

**BEADON ROAD,
HAMMERSMITH,
LONDON BOROUGH OF
HAMMERSMITH AND FULHAM**

**AN ARCHAEOLOGICAL
WATCHING BRIEF**

MARCH 2007

DOCUMENT VERIFICATION

BEADON ROAD, HAMMERSMITH,
LONDON BOROUGH OF HAMMERSMITH AND
FULHAM

WATCHING BRIEF

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**An Archaeological Watching Brief at Beadon Road,
Hammersmith, London Borough of Hammersmith and Fulham**

Site Code: JBH 07

Central National Grid Reference: TQ 2326 7874

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Pre-Construct Archaeology Limited, March 2007

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CONTENTS

1	ABSTRACT	3
2	INTRODUCTION	4
3	ARCHAEOLOGICAL METHODOLOGY	7
4	SUMMARY OF THE ARCHAEOLOGICAL SEQUENCE	8
5	CONCLUSIONS	10
6	ACKNOWLEDGEMENTS	11
	APPENDIX 1: CONTEXT INDEX	12
	APPENDIX 2: SITE MATRIX	13
	APPENDIX 3: OASIS DATA COLLECTION FORM	14
	FIGURE 1: SITE LOCATION	5
	FIGURE 2: TRENCH LOCATIONS	6
	FIGURE 3: SECTION	9

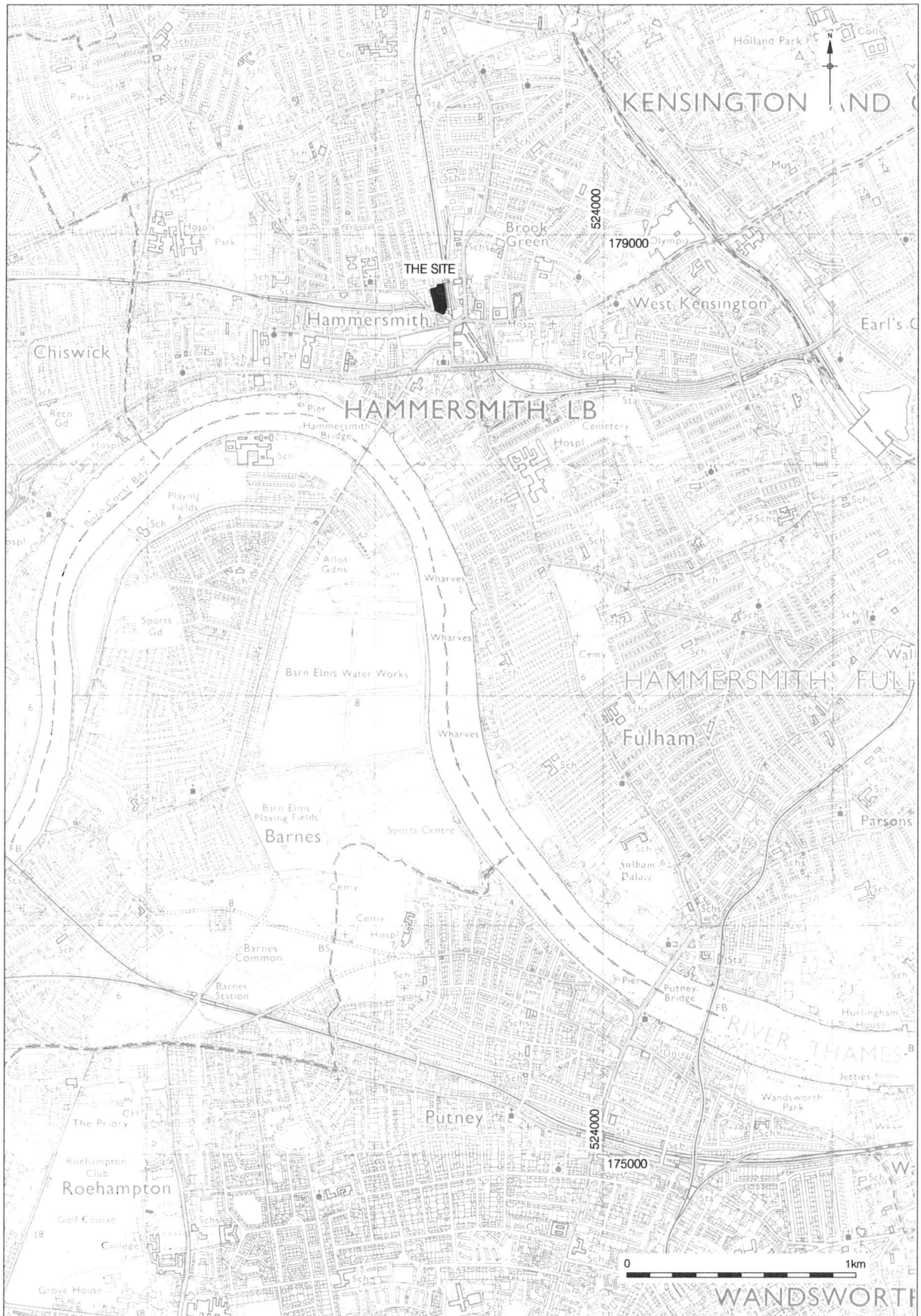
1 ABSTRACT

- 1.1 This report details the results and working methods of an archaeological watching brief of two geotechnical and engineering trial pits carried out at the Hammersmith Grove Car Park, Beadon Road, Hammersmith, London Borough of Hammersmith and Fulham.

- 1.2 Natural terrace deposits were recorded in the first test pit toward the southwest corner of the site, overlain by late post-medieval fill material. All deposits were truncated to the south by the late 19th century District Line Underground tunnel. The second test pit was located entirely within the construction cut for an extant external stairway at the northern boundary of the site.

2 INTRODUCTION

- 2.1 An archaeological watching brief of geotechnical and engineering trial pits was undertaken on the 20th, 21st and 26th March 2007 by Pre-Construct Archaeology Limited at the Hammersmith Grove Car Park on Beadon Road, Hammersmith, London Borough of Hammersmith and Fulham. The work took place in conjunction with geotechnical and engineering investigation works.
- 2.2 The site is bounded by Hammersmith Grove to the west, Beadon Road to the south, the Hammersmith station of the Hammersmith and City Line to the east, and buildings belonging to Hammersmith Police Station to the north (Figure 1). The site has a central National Grid Reference of TQ 2326 7874 and is currently occupied by the Hammersmith Grove Car Park.
- 2.3 Three geotechnical and engineering trial pits were excavated across the site to depths up to 3.80m. Two (TP1 and TP2; see Figure 2) were recorded as a watching brief, whilst the third (TP1a) was not monitored because it was located over the District Line Underground tunnel, and was only excavated to the top of this feature.
- 2.4 Pre-Construct Archaeology Ltd were commissioned by the MillsWhipp Partnership on behalf of URS Corporation Ltd. The project was managed for Pre-Construct Archaeology by Chris Mayo and supervised by the author. The site code assigned to the project was JBH 07.
- 2.5 A previous geotechnical investigation undertaken at the site had recorded widespread truncation by large features assumed to be quarry pits (pers comm Pete Mills, 29th March 2007). Where untruncated, the ground was seen to be formed of terrace gravels overlain by brickearth at a maximum height of 0.7m to 2.5m below ground level (4.06m OD to 1.52m OD).



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Figure 1
 Site location
 1:25,000 at A4

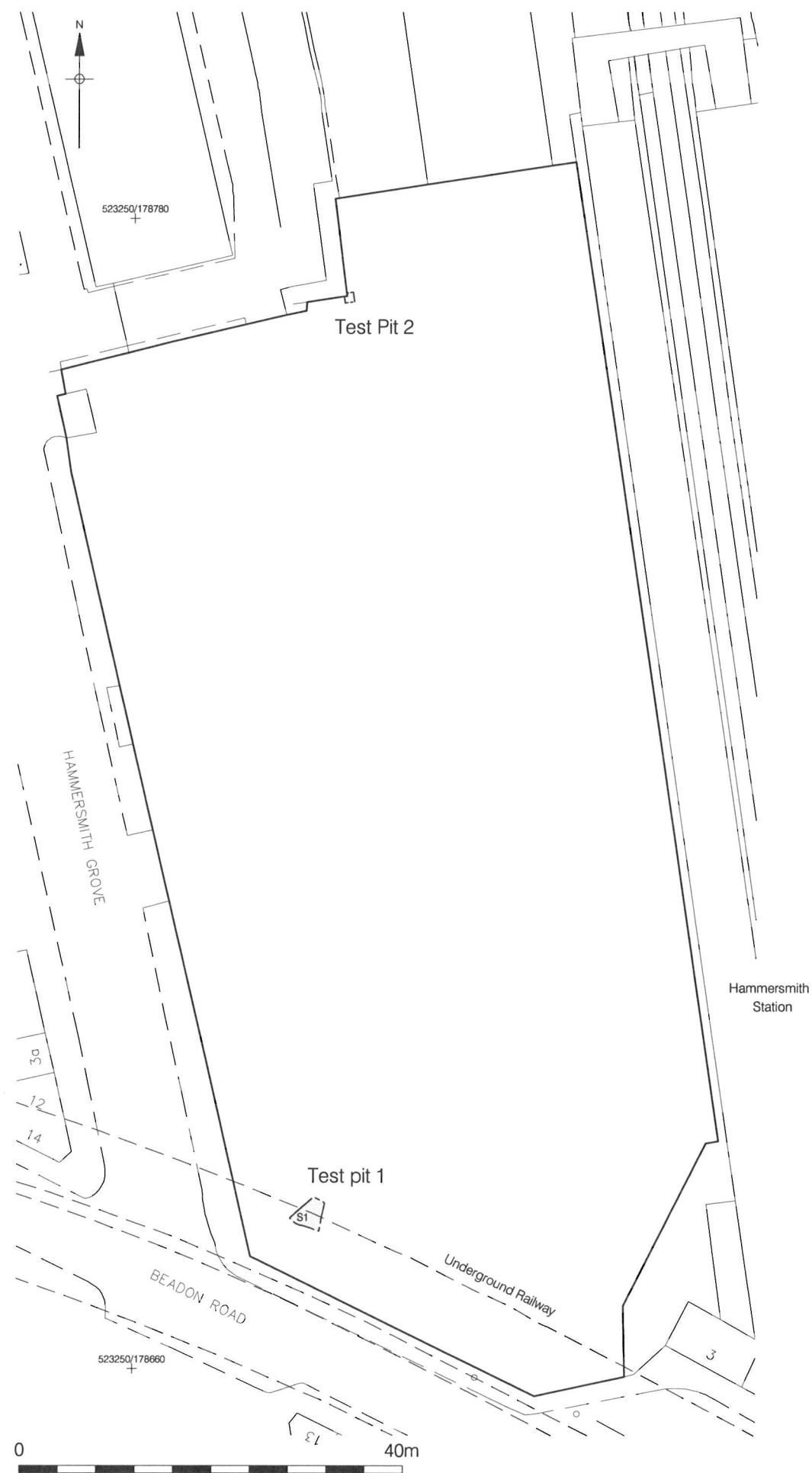


Figure 2
Test pit location
1:625 at A4

3 ARCHAEOLOGICAL METHODOLOGY

- 3.1 Two geotechnical and engineering trial pits on the site were observed and recorded as an archaeological watching brief (Figure 2). Trial Pit 1 (TP1) was excavated to locate the District Line Underground tunnel and to investigate the nature of the made ground beneath the current car park. Trial Pit 2 (TP2) was excavated to investigate the nature of the foundation beneath the wall and external stairway that forms the northern boundary of the site.
- 3.2 TP1 was irregularly shaped and measured approximately 3.50m north-south by 3m east-west, and was 3.80m deep. TP2 measured 1.0m by 1.0m, and was 2.80m deep.
- 3.3 TP1 was excavated by hand to a depth of approximately 1m, and thereafter by JCB, whilst TP2 was excavated entirely by hand. Schematic sample sections were produced at a scale 1:20 as appropriate, and each trial pit was planned at a scale of 1:50. The nature and depth of the trial pits precluded any examination of features or deposits by hand below a depth of 1.20m, deeper deposits and features being recorded from the top of the trial pit.
- 3.4 The OD heights given in this report are approximated from datalogs recorded from during a previous geotechnical investigation at the site¹.

¹ Investigation undertaken by STATS in 1992

4 SUMMARY OF THE ARCHAEOLOGICAL SEQUENCE

4.1 Trial Pit 1

4.1.1 The earliest deposits recorded in TP 1 were natural sands and gravels [17], [16] and [15] with a combined thickness of at least 0.9m and recorded at an upper height of c2.73m OD. These three deposits were identified as Pleistocene alluvial deposits, comprising the upper reaches of the Thames gravel terrace.

4.1.2 The natural deposits were overlain by layers of fill material [14], [13], [12], [10], [9] and [8], with a combined thickness of 1.8m and recorded at an upper height of c4.51m OD. The uppermost deposit, [8], was truncated by the northern edge of a linear vertical-sided cut [7], which continued down beyond the vertical limit of excavation at 3.80m below the surface, and was aligned WNW-ESE. It was filled by concrete of the District Line Underground tunnel, which descended from 0.60m below the surface in a series of slopes and steps until finally filling the width of the construction cut at the vertical limit of excavation at 3.80m below the surface. The cut was filled with deposits [5] and [4].

4.1.3 The trial pit was sealed by a layer of hardcore [3] comprising sand and fragments of concrete, CBM and masonry, at 0.20m below the surface, overlain by an old tarmac layer [2] and then by the extant tarmac surface [1] at approximately 5.01m OD.

4.2 Trial Pit 2

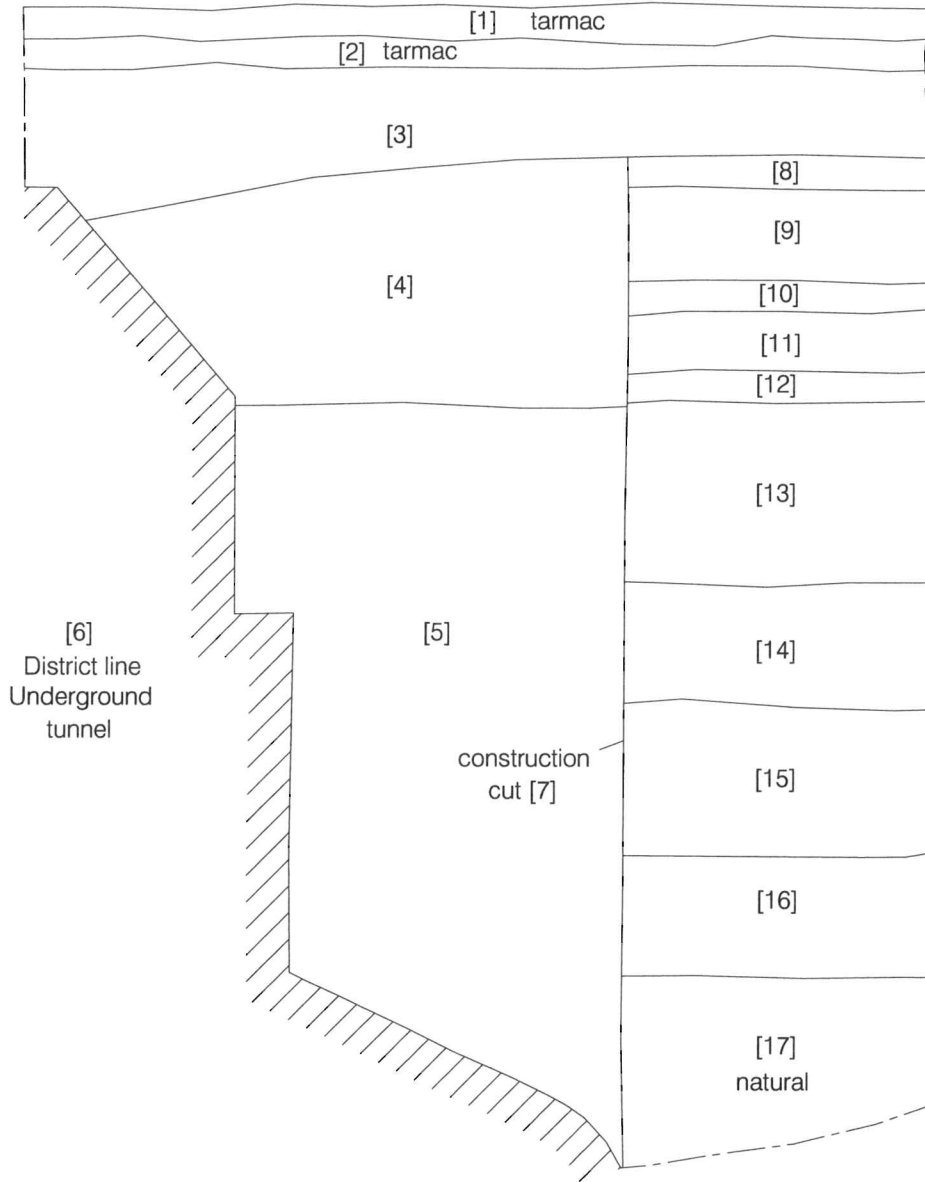
4.2.1 The earliest feature in TP2 was the foundation [22] of the extant external staircase that forms the northern boundary of the site. This comprised an external skin of bricks laid stretcher on stretcher surrounding a concrete structural foundation, and descended from the surface down beyond the vertical limit of excavation at 2.80m below the surface. The corner of this feature protruded into the northwest corner of the trial pit, and was backfilled across the remaining area of excavation by loose mid yellowish orange sand [21], containing occasional fragments of concrete and CBM and at a maximum height of c3.32m OD, overlain by mid brownish grey sandy silt [20], containing large amounts of gravel and fragments of CBM and concrete. The trial pit was sealed by a sandy concrete makeup layer [19] at 0.07m below the surface, supporting the extant tarmac surface [18] at approximately 4.02m OD.

SW

NE

5.01mOD

5.01mOD



[6]
District line
Underground
tunnel

construction
cut [7]

[17]
natural

Section 1
Test Pit 1
Southeast facing



5 CONCLUSIONS

- 5.1 Naturally deposited sand and gravel was recorded in TP1 at a maximum height of c2.73m OD. These were overlain by late post-medieval deposits consistent with fill material, and comparable with those which are thought to be filling 19th century quarry pits at the site (pers comm. Pete Mills, 29th March 2007). The upper height of the lowest of these deposits was recorded at c3.11m OD, compared to surviving intact brickearth recorded during the previous geotechnical investigation at an upper height of 4.06m OD. All predate the construction in the late 19th century of the District Line Underground tunnel. TP2 was located entirely within the construction cut for the extant external stairway at the northern boundary of the site, and therefore contributed nothing to the understanding of the site.
- 5.2 In summary, the area of TP1 can be shown to be truncated by earlier activity most likely associated with quarrying and also the construction of the District Line, whilst TP2 was also completely truncated. Further work may be required at the site to investigate surviving brickearth horizons in order to satisfy the archaeological condition

6 ACKNOWLEDGEMENTS

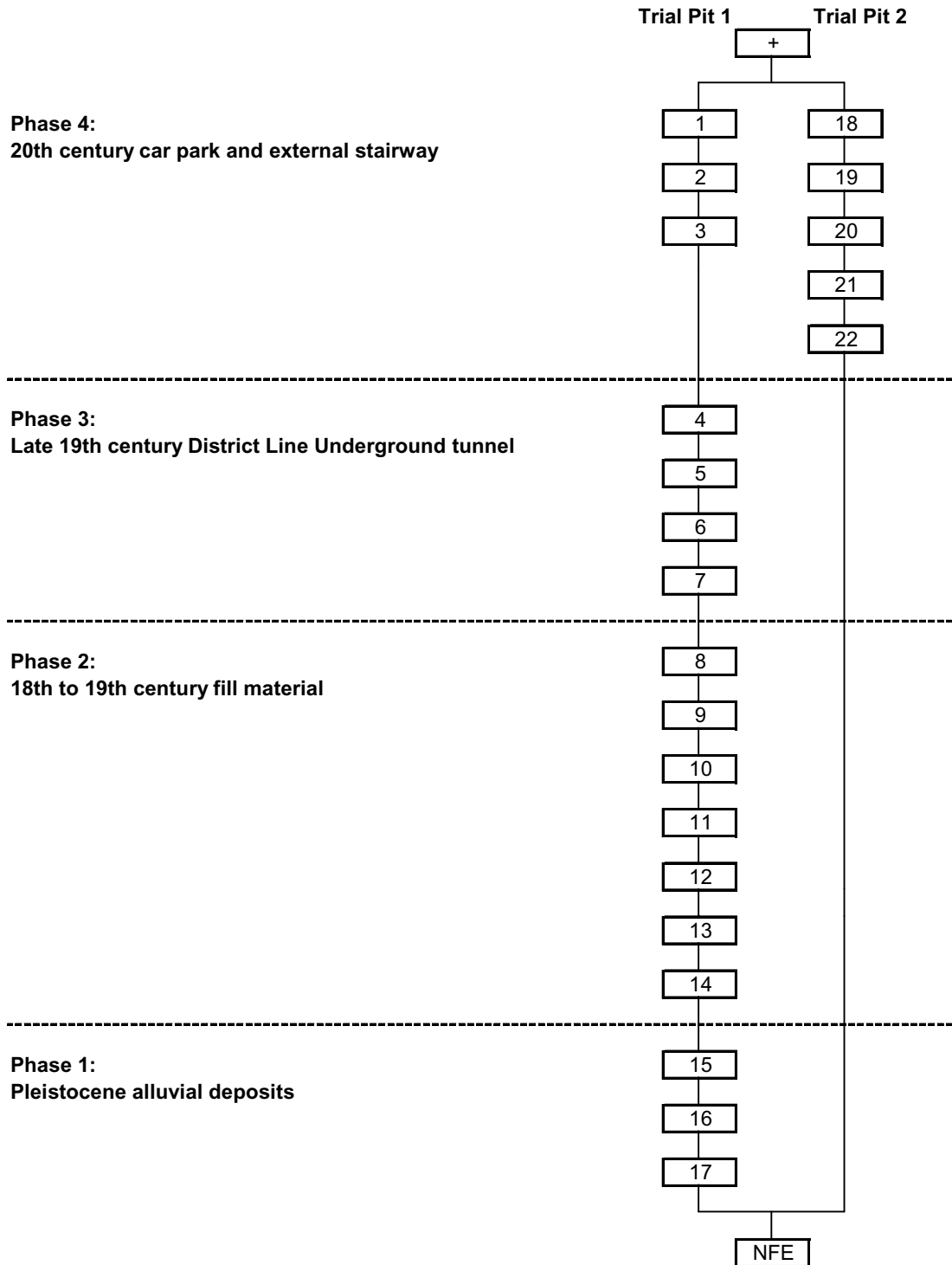
- 6.1 Pre-Construct Archaeology would like to thank the Mills Whipp Partnership for commissioning the watching brief on behalf of URS Corporation Ltd.

- 6.2 The author would like to thank the geotechnical crew for their on-site co-operation, Chris Mayo for his project management, and Josephine Brown for the illustrations.

APPENDIX 1: CONTEXT INDEX

Site Code	Context No.	Plan	Section / Elevation	Type	Description	Date	Phase	Photos No.
JBH 07	1	None	1	Layer	Tarmac	20th century	5	1-12 inc.
JBH 07	2	None	1	Layer	Tarmac	20th century	5	1-12 inc.
JBH 07	3	None	1	Layer	Hardcore for [2]	20th century	5	1-12 inc.
JBH 07	4	None	1	Fill	Secondary backfill of [7]	19th century	4	1-12 inc.
JBH 07	5	None	1	Fill	Primary backfill of [7]	19th century	4	1-12 inc.
JBH 07	6	None	1	Masonry	District Line Underground tunnel	19th century	4	1-12 inc.
JBH 07	7	None	1	Cut	Construction cut for [6]	19th century	4	1-12 inc.
JBH 07	8	None	1	Layer	Made ground	18th - 19th century	3	1-12 inc.
JBH 07	9	None	1	Layer	Made ground	18th - 19th century	3	1-12 inc.
JBH 07	10	None	1	Layer	Made ground	18th - 19th century	3	1-12 inc.
JBH 07	11	None	1	Layer	Made ground	18th - 19th century	3	1-12 inc.
JBH 07	12	None	1	Layer	Made ground	18th - 19th century	3	1-12 inc.
JBH 07	13	None	1	Layer	Horticultural horizon	Post-medieval	2	1-12 inc.
JBH 07	14	None	1	Layer	Subsoil	Post-medieval	2	1-12 inc.
JBH 07	15	None	1	Layer	Natural gravel	Pleistocene	1	1-12 inc.
JBH 07	16	None	1	Layer	Natural sand	Pleistocene	1	1-12 inc.
JBH 07	17	None	1	Layer	Natural gravel	Pleistocene	1	1-12 inc.
JBH 07	18	None	2	Layer	Tarmac	20th century	5	13 & 14
JBH 07	19	None	2	Layer	Makeup for [18]	20th century	5	13 & 14
JBH 07	20	None	2	Fill	Secondary backfill around [22]	20th century	5	13 & 14
JBH 07	21	None	2	Fill	Primary backfill around [22]	20th century	5	13 & 14
JBH 07	22	None	2	Masonry	Foundation for extant external stairway	20th century	5	13 & 14

APPENDIX 2: SITE MATRIX



APPENDIX 3: OASIS DATA COLLECTION FORM

OASIS ID: preconst1-25619

Project details

Project name	Beadon Road, Hammersmith
Short description of the project	This report details the results and working methods of an archaeological watching brief of two geotechnical and engineering trial pits carried out at the Hammersmith Grove Car Park, Beadon Road, Hammersmith, London Borough of Hammersmith and Fulham. Natural sand and gravel was recorded in the first test pit toward the southwest corner of the site, overlain by a post-medieval horticultural horizon, in turn overlain by several made ground deposits. All deposits were truncated to the south by the late 19th century District Line Underground tunnel. The second test pit was located entirely within the construction cut for an extant external stairway at the northern boundary of the site.
Project dates	Start: 20-03-2007 End: 26-03-2007
Previous/future work	No / Not known
Any associated project reference codes	JBH 07 - Sitecode
Type of project	Recording project
Site status	None
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	UNDERGROUND RAILWAY TUNNEL Post Medieval
Investigation type	'Watching Brief'
Prompt	Direction from Local Planning Authority - PPG16

Project location

Country	England
Site location	GREATER LONDON HAMMERSMITH AND FULHAM HAMMERSMITH Hammersmith Grove Car Park, Beadon Road
Postcode	W6 7AA
Study area	4000.00 Square metres
Site coordinates	TQ 2326 7874 51.4936535353 -0.224256888156 51 29 37 N 000 13 27 W Point

Project creators

Name of Organisation	Pre-Construct Archaeology Ltd
Project brief originator	Mills Whipp
Project design originator	Mills Whipp
Project director/manager	Chris Mayo
Project supervisor	Andrew Sargent

Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Contents	'none'
Digital Media available	'Images raster / digital photography'
Paper Archive recipient	LAARC
Paper Contents	'none'
Paper Media available	'Context sheet', 'Matrices', 'Photograph', 'Report', 'Section'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
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