46, PONTON ROAD,
NINE ELMS,SW8

AN ARCHAEOLOGICAL EVALUATION

SITE CODE: PTO17

LOCAL PLANNING AUTHORITY:
LONDON BOROUGH OF WANDSWORTH

PCA REPORT NO: 12933

JUNE 2017

PRE-CONSTRUCT ARCHAEOLOGY

46, PONTON ROAD, NINE ELMS, LONDON BOROUGH OF WANDSWORTH

AN ARCHAEOLOGICAL EVALUATION

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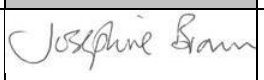
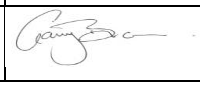
Graphics Checked by:	Josephine Brown		June 2017
Project Manager Sign-off:	Gary Brown		June 2017

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46, PONTON ROAD, NINE ELMS, LONDON BOROUGH OF WANDSWORTH, SW8

AN ARCHAEOLOGICAL EVALUATION

Site Code:	**PTO17**
Local Planning Authority:	**London Borough of Wandsworth**
Central National Grid Reference:	**TQ 29626 77335**
Written by:	**James Langthorne** **Pre-Construct Archaeology Limited, June 2017**
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1 ABSTRACT

1.1 This report presents the results of an archaeological investigation conducted by Pre-Construct Archaeology Limited at 46 Ponton Road, Nine Elms, SW8. The site is centred at National Grid Reference TQ 29626 77335 in the London Borough of Wandsworth.

1.2 Following a Written Scheme of Investigation prepared by Pre-Construct Archaeology Limited (Bradley 2017), an archaeological evaluation was carried out between 6th-7th June 2017 prior to the construction of 357 residences and mixed commercial and community facilities. The investigation comprised the excavation of three archaeological test pits (Test Pits 1-3) in order to establish the natural topography of the area and its character, the presence and composition of any archaeological deposits and determine the extent of past post-depositional impacts on the archaeological resource.

1.3 The evaluation revealed that 19th century and modern landscaping and groundworks, represented by a number of substantial made ground deposits, had significantly truncated potential archaeological horizons that pre-dated these periods. These works had also impacted upon natural alluvial deposits recorded in each of the test pits. The only discrete archaeological feature encountered during the investigation was a trench built wall foundation on an east-west orientation which related to the development of the railway at the site and was possibly a component of the Nine Elms Goods Depot.

1.4 Natural sand and gravels were found in Test Pits 2 and 3 at heights of -0.16m OD and -0.17m OD respectively. It was not possible to reach these deposits in Test Pit 1 within which alluvium persisted to a depth of -0.56m OD. The variable deposit heights in the three test pits were indicative of fluctuations within the Battersea Channel as had been established during earlier geotechnical investigations (QUEST 2015).

2 INTRODUCTION

2.1 An archaeological evaluation was undertaken by Pre-Construct Archaeology Limited at 46 Ponton Road, Nine Elms, SW8 between 6th-7th June 2017. The site is centred at National Grid Reference TQ 29626 77335 in the London Borough of Wandsworth (Figure 1).

2.2 The evaluation was proposed to consist of three test pits (Figure 2) that aimed to address the following objectives:

- What is the natural topography of the area?
- What is the palaeoenvironmental potential of the site?
- Is there any evidence for semi-terrestrial land surfaces represented by peat deposits within the alluvial deposits?
- If semi terrestrial land surfaces are identified, is there any evidence of prehistoric exploitation of these within the site?
- Is there evidence for reclamation or drainage of the marginal land in the past?
- Is there any evidence for Roman activity on the site?
- Is there any evidence for medieval activity on the site?
- Is there any evidence for post-medieval activity on the site?
- What is the depth of truncation, relative to natural deposits, caused by previous activity on the site?

2.3 Additional objectives were supplied by The Battersea Channel Project Research Design and Method Statement (Historic England *et al* 2014):

- What was the location, orientation, size and depth of the Battersea Channel and associated smaller channels?
- How did these channels shape the prehistoric landscape and to what extent was the landscape impacted by processes such as changes in sea level/salinity?
- How did the floodplain and dry land vegetation evolve over time?
- What was the nature of human occupation during the prehistoric and historic periods?
- How did environmental change affect human occupation during the prehistoric and historic periods and what was the impact of human occupation on the landscape?

2.4 The test pits were all situated to target the higher areas of naturally deposited gravel as identified by the deposit model profiled by the QUEST geotechnical investigations (QUEST 2015). The site was previously occupied by commercial warehouses and offices and its boundaries were defined by a mixed use warehouse and office building at the end of Ponton Road to the west, a construction site to the north, the 40-42 Ponton Road development to the east and Ponton Road itself to the south. The site encompassed an area of approximately 0.5 hectare.

2.5 The site lay within an Archaeological Priority Area (APA) as defined by the London Borough of Wandsworth. Furthermore the site lay within the boundary of Historic England's Battersea Channel Project, set up in 2014 to clarify the archaeological and geoenvironmental potential and significance

within the Battersea and Nine Elms locality.

2.6 The archaeological evaluation was conducted by Pre-Construct Archaeology Limited under the supervision of James Langthorne and the project management of Tim Bradley. The archaeological work was commissioned by CgMs Consulting and monitored by Mark Stevenson, Historic England GLAAS, on behalf of the London Borough of Wandsworth.

2.7 The site was recorded under the unique site code PTO17, issued by the Museum of London. The completed archive comprising written, drawn and photographic records will, upon completion of the project, be deposited with the London Archaeological Archive and Research Centre (LAARC) under that code.

3 PLANNING BACKGROUND

3.1 National Guidance: National Planning Policy Framework

3.1.1 The National Planning Policy Framework (NPPF) was adopted on March 27th 2012, and 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 Policy: The London Plan

3.2.1 The relevant Strategic Development Plan framework is provided by The London Plan, published July 22nd 2011 and amended in 2015. Policy 7.8 headed "Heritage Assets and Archaeology" details guidance relating to strategy and planning decisions that affect the historic environment and the outlines the formulation of Local Development Framework for each London Borough.

3.3 Local Development Framework: London Borough of Wandsworth

3.3.1 The relevant guidance is provided by the London Borough of Wandsworth Local Development Framework, recently amended in 2015. Policies IS3 and DMS2 of the documents that make up the Local Development Framework define Heritage concerns within the borough and how development plans should address them.

3.4 Designated Heritage Assets

3.4.1 The site lies within an Archaeological Priority Area as defined by the London Borough of Wandsworth as well as within the boundary of Historic England's Battersea Channel Project, set up in 2014 to clarify the archaeological and geoenvironmental potential and significance within the Battersea and Nine Elms area.

3.4.2 There are no Scheduled Monuments or Listed Buildings located on the Ponton Road site.

4 GEOLOGY AND TOPOGRAPHY

4.1 Geology

4.1.1 The British Geological Society (BGS) map (1:50,000 Sheet 270 South London 1998) indicates that the site lies towards the main axis of the former Battersea Channel with superficial deposits of alluvium overlying a bedrock of London Clay.

4.1.2 Geotechnical investigations during 2015 at Ponton Road indicated that the site was based upon an area of low lying Shepperton Gravel that varied in height between -1.47m OD - +1.00m OD. No organic horizons or peat deposits were found within the overlying alluvium (QUEST 2015). This was broadly confirmed by the results of the evaluation trial pitting.

4.2 Topography

4.2.1 The Ponton Road site is generally flat at levels varying between 4.30-5.20m OD.

4.2.2 The River Thames ran approximately 150m to the north of the site.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

5.1 Introduction

5.1.1 The archaeological and historical background cited below is summarised for the most part from the site-specific desk-based assessment prepared by CgMs Consulting (CgMs 2015).

5.2 Prehistoric

5.2.1 It is currently thought that the River Thames evolved from a series of abraded river channels including the Battersea Channel that flowed past higher patches of land, typically known as eyots, into its present singular course. The silting up of the former channels is thought to have happened from the Mesolithic period onwards.

5.2.2 Finds, structures and features relating to the Mesolithic, Neolithic, Bronze Age and Iron Age periods have been identified within a 750m radius of the site, particularly along the Thames foreshore.

5.3 Roman

5.3.1 The Battersea Channel is thought to have silted up to such an extent by the Roman period that it was only small creek.

5.3.2 Being a marginal area, probably prone to periodic flooding, the Ponton Road site is considered to have been rather remote from the Roman settlement and its associated activities.

5.4 Medieval

5.4.1 Although by the late Saxon period settlements had been established in both Battersea and Lambeth according to the Domesday Book the site still lay within low lying marshland or, perhaps, agricultural land and probably continued as such into the medieval period.

5.4.2 The remains of a building or buildings dating to the late medieval or early post-medieval period have been identified at Ponton Road to the northeast of the current site

5.5 Post-Medieval and Modern

5.5.1 Cartographic evidence showed that the site remained as open ground until the advent of the railway in the first half of the 19th century. The London and South West Railway constructed railway lines that ran from the Nine Elms Junction to the Nine Elms Goods Depot in 1848.

5.5.2 After the closure of the Goods Depot in 1968 the railway lines were removed and the property redeveloped as the commercial warehousing and office space that was recently demolished.

5.5.3 An archaeological investigation conducted by L-P Archaeology at 40-42 Ponton Road, immediately to the east of 46, Ponton Road, in 2017 found that any potential archaeological deposits extant on the site had been thoroughly truncated during the 19th and 20th centuries (Hunt 2017).

6 ARCHAEOLOGICAL METHODOLOGY

6.1 The excavation of three test pits was outlined in the Written Scheme of Investigation for the site (Bradley 2017). Each test pit was designed to measure 4m x 4m at ground level, positioned to target, wherever possible within the constraints of the site, the higher areas of gravel as identified in the deposit model (QUEST 2015). In the event that a test pit demonstrated potential for palaeoenvironmental or archaeological deposits, it was proposed that it would be prepared for archaeological access through shoring the test pit using a trench box methodology. No such deposits were encountered during the test pitting exercise and as a result the trenches were not entered.

6.2 All test pits were excavated by a 20 tonne mechanical excavator under archaeological supervision until natural gravel deposits were encountered or until the maximum excavation depth of the machine was reached. The table below summarises the dimensions of each of the test pits:

Test Pit Number	Length (m)	Width (m)	Max. Depth (m)
1	4.00	4.00	6.00
2	4.00	4.00	5.50
3	4.00	4.00	4.70

6.3 Once excavation had been completed all deposits were then recorded on *pro forma* test pit sheets and context sheets. Test pit plans and scales were drawn at a scale of 1:50. A digital photographic record was also kept of all three test pits. Heights of deposits were established from site surveys.

6.4 The complete archive produced during the evaluation, comprising written, drawn and photographic records will be deposited with LAARC, identified by site code PTO17.

7 THE ARCHAEOLOGICAL SEQUENCE

7.1 The archaeological sequence at the site has been separated into four phases, as follows:

- *Phase 1: Natural*
- *Phase 2: Post-Medieval - Modern*
- *Phase 3: 19th Century*
- *Phase 4: Modern*

7.2 Test Pit 1 (Figures 2 and 4 & Images 1 and 2)

Phase 1: Natural

7.2.1 The earliest deposit recorded in Test Pit 1 was firm light-mid blue grey naturally deposited alluvium [4]. The alluvium was more than 1.50m thick and seen at a maximum height of 0.94m OD. Unlike Test Pits 2 and 3 it was not possible to reach natural sand and gravels in Test Pit 1 because the mechanical excavator had reached the full extent of its digging capability.

Phase 2: Post-Medieval - Modern

7.2.2 Sealing alluvium [4] was a 1.20m thick layer of fairly firm light-mid bluish grey slightly sandy clay with occasional black staining, probably the result of either petrochemical or coal contamination, occasional CBM flecks and fragments and moderate-frequent sub-angular and sub-rounded pebbles [3]. This redeposited or 'dirty' alluvial clay acted as an interface between natural alluvium [4] and the subsequent modern made ground deposit [2]. No dating evidence was recovered from 'dirty' alluvial clay [3] but due to the presence of late post-medieval CBM within the deposit's matrix it was concluded that the earliest time that the interface layer could have formed was during the 19th century when the site was developed for use by the railway. Interface layer [3] was recorded at a maximum height of 2.14m OD.

Phase 4: Modern

7.2.3 Interface layer [3] was overlain by a 2.50m thick layer of modern made ground [2], composed of fairly firm silty clay and fairly loose silty sand varying between mid-light bluish grey, mid reddish brown, light-mid yellowish grey in hue with occasional –moderate black staining. Occasional brick rubble was observed within made ground [2] and it was found at a maximum height of 4.44m OD.

7.2.4 Made ground [2] was in turn sealed by a 0.60m thick layer of fairly loose, dark slightly reddish black brown slightly sandy silt and coal ash with frequent sub-rounded and rounded pebbles, occasional-moderate brick fragments and occasional rebar [1]. Modern made ground [1] was encountered at a maximum height of 5.24m OD.

7.2.5 All deposits in Test Pit 1 were capped by a 0.20m thick reinforced concrete slab [+].

7.3 Test Pit 2 (Figures 2 and 4 & Images 3 and 4)

Phase 1: Natural

7.3.1 The earliest deposit found in Test Pit 2 was naturally deposited fairly loose, wet, mid yellow grey sand and sub-angular, sub-rounded and rounded gravel [9]. Natural sand and gravel [9] was found at a maximum height of -0.16m OD.

7.3.2 Natural sand and gravel [9] was overlain by naturally deposited firm, light greyish yellow clay [8]. This layer was up to 1.00m thick and reached a maximum height of 0.84m OD.

Phase 2: Post-Medieval - Modern

7.3.3 Overlying natural clay [8] was a 0.30m thick interface layer of 'dirty' alluvium [7] of the same description as interface deposit [3] in Test Pit 1 'Dirty' alluvial clay [7] was encountered at a maximum height of 1.14m OD.

Phase 4: Modern

7.3.4 Interface layer [7] was capped by successive layers of modern made ground [6] and [5]. Made ground [6] was of the same character as made ground [2] in Test Pit 1 with the additional of occasional timber fragments, it was 0.90m and found at a maximum height of 2.04m OD.

7.3.5 Modern made ground [6] was overlain in turn by made ground [5] of the same description as made ground [1] in Test Pit 1 with occasional plastic sheeting, concrete covered drainpipes and timber fragments within its matrix. Layer [5] was 2.90m thick and seen at a maximum height of 4.94m OD.

7.3.6 As with Test Pit 1 all deposits in Test Pit 2 were sealed by a 0.20m thick reinforced concrete slab [+].

7.4 Test Pit 3 (Figures 2, 3 and 4 & Images 5 and 6)

Phase 1: Natural

7.4.1 As in Test Pit 2 the earliest deposit found in Test Pit 3 was naturally deposited sand and gravel [17]. Natural gravel [17] was found at a maximum height of -0.17m OD.

7.4.2 Natural gravel [17] was subsequently overlain by a 1.20m thick layer of naturally deposited clay [16], which reached a maximum height of 1.03m OD

Phase 2: Post-Medieval

7.4.3 Natural clay [16] was succeeded by a 0.50m thick interface deposit of 'dirty' alluvial clay [15], as previously described in Test Pits 1 and 2, which was recorded at a maximum height of 1.53m OD.

Phase 3: 19th Century

7.4.4 Overlying interface layer [15] was a layer of firm, light yellowish grey slightly silty clay with mid-dark bluish grey mottling with occasional sub-angular, sub-rounded and rounded pebbles and very occasional brick fragments [13]. This deposit of redeposited natural clay was 1.40m thick and encountered at a maximum height of 2.73m OD.

7.4.5 Redeposited clay [13] was truncated by an east-west orientated construction cut [14] which contained wall foundation [12]. Wall foundation [12] was trench built and constructed of type 3032 frogged red brick and concreted light grey lime mortar with occasional pea grit and timber fragment inclusions in a stretcher bond. The fabric of the wall dated from 1780-1850 (*pers. comm.* Amparo Valcarcel 08/06/2017) and therefore foundation [12] was attributed to the railway works that occurred on the site in the first half of the 19th century; possibly forming part of the Nine Elms Goods Depot. Wall foundation [12] was recorded at a maximum height of 2.73m OD and extended to a depth of at least 1.40m, although it did not prove possible to fully establish the base of the wall during the excavation of the test pit.

Phase 4: Modern

7.4.6 Sealing wall foundation [12] and redeposited natural clay [13] was a 0.50m thick layer of modern made ground [11]. Made ground [11] was composed of fairly firm, mid-dark bluish grey and mid reddish brown slightly silty clay with sandy patches with occasional brick flecks and fragments and was observed at a maximum height of 3.23m OD.

7.4.7 Made ground [11] was succeeded in turn by modern made ground [10] of the same description as made ground deposits [2] and [6] in Test Pits 1 and 2 respectively, it was 0.98m thick and was found at a maximum height of 4.23m OD.

7.4.8 All deposits in Test Pit 3 were sealed by a 0.22m thick slab of reinforced concrete [+] as in Test Pits 1 and 2.

8 RESEARCH OBJECTIVES AND CONCLUSIONS

8.1 Research Objectives

8.1.1 The following research objectives were contained within the Written Scheme of Investigation (Bradley 2017) for the evaluation:

What is the natural topography of the area?

8.1.2 Naturally deposited sand and gravel was found in Test Pits 2 and 3 at maximum heights of -0.16m OD and -0.17m OD respectively; however Test pit 1, a short distance to the south-west of Test Pit 2, extended to a depth of -0.56m OD and no sand and gravel deposit could be reached. These variable deposit heights in the three test pits were indicative of fluctuations within the Battersea Channel rather than potential eyots,

What is the palaeoenvironmental potential of the site?

8.1.3 While alluvium and alluvial clay was encountered within all three test pits it was clear that the site had been severely terraced during the 19th century and into the modern period, significantly truncating those deposits. Additionally no organic material, such as peat, was found within any of the excavations making the site's palaeoenvironmental potential low.

Is there any evidence for semi-terrestrial land surfaces represented by peat deposits within the alluvial deposits?

8.1.4 There was no evidence of peat within any of the alluvial deposits found in the three test pits.

If semi terrestrial land surfaces are identified, is there any evidence of prehistoric exploitation of these within the site?

8.1.5 There was no evidence of prehistoric activity found during the archaeological investigation at 46 Ponton Road.

Is there evidence for reclamation or drainage of the marginal land in the past?

8.1.6 There was no evidence for either reclamation or drainage of marginal land found in any of the three test pits.

Is there any evidence for Roman activity on the site?

8.1.7 There was no evidence of Roman activity found during the archaeological investigation at 46, Ponton Road.

Is there any evidence for medieval activity on the site?

8.1.8 There was no evidence of medieval activity found during the archaeological investigation at 46 Ponton Road.

Is there any evidence for post-medieval activity on the site?

8.1.9 A trench built wall foundation dating to the 19th century was recorded in Test Pit 3. This structure was interpreted as being part of the railway works, possibly an element of the Nine Elms Goods Depot.

8.1.10 The wall foundation was cut into a deposit that sealed the 'dirty' alluvial interface layer, the interface layer that was also present in Test Pits 1 and 2. The interface layer was also considered to have been the result of landscaping works probably occasioned by the development of the site for use by the railway.

What is the depth of truncation, relative to natural deposits, caused by previous activity on the site?

8.1.11 Overlying natural sand and gravel deposits in Test Pits 2 and 3 and at the base of Test Pit 1, naturally deposited alluvium and clay deposits were seen to reach maximum heights of 0.94m OD in Test Pit 1, 0.84m OD in Test Pit 2 and 1.03m OD in Test Pit 3. The combination of these relatively similar heights and the presence of 'dirty' alluvial clay interface layers sealing natural alluvium and clay deposits in all three test pits demonstrated the extent of landscaping present on the site that would have affected the natural topography of the area.

8.2 Additional objectives as supplied by The Battersea Channel Project Research Design and Method Statement (Historic England *et al* 2014) are addressed in the following section:

What was the location, orientation, size and depth of the Battersea Channel and associated smaller channels?

8.2.1 Naturally deposited and gravels in Test Pits 2 and 3 indicated that the channel was at a height of -0.16m OD and -0.17m OD in those locations respectively and considerably deeper in Test Pit 1 wherein alluvium was still present at a height of -0.56m OD.

8.2.2 The limited nature of the archaeological evaluation did not allow for estimations of either the orientation or size of the Battersea Channel.

How did these channels shape the prehistoric landscape and to what extent was the landscape impacted by processes such as changes in sea level/salinity?

8.2.3 The presence of alluvium or alluvial clays in all three test pits would suggest that the site would have probably been regularly submerged in the locations of the three test pits. No other evidence was forthcoming during the archaeological investigation. No evidence of the formation of semi-terrestrial land surfaces represented by peat deposits was recorded.

How did the floodplain and dry land vegetation evolve over time?

8.2.4 The test pits showed no evidence of organic deposits or peat that would define the character of potential vegetation at the site.

What was the nature of human occupation during the prehistoric and historic periods?

8.2.5 There were no archaeological features or deposits found that pre-dated the 19th century at 46 Ponton Road. Any potential deposits that pre-dated this period would have been truncated by ground works and landscaping resulting from the introduction and development of the railway at the site.

How did environmental change affect human occupation during the prehistoric and historic periods and what was the impact of human occupation on the landscape?

8.2.6 The most significant human activity at the site resulted from the advent of the railway and later modern developments, thus altering the landscape from a flooded marginal area that, based on cartographic evidence, evolved into open, potentially agricultural, land and ultimately into an industrial area in the first part of the 19th century.

8.3 Conclusions

8.3.1 The evaluation concluded that the archaeological evidence was restricted to a 19th century wall foundation and made ground deposits resulting from 19th century landscaping and 20th century ground works.

8.3.2 The only discrete archaeological feature encountered during the evaluation was the 19th century wall foundation found in Test Pit 3. This was interpreted as being part of the railway works that occurred at the site and may have been a component of the Nine Elms Goods Depot.

8.3.3 The absence of any deposits pre-dating the 19th century above the disturbed alluvial clay in all three Test Pits and the presence of substantial amounts of made ground was indicative of extensive landscaping works significantly truncating earlier potential archaeological horizons.

8.3.4 Natural sand and gravel was found in Test Pits 2 and 3 at heights of -0.16m OD and -0.17m OD respectively. It was not possible to reach these deposits in Test Pit 1 within which alluvium persisted to a depth of -0.56m OD. This was indicative of variable erosion within the Battersea Channel as had been established during earlier geotechnical investigations (QUEST 2015).

8.3.5 Once the project is deemed complete and the report approved by the London Borough of Wandsworth, the completed archive comprising all site records from the fieldwork will eventually be deposited with LAARC under site code PTO17 and a summary report published in the *London Archaeologist* annual round-up.

9 ACKNOWLEDGEMENTS

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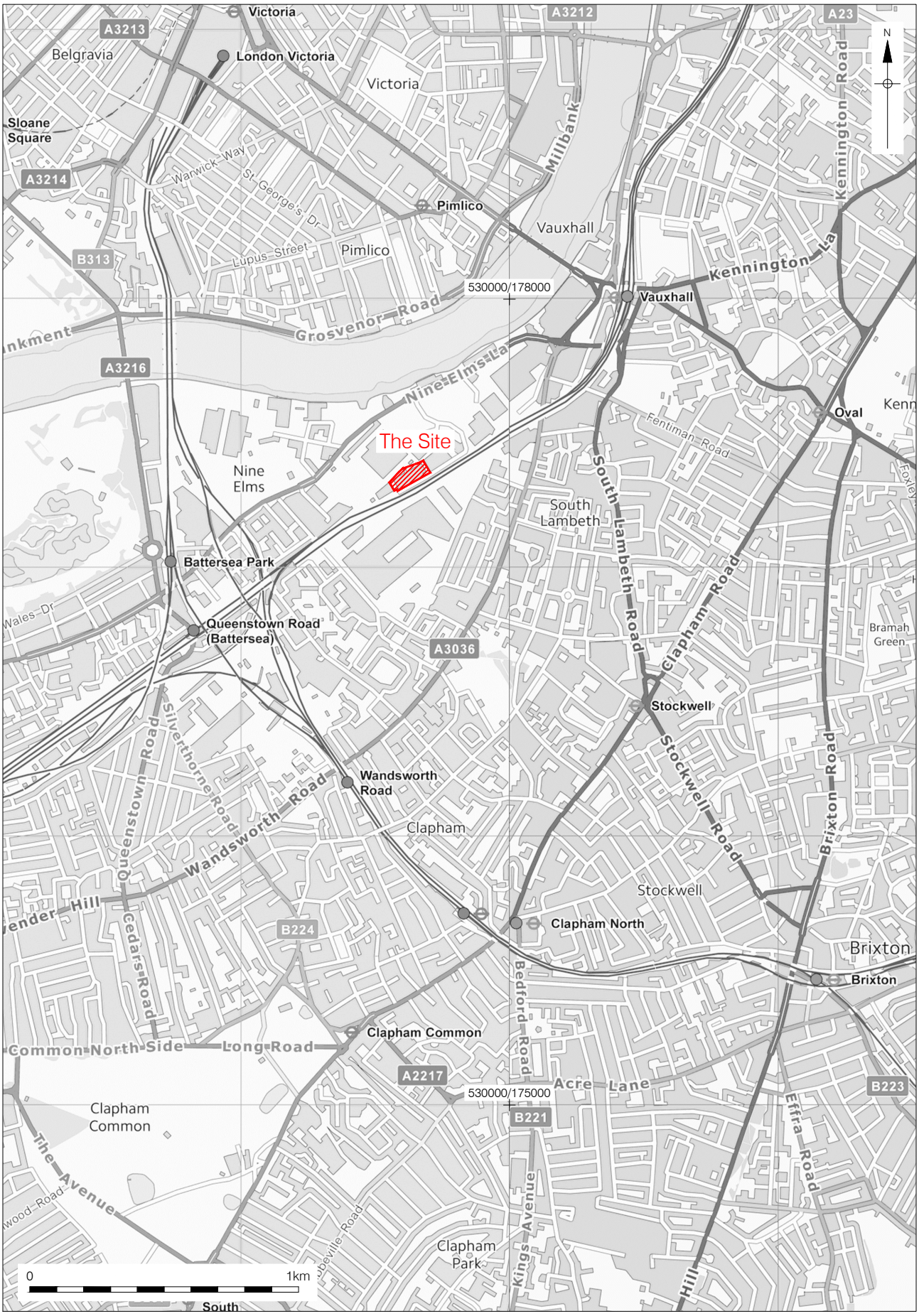

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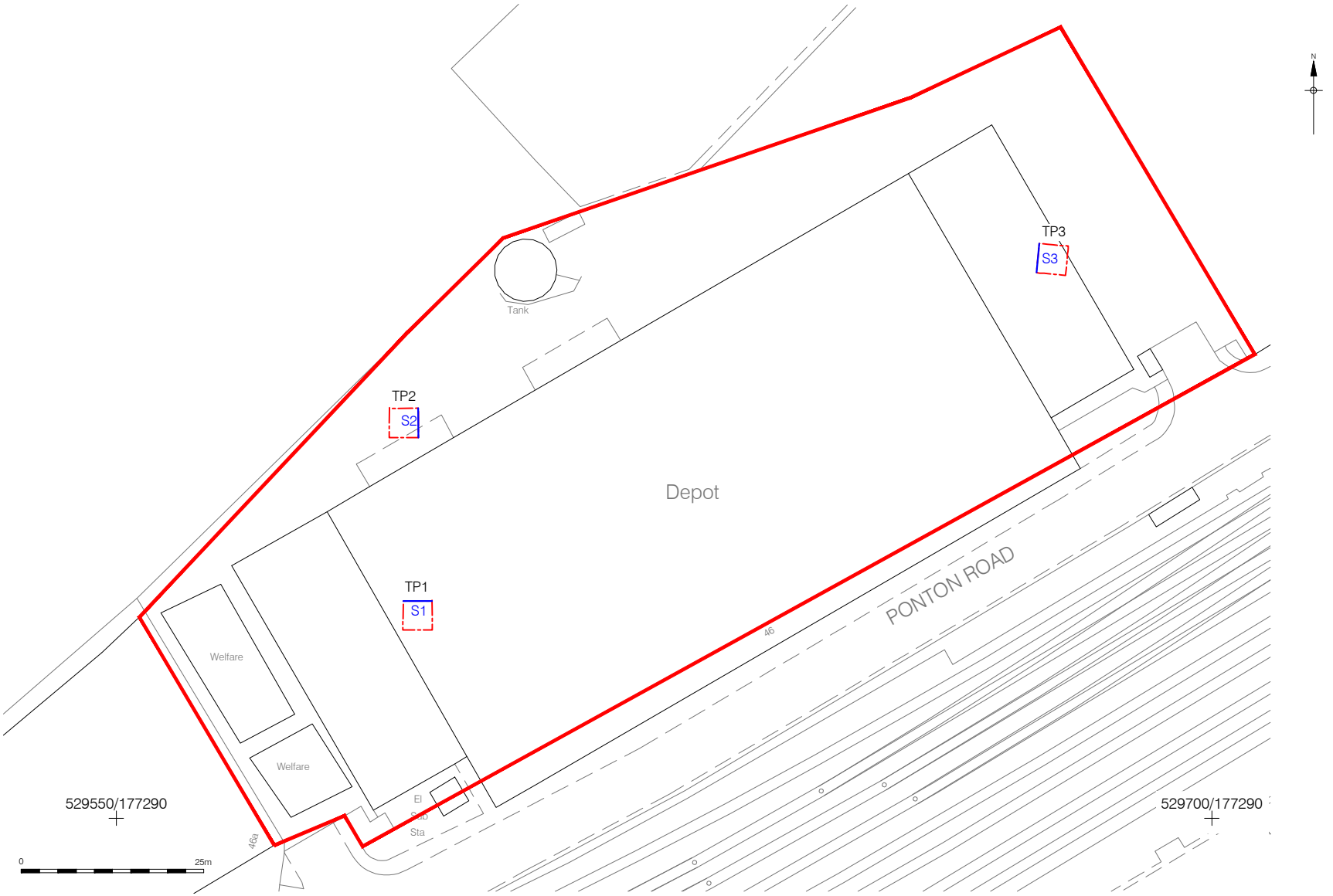
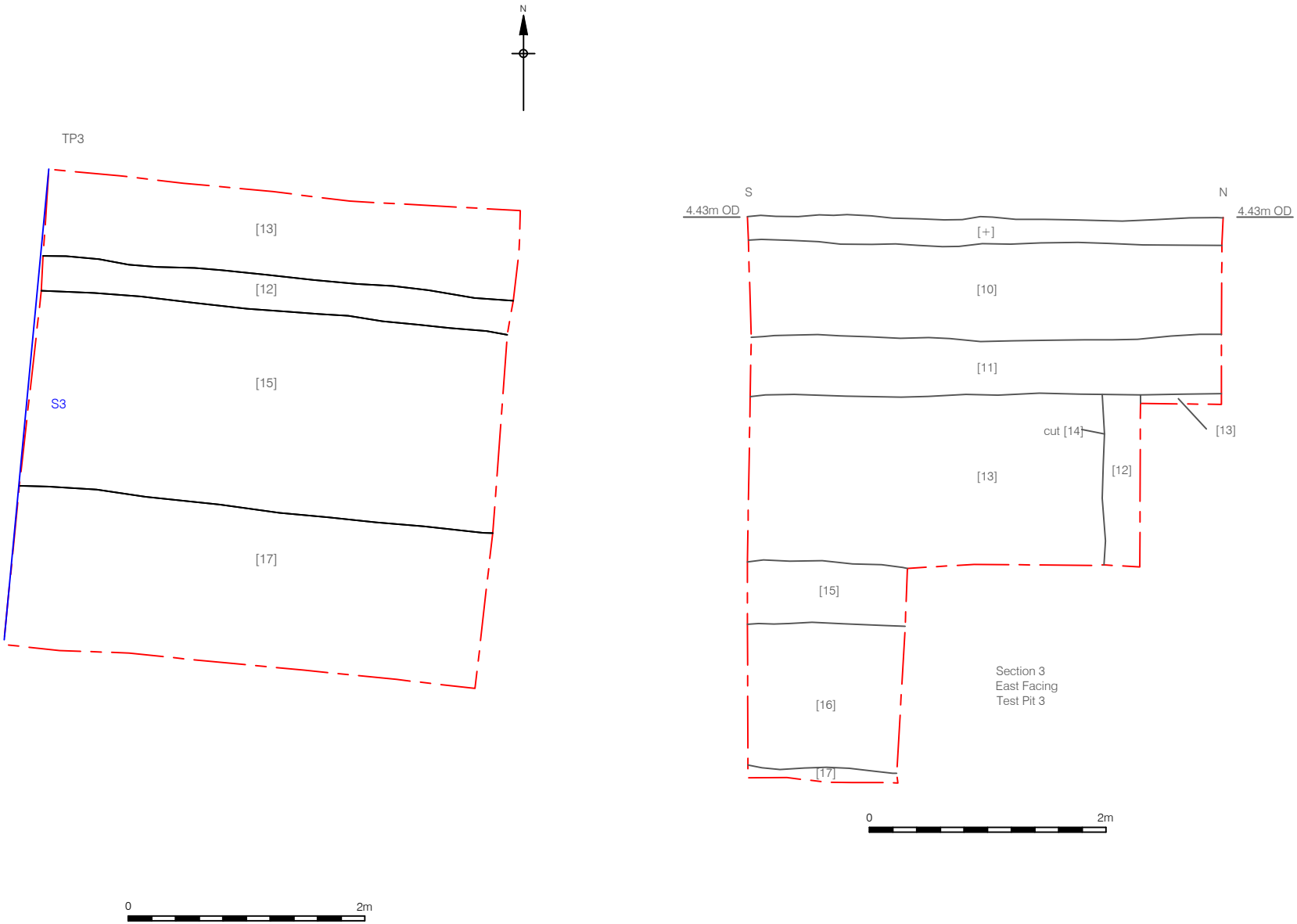
15/06/17 TC

Figure 1
Site Location
1:20.000 at A4



15/06/17 TC

Figure 2
Test Pit Locations
1:800 at A4



15/06/17 TC

Figure 3
Test pit 3: plan and section
Plan and section at 1:50 at A4

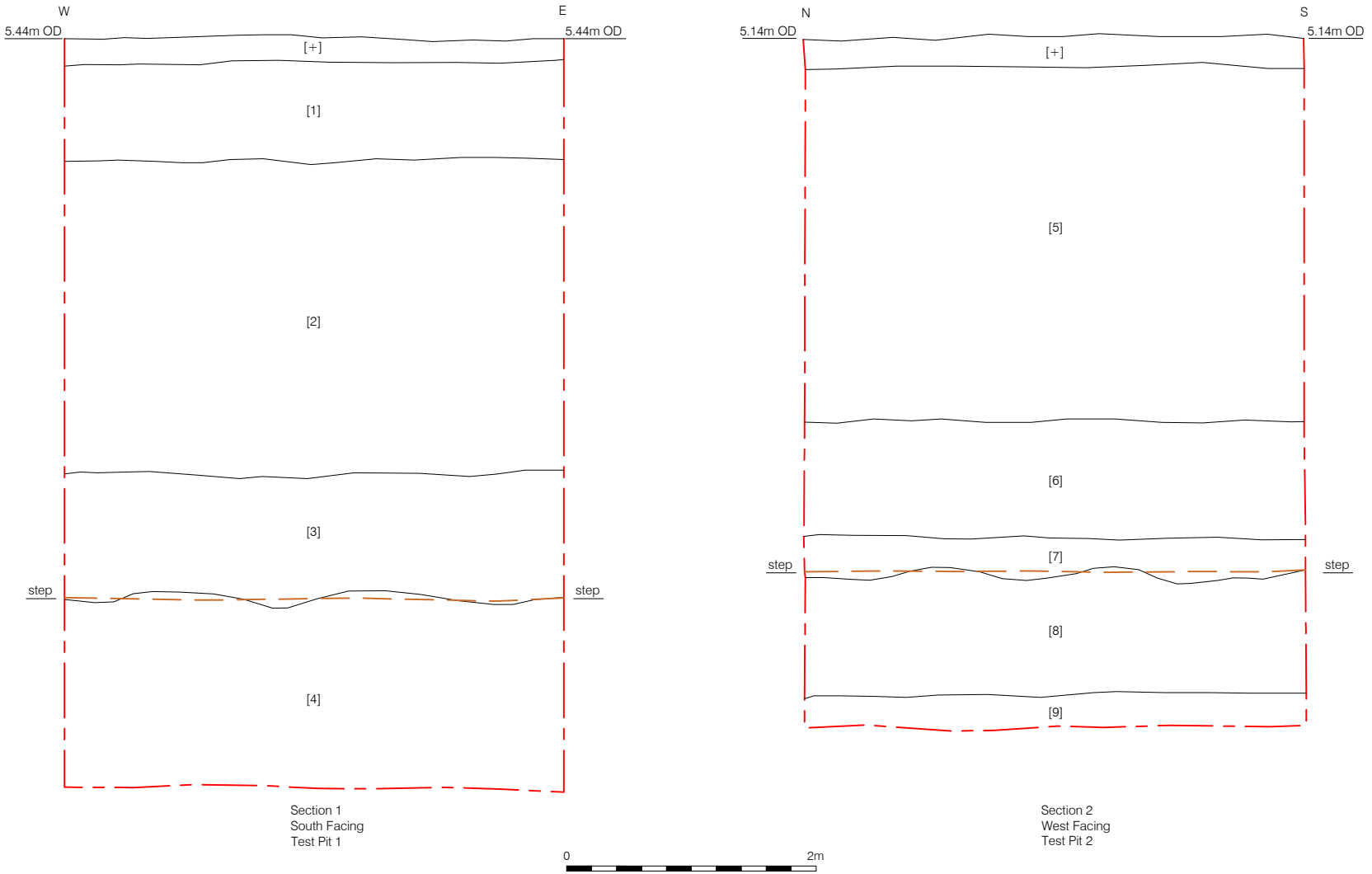


Figure 4
Sections
1:50 at A4

16/06/17 TC

Image 1: East facing view of Test Pit 1

Image 2: South facing section in Test Pit 1

Image 3: South facing view of Test Pit 2

Image 4: West facing section in Test Pit 2

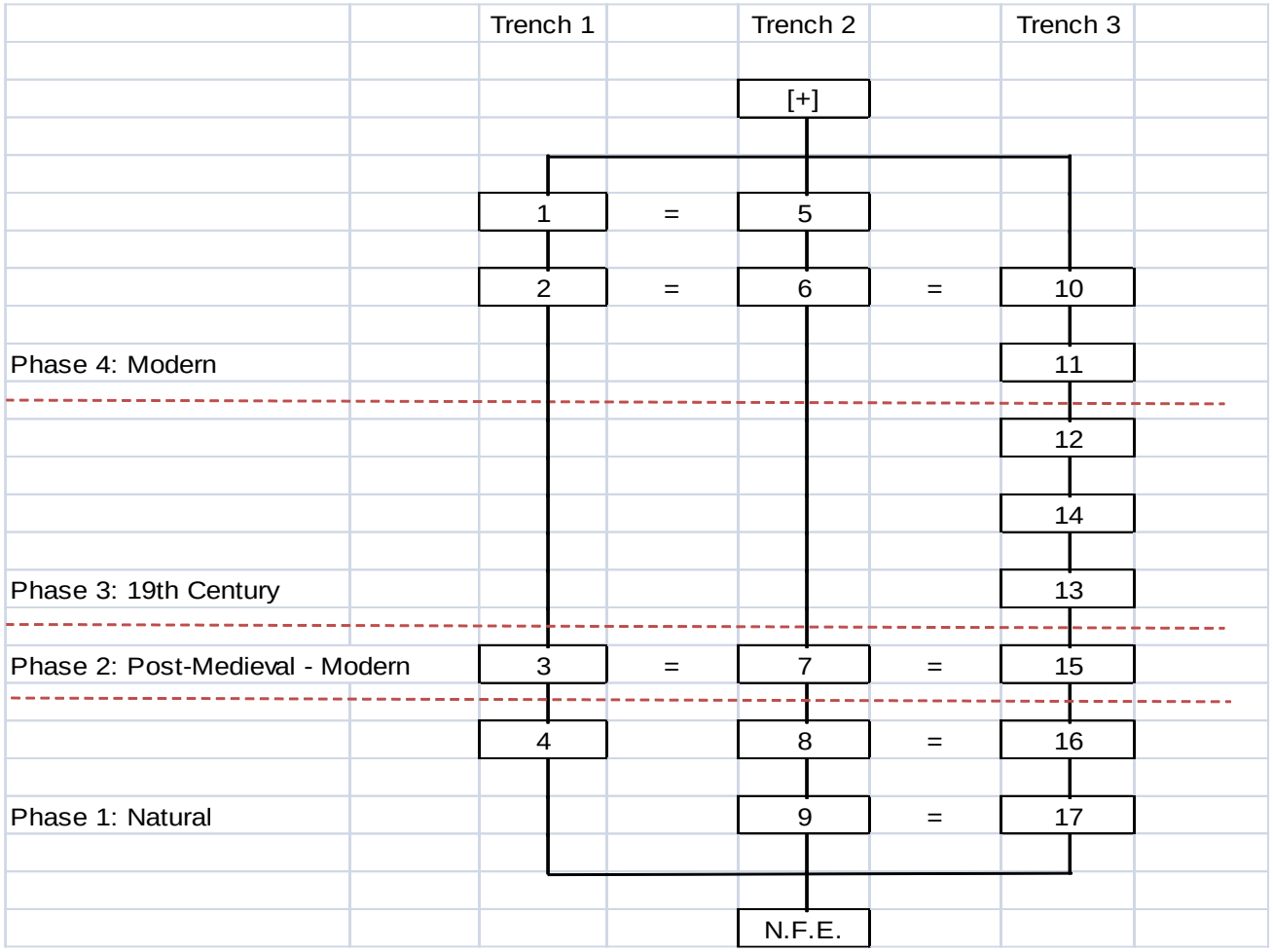
Image 5: East facing view of Test Pit 3 showing wall foundation [12]

Image 6: North facing section in Test Pit 3

11 APPENDIX 1: CONTEXT INDEX

Context	Test Pit	Plan	Section	Type	Description	Prov Date	Phase
1	1	-	1	Layer	Made ground	Modern	4
2	1	-	1	Layer	Made ground	Modern	4
3	1	-	1	Layer	Dirty' Alluvium interface layer	Post-medieval/Modern	2
4	1	TP 1	1	Layer	Alluvium	n/a	1
5	2	-	2	Layer	Made ground	Modern	4
6	2	-	2	Layer	Made ground	Modern	4
7	2	-	2	Layer	Dirty' clay interface layer	Post-medieval/Modern	2
8	2	TP 2	2	Layer	Natural clay	n/a	1
9	2	TP 2	2	Layer	Natural sand and gravels	n/a	1
10	3	-	3	Layer	Made ground	Modern	4
11	3	-	3	Layer	Made ground	Modern	4
12	3	TP 3	3	Masonry	Wall foundation	19th century	3
13	3	TP 3	3	Layer	Redeposited clay	19th century	3
14	3	-	3	Cut	Construction cut for [12]	19th century	3
15	3	TP 3	3	Layer	Dirty' Alluvium interface layer	Post-medieval	2
16	3	-	3	Layer	Natural clay	n/a	1
17	3	TP 3	3	Layer	Natural sand and gravels	n/a	1

12 APPENDIX 2: SITE MATRIX



13 APPENDIX 3: OASIS DATA ENTRY FORM

OASIS ID: preconst1-287183

Project details

Project name	46, Ponton Road, Nine Elms, London Borough of Wandsworth, SW8
Short description of the project	An archaeological evaluation consisting of three test pits. The evaluation revealed 19th century and modern landscaping and groundworks, represented by a number of substantial made ground deposits, had truncated any potential archaeological horizons that pre-dated these periods. These works had also impacted upon natural alluvium and alluvial clay deposits found in each of the test pits. The only discrete archaeological feature encountered during the investigation was a trench built wall foundation on an east-west orientation which related to the development of the railway at the site and was possibly a component of the Nine Elms Goods Depot.
Project dates	Start: 06-06-2017 End: 07-06-2017
Previous/future work	No / Not known
Any associated project reference codes	PTO17 - Sitecode
Type of project	Field evaluation
Site status	Local Authority Designated Archaeological Area
Site status (other)	Battersea Channel Research Project
Current Land use	Vacant Land 1 - Vacant land previously developed
Monument type	MADE GROUND Modern
Monument type	ALLUVIUM None
Monument type	WALL FOUNDATION Post Medieval
Significant Finds	NONE None

Methods & techniques	"Sample Trenches"
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	Not known / Not recorded

Project location

Country	England
Site location	GREATER LONDON WANDSWORTH BATTERSEA 46, Ponton Road
Postcode	SW8
Study area	0.5 Hectares
Site coordinates	TQ 29626 77335 51.479599151814 -0.133112190934 51 28 46 N 000 07 59 W Point
Height OD / Depth	Min: -0.17m Max: -0.16m

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	CgMs Consulting
Project design originator	Tim Bradley
Project director/manager	Tim Bradley
Project supervisor	James Langthorne

Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	PTO17
Digital Contents	"none"
Digital Media available	"Images raster / digital photography"
Paper Archive recipient	LAARC
Paper Archive ID	PTO17
Paper Contents	"none"
Paper Media available	"Context sheet","Report","Section"

Project bibliography 1

Publication type	A forthcoming report
Title	46, Ponton Road, Nine Elms, London Borough of Wandsworth, SW8. An Archaeological Evaluation
Author(s)/Editor(s)	Langthorne, J.
Date	2017
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	London
Description	A4 softcover grey literature report.

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