

**KINGS MALL CAR PARK, GLENTHORNE
ROAD & WEST 45 BUILDING AT BEADON
ROAD, LONDON W6 0EW**

AN ARCHAEOLOGICAL EVALUATION

PHASE II

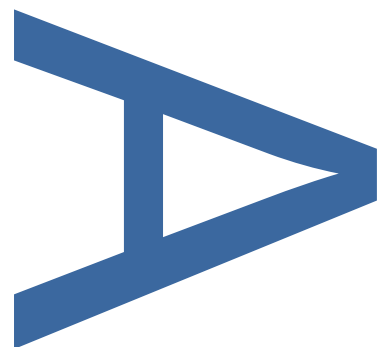
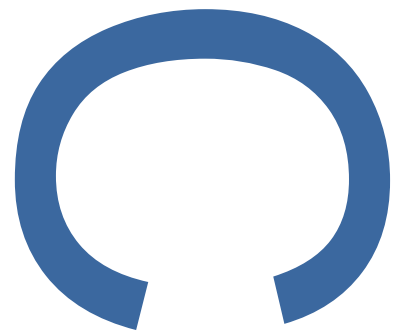
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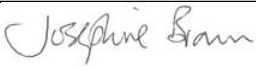

DOCUMENT VERIFICATION

KINGS MALL CAR PARK, GLENTHORNE ROAD &
WEST 45 BUILDING AT BEADON ROAD,
LONDON W6 0EW

AN ARCHAEOLOGICAL EVALUATION: PHASE II

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**KINGS MALL CAR PARK, GLENTHORNE ROAD & WEST 45 BUILDING AT
BEADON ROAD, LONDON W6 0EW**

AN ARCHAEOLOGICAL EVALUATION: PHASE II

PLANNING APPLICATION NUMBER: 2012/03546/FUL

LOCAL PLANNING AUTHORITY: London Borough of Hammersmith and Fulham

CENTRAL NGR: TQ 23082 78717

ARCHAEOLOGICAL SITE CODE: KMV14

COMMISSIONING CLIENT: CgMs Consulting

On behalf of: St George West London

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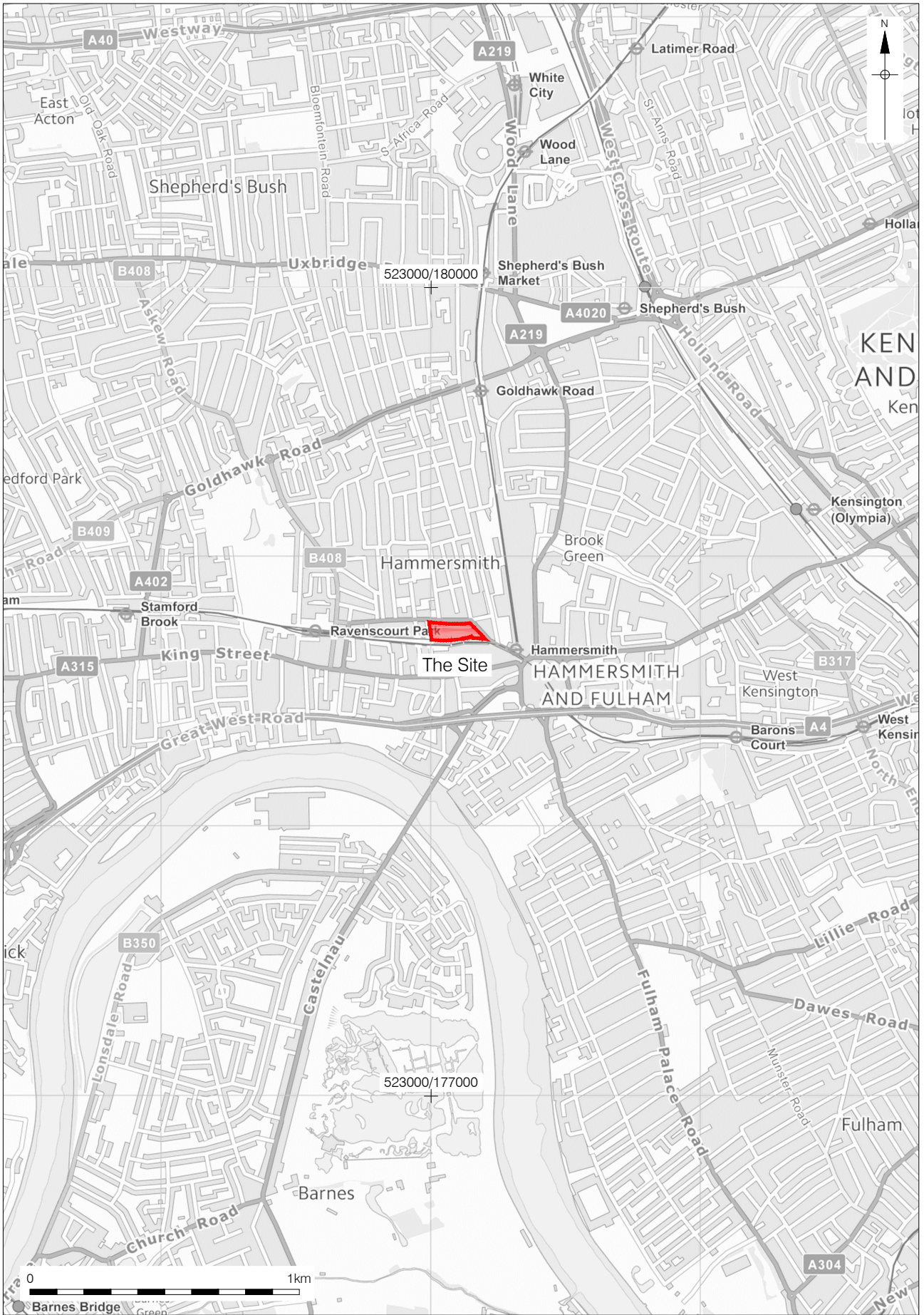
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Abstract

- 1.1 This report details the results of a Phase II archaeological evaluation undertaken by Pre-Construct Archaeology Ltd. at Kings Mall Car Park, Glenthorne Road & West 45 Building at Beadon Road, London W6 0EW. The evaluation was commissioned by CgMs Consulting on behalf of St George West London Ltd. and took place between the 7th and 9th of November 2016. It followed an earlier Phase I evaluation undertaken on the site in May 2014 (Appendix 3). The site was bounded to the north by Glenthorne Road (A315), to the west by Leamore Street, to the south by a railway line and to the east by the new Sovereign Court development.
- 1.2 The Phase II evaluation comprised a single stepped evaluation trench and three test pits. The test pits were due to be excavated along an east-west aligned transect in order to investigate a possible palaeo-feature which had been identified during the initial geo-technical investigations. Due to the presence of a large pile of crushed concrete at the western end of the site this transect could not be precisely followed, although the test pits were spread evenly across the site.
- 1.3 The evaluation trench revealed the top of the alluvial sequence, although this was sealed by modern made ground which extended to a considerable depth. The test pits revealed a gravel horizon sealed by alluvium which was in turn sealed by modern made ground. In Test Pit 5 a deposit of blue grey sand was revealed beneath the gravel. This may suggest that the gravel was fluvially deposited.
- 1.4 No significant archaeological or geoarchaeological deposits were recorded during either the Phase I or Phase II investigations and consequently no further archaeological or geoarchaeological investigations are proposed. As a result this evaluation report and the provision for the forthcoming London Archaeologist summary, will replace the full post-investigation report required by Condition 33 Part C.

2 INTRODUCTION

- 2.1 This report details the results and working methods of a Phase II archaeological evaluation undertaken by Pre-Construct Archaeology Ltd. at Kings Mall Car Park, Glenthorne Road & West 45 Building at Beadon Road, London W6 0EW. The evaluation took place between the 7th and 9th of November 2016.
- 2.2 The site lies within the London Borough of Hammersmith and Fulham. It was bounded to the north by Glenthorne Road (A315), to the west by Leamore Street, to the south by a railway line and to the east by the new Sovereign Court development.
- 2.3 No Scheduled Ancient Monuments, Historic Battlefields or Historic Wreck sites lie within the study site boundary. The site is not within an Archaeological Priority Area.
- 2.4 The project was commissioned by CgMs Consulting on behalf of St George West London Ltd. The field evaluation was undertaken by Pre-Construct Archaeology Ltd. under the supervision of Alexis Haslam and the project management of Chris Mayo. The project was monitored for the London Borough of Hammersmith and Fulham the Greater London Archaeology Advisory Service (GLAAS), Historic England.
- 2.5 An Archaeological Impact Assessment (Hawkins 2013) had been prepared to support the planning application for the development at the site. A Written Scheme of Investigation which designed the archaeological work was prepared by Pre-Construct Archaeology Limited (Moore 2013)
- 2.6 The National Grid Reference of the site is TQ 23082 78717
- 2.7 The site was given the unique site code KMV14. This code was initiated prior to the Phase I evaluation and was continued for the Phase II work.



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Figure 1
 Site Location
 1:20,000 at A4

3 PLANNING BACKGROUND

3.1 National Planning Policy Framework (NPPF)

3.1.1 The National Planning Policy Framework (NPPF) was adopted on March 27th 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 Strategic Guidance: The London Plan

3.2.1 The relevant Strategic Development Plan Framework is provided by the London Plan which was published in March 2015. Policy 7.8 is of relevance to archaeology within London.

3.3 Local Planning Policy

3.3.1 The relevant Development Plan framework is provided by the Hammersmith and Fulham Core Strategy, which was adopted on the 19th of October 2011. This supersedes a number of Unitary Development Plan (UDP) policies, although several of these have been saved. Both the Development Plan framework and the saved UDP policies form the basis for planning policy in the borough. The Development Plan framework includes the following policy of relevance.

Borough Wide Strategic Policy - BE1

Built Environment

All development within the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate

places.

In particular, development throughout the borough should:

- protect and enhance the character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the Fulham Palace Moated Site scheduled ancient monument

Justification

8.73 The Core Strategy is not the place to set out detailed guidance on design. This will be provided in the Development Management Policies DPD and, until this is adopted, the existing Unitary Development Plan policies and standards and Supplementary Planning Guidance will remain in force until reviewed or superseded. Where appropriate, there will also be more detailed guidance in planning frameworks for the

borough's regeneration areas.

- 8.75 The existing character of the borough is heavily influenced by a variety of historical, landscape and architectural assets. Some of these are of national importance, such as listed buildings and the Fulham Palace Moated Site, whereas others are of borough importance, including archaeological priority areas (see Appendix 4) and locally listed buildings of merit. However, whether they are of national or local importance they should be considered in all developments in accordance with the policies of PPS5 and the associated English Heritage Historic Environment Planning Practice Guide.

- 3.3.2 The following relevant policy is saved from the UDP:

Unitary Development Plan (Saved Policies)

UDP Policy EN7

NATIONALLY AND LOCALLY IMPORTANT ARCHAEOLOGICAL REMAINS

1. There will be a presumption against proposals which would involve significant alteration of, or cause damage to, Archaeological Remains of National Importance, whether scheduled or not. There will also be a presumption against proposals which have a significant and harmful impact on the setting of visible Archaeological Remains of National Importance whether scheduled or not.
 2. Development affecting sites of Archaeological Remains of Local Interest and their settings will only be permitted if the need for the development outweighs the local value of the remains.
 3. Applicants will be required to arrange for archaeological field evaluation of any such remains within the archaeological priority areas defined on the proposals map before applications are determined or if found during development works in such areas or elsewhere. Proposals should include provision for the remains and their settings to be protected, enhanced or preserved. Where it is accepted that physical preservation in situ is not merited, planning permission may be subject to conditions and/or formal agreement requiring the developer to secure investigation and recording of the remains, and publication of the results.
- 4.16 Archaeological remains are regularly discovered in the borough, from prehistoric Roman, Saxon, medieval and the early industrial period. The most recent find was part of a Saxon settlement discovered in Fulham Reach in 1990. They are a major part of the surviving evidence of the borough's past, and therefore a valuable and irreplaceable asset to the community. Such remains are very vulnerable to modern development, and once destroyed they are lost forever. The need to preserve them is recognised as a material consideration when determining planning applications. PPG 16 indicates that there will be a presumption in favour of preservation in-situ, where the remains are of national importance. In other cases this is desirable, but must be weighed against other factors. These will include the need for the proposed development, as well as the potential national importance of remains that may be found in the Archaeological Priority Areas. It is therefore important for developers to consult English Heritage at an early stage, particularly for developments that would impact upon the scheduled Ancient Monument at Fulham Palace or for developments in or near the Archaeological Priority Areas.
- 4.17 New buildings will normally destroy any archaeological remains and therefore these should be excavated by a qualified archaeological unit before work commences. This is because the context of any archaeological find is an essential part of the historical value of any remains. The council considers it is reasonable for a person thus

threatening part of the community's heritage to fund adequate excavation, the subsequent academic and popular reports, as well as publicity both for the excavation and the reports. The council will encourage developers to inform local archaeological societies of the start of any archaeological excavation and to make arrangements for public viewing of excavations in progress, wherever possible, and for subsequent analysis, interpretation and presentation to the archaeological societies and the public of any archaeological results and finds. The council welcomes the value to all parties of the Code of Practice drawn up by the British Archaeologists' and Developers' Liaison Group setting out mutual responsibilities.

3.4 Planning Permission and the Proposed Development

- 3.4.1 Planning permission was granted by the London Borough for Hammersmith and Fulham under application number 2012/03546/FUL for the:

Demolition of the existing West 45 office building, 950 space public car park and small section of railway viaduct which lies within the site boundary, and redevelopment of the site comprising a single building with heights ranging from 4 to 17 storeys, plus 2 basement levels, to provide a mixed use development comprising a 700 space replacement public car park, 529 square metres of ground floor commercial floorspace (use classes A1-A4, D1 and D2) and 418 new homes, with associated hard and soft landscaping, private open space, vehicular accesses and servicing facilities, residential parking (53 spaces), and cycle parking (460 spaces).

- 3.4.2 The consent included a planning condition (number 33) requiring archaeological work in accordance with an approved Written Scheme of Investigation.
- 3.4.3 CgMs Consulting, acting as archaeological consultants for the client, agreed with GLAAS that an evaluation and test-pitting exercise would be implemented to investigate the presence or absence of archaeological remains and peat / alluvial material associated with the suspected palaeo-feature, to allow further targeted investigation if warranted.
- 3.4.4 PCA were commissioned to undertake these works. A Written Scheme of Investigation (Moore 2013) was prepared and approved by GLAAS.
- 3.4.5 The first phase of work saw the excavation of one evaluation trench and three test pits in 2014 (Phase I), reported in 2016 (Jorgensen, see Appendix 3). This report details the implementation and results of the Phase II investigation.

4 GEOLOGY AND TOPOGRAPHY

The following information is summarised from the Archaeological Impact Assessment (Hawkins 2013).

4.1 Geology

- 4.1.1 According to the British Geological Survey (BGS Sheet 270 – South London – solid and drift edition 1:50,000 series) the site is situated upon London Clay which is overlain by River Terrace gravels.
- 4.1.2 Prior to the site investigations a comprehensive geotechnical investigation was undertaken by Geo-Environmental Services Ltd. These investigations generally recorded made ground overlying alluvial deposits. The alluvial horizons changed from a silty clay to a gravelly sand with depth and these river terrace deposits directly overlay the London Clay.
- 4.1.3 The earlier archaeological investigations undertaken in 2014 broadly correlated with this interpretation, with alluvial deposits identified above gravel. In two of the three test pits excavated however, a brickearth like deposit (Langley Silts) was identified above the Kempton Park Gravels or alluvial silts (Jorgensen 2016, 5).

4.2 Topography

- 4.2.1 At the time of the evaluation, demolition of the Kings Mall Car Park had recently been completed. The site was broadly level at c. 4m OD, with the crush created during the demolition piled at the western end of the site in preparation for a piling mat.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The following information is summarised from the Archaeological Impact Assessment (Hawkins 2013).

5.1 Palaeolithic and Mesolithic

5.1.1 No Palaeolithic or Mesolithic finds are recorded within a 500m radius of the study site, although there is some evidence of activity within the area. Palaeolithic flint handaxes have been recovered from the Thames (MLO26789) and perforated Mesolithic antlers (MLO433), flint tranchet axes, debitage, antler and bone implements have also been recovered locally (MLO26792).

5.2 Neolithic, Bronze Age and Iron Age

5.2.1 The Impact Assessment identified a moderate potential for the later prehistoric periods. A Neolithic ground flint axe (MLO8582) was recovered from the Thames, whilst an archaeological investigation at Swan Island off Hammersmith Road produced both a residual flint flake and core of possible Bronze Age date. An archaeological intervention at 120-124 King Street in 2000 revealed a number of Bronze Age pits and postholes to the south east of two parallel ditches. These features were interpreted as evidence of land division and settlement. Two struck flints of possible Bronze Age date have been recorded at Winslow Road, whilst a deer antler hammer, a trepanned human skull, a pair of stag antlers and a bronze rapier (all of supposed Bronze Age date) have all been recovered from the Thames.

5.2.2 The Bronze Age site at 120-124 King Street appears to have continued into the Early Iron Age. A possible Iron Age ditch has also been recorded at 5-15 Galena Road and an assemblage of four Iron Age coins has been recovered from the Thames.

5.3 Roman

5.3.1 There is limited evidence for Roman activity within the immediate vicinity of the study site. A single fragment of Roman tile was recovered from the upper fill of the Iron Age ditch on Galena Street, whilst the investigations at 120-124 King Street produced a small assemblage of Roman pottery and tile.

5.4 Anglo Saxon and Early Medieval

5.4.1 No finds of these periods are recorded within a 500m radius of the study site, although discoveries have been made further to the south along the north-south stretch of the Thames. Archaeological investigations at Winslow Road revealed three Anglo-Saxon sunken feature buildings of 5th and 6th century date. Finds recovered included pottery, a loom weight, bone comb fragments and the skeleton of a horse (Cowie & Blackmore 2008, 36-50). A mid Saxon settlement has also been identified at Hammersmith Embankment and Chancellors Road.

5.5 Late Medieval, Post-Medieval and Modern

- 5.5.1 The study site is close to the historic core of the late medieval settlement of Hammersmith. Based upon map regressions however, the bulk of the site comprised agricultural land until 1871, though the extreme east of the site had been crossed by a railway viaduct built in 1869 (Brown 2010, 30) part of which still survives today as a ruined structure.
- 5.5.2 The study site was comprehensively developed with dense terraces of workers housing between 1871 and 1894. These houses were of the same form as those still surviving today on the west side of Leamore Street, which forms the western boundary of the site.
- 5.5.3 Between 1950 and 1976 the workers housing was demolished and the site redeveloped with the former car park and office building.

6 ARCHAEOLOGICAL METHODOLOGY

- 6.1 The approved Health and Safety Risk Assessment and Method Statement (Mayo 2016) designed a single stepped evaluation trench and three trial pits to be excavated across the site. The trench was excavated in order to determine the location, form, extent, date, character, condition, significance and quality of any surviving archaeological remains liable to be threatened by the proposed development. The trial pits were intended to be positioned equidistantly along an east-west aligned transect in order to further define an interpreted palaeo-feature which had been identified during the initial geotechnical investigations. Unfortunately the presence of a considerable pile of crush at the western end of the site meant that this transect could not be precisely followed, although the three excavated pits did cover the length of the site.
- 6.2 Both the trench and test pits were opened up with the use of a 180° JCB mechanical excavator. During the excavation of the trench a 1.8m wide ditching bucket was used, whilst a slimmer flat bladed bucket was used for the excavation of the test pits. All machining was monitored by the attendant archaeologist, checking for archaeological deposits and features through the made ground and onto the alluvial sequence. All machining was preceded by scanning for live services with the use of a CAT scanner.
- 6.3 The trench and test pits had the following details:
- Evaluation Trench 2 measured 5.44m from east to west and 5.06m from north to south. Due to the depth required to reach the alluvial deposits, the trench was stepped for the reasons of health and safety to a depth of 2.4m. The centre of the trench measured 2.66m from north to south and 2.76m from east to west.
 - Test Pit 4 was located to the north of Evaluation Trench 2 and was excavated to a depth of 0.59m OD, the farthest the JCB could reach.
 - Test Pit 5 was situated to the north-west of Test Pit 4 and was excavated to a lowest level of 0.51m OD.
 - Test Pit 6 was located to the west of Test Pit 5. During the initial excavation a deep underground service trench was discovered and the Test Pit was therefore extended slightly further to the west. The test pit was excavated to a depth of 1.59m OD.
- 6.4 The evaluation trench was hand cleaned, examined and recorded in both plan and section. The test pits were logged and depths were taken from ground level to where archaeological deposits changed.
- 6.5 During the excavation of Test Pit 6 a large modern subterranean feature was discovered at a considerable depth. For this reason the test pit was extended further to the west.

- 6.6 The recording structure used comprised the single context recording system, with individual descriptions of all archaeological strata and features excavated and exposed entered onto pro-forma context sheets. The plan and section of the trench and features were illustrated on polyester based drawing film, the plan being drawn at a scale of 1:20 and the section also at 1:20. The OD heights of all principal strata were calculated and indicated on the appropriate plan and section. Features that were evidently modern were not given context numbers, and were recorded as modern intrusions in plan. The test pits were logged on a PCA pro-forma test pit / pile probe recording sheet.
- 6.7 A baseline was established for the evaluation trench with the use of GPS surveying equipment, which was also used to locate the test pits. This equipment was also used to establish a single Temporary Bench Mark (TBM) on the site which had a value of 4.09m OD.
- 6.8 After excavation the evaluation trench was fenced off with the use of block and mesh fencing. The test pits were immediately backfilled after recording due to their considerable depth.
- 6.9 Photographs in digital format were taken of the trench and the test pits.
- 6.10 In this report, contexts are shown in square brackets, e.g. [100].
- 6.11 The site was given the unique code KMV14. This code was used to identify all aspects of the site archive.

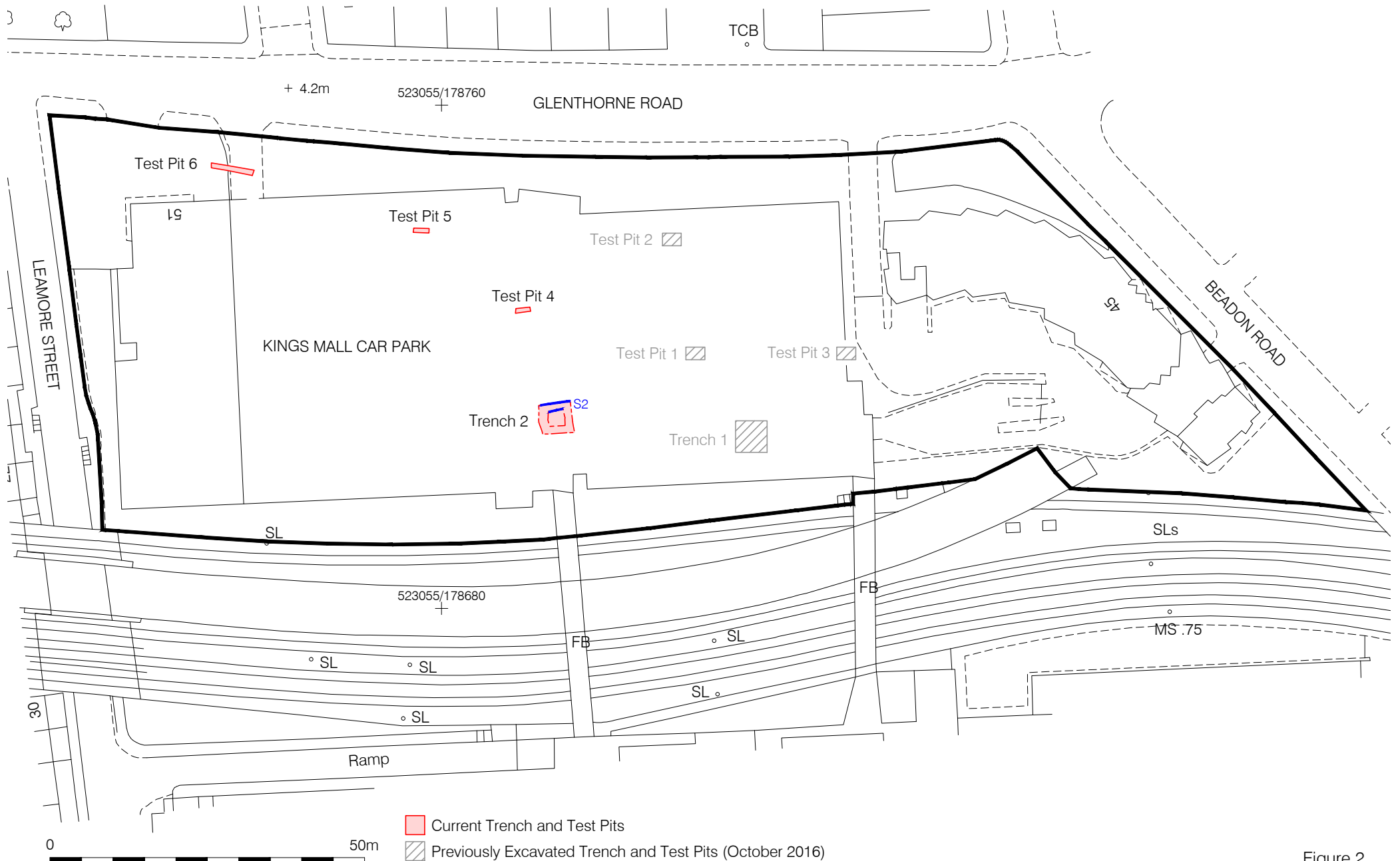


Figure 2
Trench and Test Pit Location
1:800 at A4

7 ARCHAEOLOGICAL SEQUENCE

The investigation recorded four archaeological phases, as follows:

- Phase 1: Natural sand
- Phase 2: Natural gravel
- Phase 3: Natural alluvium
- Phase 4: Modern

7.1 Evaluation Trench 2

Phase 3 – Alluvium

7.1.1 The earliest deposit encountered at the base of the trench was the alluvium [4]. This was a stiff deposit of mid yellow brown silty clay with occasional yellow blue mottling. The only inclusions recorded within this deposit comprised very occasional fragments of oyster shell. The alluvium was recorded at the base of the trench at +1.91m OD, although it was also seen in section at a highest level of +2.83m OD.

Phase 4 – Modern

7.1.2 Modern made ground [+] comprising concrete and brick rubble sealed the alluvium and was recorded at a highest level of +4.32m OD.



Plate 1: Trench 2, looking NW



Plate 2: Trench 2, looking N

7.2 Test Pit 4

Phase 2 – Gravel

- 7.2.1 The earliest deposit encountered at the base of the test pit was a deposit of gravel [6]. This was light brown yellow deposit which contained a high percentage of sand. It was recorded at a highest level of +0.74m OD, and continued to the basal limit of excavation at +0.59m OD.

Phase 3 – Alluvium

- 7.2.2 Sealing the gravel was alluvium [5]. This was precisely the same as context [4] as observed in Evaluation Trench 2 and was up to 1.4m thick at a highest level of +2.14m OD.

Phase 4 – Modern

- 7.2.3 Modern made ground [+] overlay the alluvium and sealed the trench at +4.24m OD.

7.3 Test Pit 5

Phase 1 – Sand

- 7.3.1 The earliest deposit encountered at the base of the test pit was [9], a soft deposit of light blue grey sand, which was observed at a highest level of +0.51m OD.

Phase 2 – Gravel

- 7.3.2 Sealing [9] was [8], a gravel deposit identical to [6] observed in Test Pit 4. This deposit was up to 1.46m thick at a highest level of +1.97m OD.

Phase 3 – Alluvium

- 7.3.3 Sealing the gravel was alluvial deposit [7], which was identical to context [5] in Test Pit 4. This deposit was up to 0.79m thick at a highest level of +2.76m OD.

Phase 4 – Modern

- 7.3.4 Modern made ground [+] overlay the alluvium and sealed the trench at +4.31m OD.

7.4 Test Pit 6

Phase 2 – Gravel

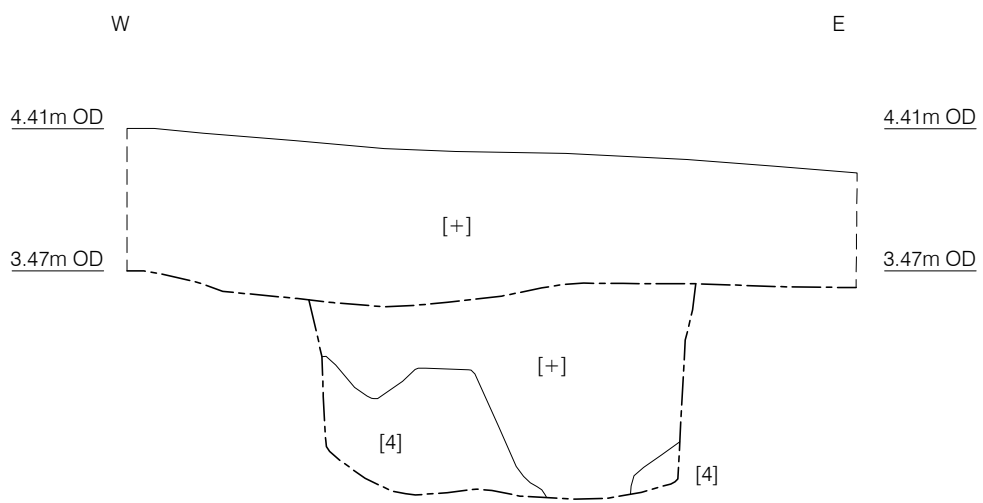
- 7.4.1 The earliest deposit encountered at the base of the trench was sandy gravel [11]. This was at least 0.5m thick at a highest level of +2.09m OD.

Phase 3 – Alluvium

- 7.4.2 Sealing [11] was alluvial deposit [10]. This was identical to layer [7] in Test Pit 5 and was 1.20m thick at a highest level of +3.20m OD

Phase 4 – Modern

- 7.4.3 Modern made ground [+] sealed the trench at a highest level of +4.39m OD.



Section 2
Trench 2
South Facing

0 2m
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Figure 3
Section 2
1:50 at A4

8 INTERPRETATION AND CONCLUSIONS

- 8.1 One of the principal objectives of the archaeological evaluation was to determine the presence or absence of archaeological activity of any period. No archaeological features were revealed in evaluation Trench 2 or Trench 1 from the Phase 1 investigation, although the upper horizons of an alluvial sequence were revealed at +2.83m OD in Trench 2.
- 8.2 The test pits were excavated in order to further define an interpreted palaeo-feature which had originally been identified during initial geo technical investigations by Geo-Environmental Services Ltd. The three test pits excavated during Phase I and the final three excavated during Phase II revealed a sequence of gravel sealed by alluvial deposits. Evidence of Langley Silts was revealed in Test Pits 1 and 3 (Jorgensen 2016, 3 – see Appendix 3 in this report), although there was no evidence of this horizon in the western area of the site (Phase II). The presence of a blue grey sand horizon beneath the gravel in Test Pit 5 may suggest that the gravels identified were in fact fluviially deposited, although the investigation was unable to excavate deep enough to verify this.
- 8.3 No peat deposits were observed in either the Phase I or II work.
- 8.4 Once the project is deemed complete, the completed archive comprising all site records from the fieldwork will eventually be deposited by Pre-Construct Archaeology Limited with LAARC under site code KMV14. Until then the archive will be stored at PCA's headquarters in Brockley, London.
- 8.5 The results of the archaeological investigation will be published as an entry in the *London Archaeologist* 'Round Up'.
- 8.6 No significant archaeological or geoarchaeological deposits were recorded during either the Phase I or Phase II investigations and consequently no further archaeological or geoarchaeological investigations are proposed. As a result this evaluation report and the provision for the forthcoming London Archaeologist summary, will replace the full post-investigation report required by Condition 33 Part C.

9 ACKNOWLEDGEMENTS

- 9.1 Pre-Construct Archaeology would like to thank Duncan Hawkins of CgMs Consulting for commissioning the work on behalf of St George West London Limited. Thanks are also extended to the Greater London Archaeology Advisory Service (GLAAS) for monitoring the site on behalf of the local council. Thanks also to Henry Oleghe, Project Manager at St George West London Limited, for all of his assistance on site during the archaeological investigations.
- 9.2 The author would like to thank Mick Steel for all of his assistance on site, Jennifer Simonson for the illustrations, Wayne Richards and John Joyce for technical and logistical support, Richard Archer for the survey and Chris Mayo for his project management and editing.

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APPENDIX 1: CONTEXT DESCRIPTIONS

| Context | Trench | Section | Type | Description | Phase |
|---------|--------|---------|-------|-------------|-------|
| 4 | TR 2 | 2 | Layer | Alluvium | 3 |
| 5 | TP 4 | - | Layer | Alluvium | 3 |
| 6 | TP 4 | - | Layer | Gravel | 2 |
| 7 | TP 5 | - | Layer | Alluvium | 3 |
| 8 | TP 5 | - | Layer | Gravel | 2 |
| 9 | TP 5 | - | Layer | Sand | 1 |
| 10 | TP 6 | - | Layer | Alluvium | 3 |
| 11 | TP 6 | - | Layer | Gravel | 2 |

APPENDIX 2: OASIS FORM

OASIS ID: preconst1-268478

| Project details | |
|--|--|
| Project name | Kings Mall Car Park, Glenthorne Road |
| Short description of the project | An archaeological evaluation was undertaken by Pre-Construct Archaeology Ltd at Kings Mall Car Park, Glenthorne Road, Hammersmith (Phase II) between the 7th and 9th of November 2016. A previous evaluation (Phase I) had been undertaken in May of 2014. The evaluation trench revealed an alluvial horizon sealed by a thick deposit of modern made ground. The purpose of the test pits was to further define a potential palaeo- feature which had been identified during the geotechnical investigations. The test pits revealed gravel sealed by alluvium which was in turn overlain by modern made ground. In Test Pit 5 a horizon of blue grey sand was sealed by the gravel. |
| Project dates | Start: 07-11-2016 End: 09-11-2016 |
| Previous/future work | Yes / Not known |
| Any associated project reference codes | KMV14 - Sitecode |
| Any associated project reference codes | 2012/03546/FUL - Planning Application No. |
| Any associated project reference codes | preconst1-265453 - OASIS form ID |
| Type of project | Field evaluation |
| Site status | None |
| Current Land use | Vacant Land 1 - Vacant land previously developed |
| Monument type | NONE None |
| Significant Finds | NONE None |
| Methods & techniques | "Sample Trenches", "Test Pits" |
| Development type | Urban residential (e.g. flats, houses, etc.) |
| Prompt | National Planning Policy Framework - NPPF |
| Position in the planning process | After full determination (eg. As a condition) |
| Project location | |
| Country | England |
| Site location | GREATER LONDON HAMMERSMITH AND FULHAM HAMMERSMITH Kings Mall Car Park, Glenthorne Road and West 45 Building at Beadon Road, London W6 0EW |
| Postcode | W6 0EW |
| Study area | 1.03 Hectares |
| Site coordinates | TQ 23082 78717 51.493485661724 -0.226827944711 51 29 36 N 000 13 36 W Point |
| Lat/Long Datum | Unknown |
| Height OD / Depth | Min: 0.74m Max: 2.09m |
| Project creators | |
| Name of Organisation | Pre-Construct Archaeology Limited |
| Project brief originator | CgMs Consulting |
| Project design originator | Peter Moore |
| Project director/manager | Chris Mayo |
| Project supervisor | Alexis Haslam |
| Type of sponsor/funding body | Developer |
| Name of sponsor/funding body | St George West London Ltd |
| Project archives | |
| Physical Archive Exists? | No |
| Digital Archive recipient | LAARC |
| Digital Archive ID | KMV14 |

| | |
|-------------------------------|---|
| Digital Contents | "Survey" |
| Digital Media available | "Images raster / digital photography", "Images vector", "Survey", "Text" |
| Paper Archive recipient | LAARC |
| Paper Archive ID | KMV14 |
| Paper Contents | "Stratigraphic" |
| Paper Media available | "Context sheet", "Photograph", "Plan", "Report", "Section", "Survey", "Unpublished Text" |
| Project bibliography 1 | |
| Publication type | Grey literature (unpublished document/manuscript) |
| Title | Kings Mall Car Park and West 45 Building, London W6 0EW: An Archaeological Evaluation: Phase II |
| Author(s)/Editor(s) | Haslam, A. |
| Other bibliographic details | R12719 |
| Date | 2016 |
| Issuer or publisher | Pre-Construct Archaeology Limited |
| Place of issue or publication | London |
| Description | A4 grey lit document with PCA covers |
| Entered by | Chris Mayo (cmayo@pre-construct.com) |
| Entered on | 18-Nov-16 |

APPENDIX 3: PHASE I SUMMARY REPORT

**KINGS MALL CAR PARK, GLENTHORNE ROAD & WEST 45 BUILDING
AT BEADON ROAD, LONDON W6 0EW**

A SUMMARY OF AN ARCHAEOLOGICAL EVALUATION

PLANNING APPLICATION NUMBER: 2012/03546/FUL

LOCAL PLANNING AUTHORITY: London Borough of Hammersmith and Fulham

CENTRAL NGR: TQ 23082 78717

ARCHAEOLOGICAL SITE CODE: KMV14

COMMISSIONING CLIENT: CgMs Consulting

On behalf of: St George West London

**WRITTEN BY: Paw Jorgensen
Pre-Construct Archaeology Ltd, October 2016**

PROJECT MANAGER: Chris Mayo

**Contractor: Pre-Construct Archaeology Limited
Unit 54, Brockley Cross Business Centre
96 Endwell Road, Brockley
London SE4 2PD**

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October 2016

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1 INTRODUCTION

- 1.1 Three test pits, each approximately 2m by 4m in plan, and a larger 5m by 5m trench were excavated by Pre-Construct Archaeology Limited (PCA) at the site of the Kings Mall Car Park, Glenthorne Road and Beadon Road in the London Borough of Hammersmith and Fulham between the 12th and the 16th of May 2014. The investigation was centred at TQ 2309 7869 (Figure 1).
- 1.2 The works was undertaken in accordance with a Written Scheme of Investigation prepared by PCA (Moore 2013). Both the trench and the test pits were excavated by machine fitted with a flat bladed grading bucket. A Leica GPS system was used to set out the test pits and the trench, which were located as follows (also see Figure 1):

| Test Pit | Centre easting | Centre northing | Approximate Surface Elevation |
|----------|----------------|-----------------|-------------------------------|
| TP1 | 523095.338 | 178720.519 | 3.90m OD |
| TP2 | 523091.590 | 178738.673 | 3.90m OD |
| TP3 | 523119.301 | 178720.538 | 3.90m OD |
| Trench 1 | 523104.222 | 178707.314 | 3.90m OD |

- 1.3 The site occupies a plot of land which previously stood as the Kings Mall car park and the West 45 Building. Historically, the site remained as farmland until the second half of the 19th century when the area was developed with roads, houses and gardens. A previous geotechnical investigation had identified a likely palaeochannel bisecting the site and the test pits and the trench executed during the current investigation were all positioned over the likely channel in order to delineate its extent.
- 1.4 PCA were commissioned for the work by CgMs Consulting acting on behalf of St George West London. The project was managed for PCA by Chris Mayo and supervised by the author.
- 1.5 The project was monitored on behalf of the local planning authority by the Greater London Archaeological Advisory Service (GLAAS) at Historic England.

2 ARCHAEOLOGICAL RESULTS

2.1 Test Pit 1

2.1.1 Within Test Pit 1, the earliest deposit encountered comprised firm to stiff mid- to dark bluish grey sandy clay, which was first seen at a height of -0.40m OD. This had the appearance of weathered London Clay, and the deposit was excavated to a height of circa -1.00m OD. Sealing this was an alluvial deposit comprising soft fine grained dark brown peaty sandy silt with very occasional small sub-rounded stones. This was first encountered at a height of approximately -0.10m OD. It was in turn sealed by a 0.50m-thick waterlain deposit comprising moderately loose mid-grey fine silty sand first seen at +0.40m OD. This was superseded by another alluvial deposit comprising soft mid- to dark grey fine grained sandy silt to sandy clay first observed at +2.50m OD. Overlying this at a maximum height of +2.90m OD was a brickearth like deposit of mottled mid-grey and reddish brown coarse grained sandy clay with very occasional small sub-rounded stones. Sealing this deposit was a 0.50m-thick layer of modern made ground followed by the present concrete slab.

2.2 Test Pit 2

2.2.1 This test pit was excavated to a lowest level of +0.90m OD. The earliest deposit seen was the natural gravel, consistent with the Kempton Park Gravels, which underlie the area. It comprised moderately poorly to poorly sorted medium to fine sub-rounded flint gravel in a loose coarse grained reddish brown sand matrix. This deposit was first seen at a height of +1.40m OD and was overlain directly by late post-medieval or modern made ground consisting of dark greyish brown sandy silt with frequent pockets of brick and concrete rubble, extending to the current ground surface

2.3 Test Pit 3

2.3.1 Test Pit 3 was excavated to a depth of +0.90m OD. The lower 0.30m of the stratigraphic sequence consisted of a deposit of natural gravel identical to that seen in Test Pit 2. However, here it was overlain by an alluvial deposit comprising soft mottled reddish brown and light bluish grey slightly sandy clay with frequent iron staining reaching a height of +1.60m OD. Sealing this was another 0.50m thick alluvial deposit comprising slightly sandy light grey clay with frequent iron staining. Overlying this was a 0.50m-thick brickearth-like deposit identical to that in Test Pit 1. The upper part of the sequence was comprised of modern made ground sealed by the concrete slab forming the current ground surface.

2.4 Trench 1

2.4.1 In Trench 1, at a height of +2.08m OD, the earliest deposit encountered was a layer of soft light brownish-grey silty alluvial clay, [3], with very occasional small angular clay stone and frequent iron staining throughout. This was sealed at a height of +2.88m OD by a layer of horticultural soil comprising friable light greyish brown sandy silt with frequent small sub-

angular and sub-rounded stones [2]. In the western part of the trench, the horticultural soil was truncated by a north-south aligned 19th century brick wall, [1]. The brick base of a fireplace extended to the west from the wall in the northwest corner of the trench.



West facing section in Test Pit 2



Overview of Test Pit 3. Looking east-southeast.



Overview of Trench 1 (1m scale). Looking north.

3 CONCLUSIONS

- 3.1 The excavated trench and test pits have demonstrated that widespread truncation has occurred across the site in the 19th and 20th century. It was anticipated in an Archaeological Impact Assessment (Hawkins 2013) that gravel quarrying was likely to have had a significant impact on the buried archaeological resource; however in two of the three test pits excavated, a brickearth-like deposit (Langley silt) survived over the Kempton Park gravels or alluvial silts, which demonstrate that at least some parts of the site had not been subject to quarrying.
- 3.2 This geotechnical work discovered alluvial clays and peat in a number of the window samples carried out. This was seen as indicative of the presence of a palaeochannel bisecting the development site. The current investigation also identified alluvial deposits in all but Test Pit 2. In Test Pit 2, the Kempton Park gravel was overlain directly by modern made ground. The absence of alluvium along with the height of the gravels in this test pit suggests that it was not located within the channel. When considering the sequence uncovered during the current investigation along with the previous geotechnical investigation it seems likely that the palaeochannel was aligned approximately west to east towards the southern boundary of the site.

4 ACKNOWLEDGEMENTS

- 4.1 Pre-Construct Archaeology Limited would like to thank Duncan Hawkins of CgMs Consulting for commissioning the work and St George West London for facilitating and funding it.
- 4.2 The author thanks Chris Mayo for project management, PCA's field team for their work on site and Mark Roughley of PCA for the illustrations.

5 BIBLIOGRAPHY

- Hawkins, D. 2013 'Archaeological Impact Assessment: Land at Kings Mall Car Park, Glenthorne Road & West 45 Building at Beadon Road, London, W6', unpublished report for CgMs Consulting
- Moore, P. 2013 'Land at Kings Mall Car Park, Glenthorne Road & West 45 Building At Beadon Road, London, W6: Written Scheme of Investigation for an Archaeological and Geoarchaeological Investigation', unpublished report for Pre-Construct Archaeology Limited



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Figure 1
 Site Location
 1:20,000 at A4



 Geoarchaeological trial trench

 Geoarchaeological test pit

0  50m

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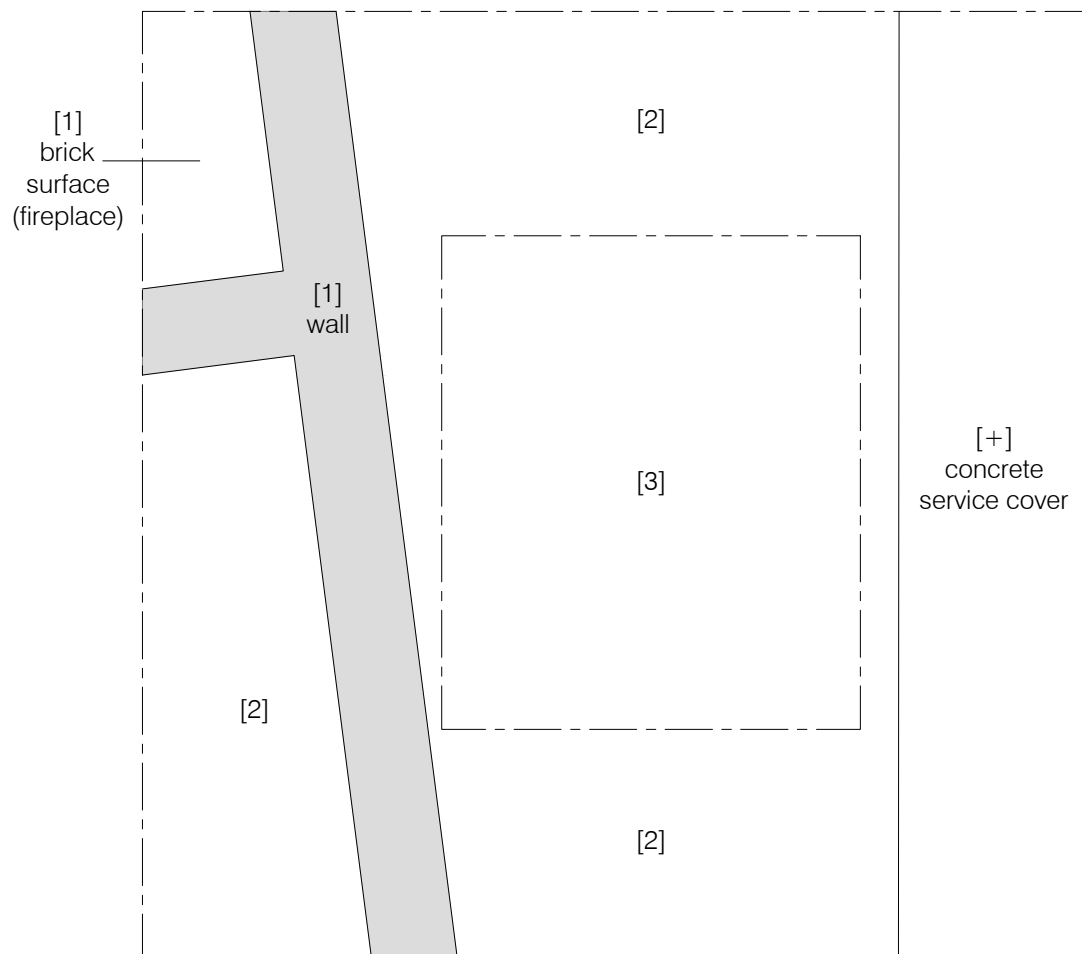
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Figure 2
Detailed Site Location
1:1,000 at A4



Trench 1



OASIS REPORT FORM

OASIS ID: preconst1-265453

| Project details | | |
|--|--|--|
| Project name | Kings Mall Car Park and West 45 Building, Hammersmith | |
| Short description of the project | The project saw the excavation of three geoarchaeological test pits and a larger trench measuring 5m by 5m in plan. A geotechnical investigation undertaken prior to the current phase of work indicated the presence of a palaeochannel running across the site. The interventions excavated during the geoarchaeological investigation were positioned to target this channel. All but one of the test pits encountered alluvium and other deposits alluding to the existence of a palaeochannel as suggested by the previous investigation. It also demonstrated the survival of a brickearth like deposit over the natural gravel. | |
| Project dates | Start: 12-05-2014 End: 16-05-2014 | |
| Previous/future work | Yes / Yes | |
| Any associated project reference codes | KMV14 - Sitecode | |
| Any associated project reference codes | 2012/03546/FUL - Planning Application No. | |
| Type of project | Field evaluation | |
| Site status | None | |
| Current Land use | Other 2 - In use as a building | |
| Monument type | WALL Post Medieval | |
| Monument type | PALAEOCHANNEL Uncertain | |
| Significant Finds | NONE None | |
| Methods & techniques | "Targeted Trenches", "Test Pits" | |
| Development type | Urban commercial (e.g. offices, shops, banks, etc.) | |
| Development type | Urban residential (e.g. flats, houses, etc.) | |
| Prompt | Planning condition | |
| Position in the planning process | After full determination (eg. As a condition) | |
| Project location | | |
| Country | England | |
| Site location | GREATER LONDON HAMMERSMITH AND FULHAM HAMMERSMITH Land at Kings Mall Car Park, Glenthorne Road and West 45 Building at Beadon Road | |
| Postcode | W6 0EW | |
| Study area | 1.03 Hectares | |
| Site coordinates | TQ 2309 7869 51.493241235389 -0.226722171354 51 29 35 N 000 13 36 W Point | |
| Lat/Long Datum | Unknown | |
| Height OD / Depth | Min: 2.6m Max: 2.9m | |
| Project creators | | |
| Name of Organisation | Pre-Construct Archaeology Limited | |
| Project brief originator | Consultant | |
| Project design originator | Peter Moore | |
| Project director/manager | Chris Mayo | |
| Project supervisor | Paw Jorgensen | |
| Type of | Developer | |

| | | |
|-------------------------------|--|--|
| sponsor/funding body | | |
| Name of sponsor/funding body | | St George West London |
| Project archives | | |
| Physical Archive Exists? | | No |
| Digital Archive recipient | | LAARC |
| Digital Archive ID | | KMV14 |
| Digital Contents available | | "Stratigraphic" |
| Digital Media available | | "Images raster / digital photography", "Images vector", "Spreadsheets", "Survey", "Text" |
| Paper Archive recipient | | LAARC |
| Paper Archive ID | | KMV14 |
| Paper Contents available | | "Stratigraphic" |
| Paper Media available | | "Context sheet", "Plan", "Report", "Section" |
| Project bibliography 1 | | |
| Publication type | | Grey literature (unpublished document/manuscript) |
| Title | | A summary of the trench and test pits excavated at the site of the Kings Mall Car Park, Glenthorne Road and West 45 Building at Beadon Road, London W6 |
| Author(s)/Editor(s) | | Jorgensen, P. |
| Other bibliographic details | | R12674 |
| Date | | 2016 |
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