm (after Harcourt 1974).

Conclusion and recommendations for further work

The assemblage taken from this deposit can be interpreted as food waste (the cattle-size vertebrae and rib as well as the fish) alongside the probably redeposited partial remains of an adult dog. The notably good representation of fish, particularly concerning the manner of

recovery, suggest most of these bones were taken from the head of a single individual, most probably a large cod. There is clear evidence for a late date, as confirmed by the pottery evidence, as demonstrated by the large size of the cattle bones and the manner of butchery practised on the cattle-size rib. The general impression is that these few bones represent waste from a variety of sources.

No further information can be gleaned from these bones.

References

Albarella, U. 2003. Tawyers, tanners, horn trade and the mystery of the missing goat, in
Murphy, P. and Wiltshire, E.J. 2003. *The Environmental Archaeology of Industry*. Symposia of
the Association for Environmental Archaeology No.20, Oxbow Books, 71-86

Harcourt, R A, 1974 The dog in prehistoric and early historic Britain. *J Archaeol Science* 1,
151-75

Rixson, D, 2000 *The History of Meat Trading*, Nottingham University Press

APPENDIX 6: CONTEXT INDEX

Site Code	Context No.	Type	Description	Trench No.	Plan No.	Section / Elevation	Dimensions N-S (m)	Dimensions E-W (m)	Depth / Thickness (m)	Highest Level (mOD)	Lowest Level (mOD)	Phase
TWC 15	1	Layer	Compact mid grey, ballast and crushed brick, made ground	1	1	1	3.3	5.3	0.45			
TWC 15	2	Layer	Loose dark blackish - grey, peaty silt sand, dirty topsoil	1	1	1	3.3	5.3	0.55			
TWC 15	3	Layer	Mid greenish brown, gravelly silty sand, subsoil	1	1	1	3.3	3.3	0.7			
TWC 15	4	Layer	Loose yellow sandy gravel, natural fluvial-glacial deposit	1	1	1	3.3	1.5	Unknown			
TWC 15	5	Layer	loose light greyish red crushed brick, made ground	1	1	1	3.3	5.3	0.64			
TWC 15	6	Layer	Loose dark brownish - grey silt sand, poorly developed topsoil	2	2	2 & 3	5.3	2.8	0.32			
TWC 15	7	Layer	Mid greenish brown, gravelly silty sand, subsoil	2	2	2 & 3	4.4	2.8	0.48			
TWC 15	8	Fill	Mid greenish brown, gravelly silty sand, subsoil	2	2	3	1.2	2.35	0.4			
TWC 15	9	Cut	Semi -oval, steeply sloped, concave sided feature, prob. natural	2	2	3	1.2	9	0.4			
TWC 15	10	Layer	Loose yellow sandy gravel, natural fluvial-glacial deposit	2	2	2 & 3	5.3	2.8	Unknown			
TWC 15	11	Fill	Blackish greenish brown, gravelly silty sand, subsoil & clinker	2	2	3	1.2	2.8	0.6			
TWC 15	12	Cut	Poss. linear, mod. sloped, concave sided feature, prob. 18th C.	2	2	3	1.2	2.8	0.4			
TWC 15	13	Layer	Firm, dark blueish-grey, silty clay, dump layer	3	3	4	2.6	5.3	0.51			
TWC 15	14	Layer	Very firm, dark yellowish-brown, clayie sand	3	3	4	2.6	5.3	0.18			
TWC 15	15	Layer	Firm, dark blueish-grey, silty clay	3	3	4	2.6	5.3	0.44			
TWC 15	16	Layer	Firm, light to mid yellowish-brown, sandy clay	3	3	4	2.6	5.3	0.35			
TWC 15	17	Layer	Firm, light blueish-grey, sandy alluvial clay	3	3	4	2.6	5.3	0.56			
TWC 15	18	Layer	Moderately compacted, light bluesih-grey, stoney fine sand	3	3	4	2.6	5.3	0.23			
TWC 15	19	Layer	Moderately compacted, mid yellowish-brown, stoney sand, natural fluvial-glacial deposit	3	3	4	2.6	5.3	Unknown			

APPENDIX 7: SITE MATRIX



PCA

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