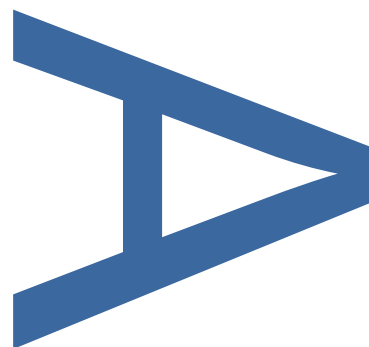
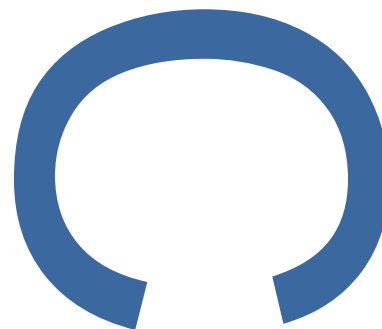


**STAPLES CORNER BUSINESS  
PARK, EDGWARE ROAD, BRENT  
NW2 7JP  
AN ARCHAEOLOGICAL  
EVALUATION**

**SITE CODE: EDG18**

**LOCAL PLANNING AUTHORITY:  
LONDON BOROUGH OF BRENT**

**JANUARY 2018**





## DOCUMENT VERIFICATION

STAPLES CORNER BUSINESS PARK, EDGWARE ROAD, BRENT NW2 7JP

Type of project

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**STAPLES CORNER BUSINESS PARK, EDGWARE ROAD, BRENT NW2 7JP  
AN ARCHAEOLOGICAL EVALUATION**

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**LOCAL PLANNING AUTHORITY:** LONDON BOROUGH OF BRENT

**SITE CODE:** EDG18

**CENTRAL NGR:** TQ 22603 87206

**COMMISSIONING CLIENT:** Group 1Automotive

**WRITTEN BY:** Chloe Sinclair  
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**January 2018**

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January 2018

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## **1 ABSTRACT**

- 1.1 This report details the results and working methods of an archaeological evaluation that was undertaken at Staples Corner Business Park, Edgware Road, Brent NW2 7JP (TQ 22603 87206).
- 1.2 The evaluation comprised six evaluation trenches positioned across the site. The aim of the project was to assess the presence or absence of archaeological remains within the stratigraphic sequence.
- 1.3 Natural clay was seen in all six trenches at a height of between 41.13m OD and 41.94m OD.
- 1.4 Across the entire site were several layers of 20th and 21st century made ground relating to the industrial use of the land. No pre 20<sup>th</sup> century archaeological features or horizons were encountered.
- 1.5 Modern intrusions were observed to have had a significant impact upon the archaeological survival. Previous development on the site had removed the top of the natural clay in all of the trenches.

## **2 INTRODUCTION**

- 2.1 This report presents the findings of an archaeological evaluation at Staples Corner, Edgware Road, Brent NW2 7JP (Figure 1). The work was undertaken by Pre-Construct Archaeology between 2<sup>nd</sup> and 8<sup>th</sup> January 2018.
- 2.2 The site was centred on National Grid Reference TQ 22603 87206. The investigation took place in six trenches located across the site.
- 2.3 As outlined in the Written Scheme of Investigation (WSI) (Shelley 2017), the specific aims of the archaeological work were:
- to establish the presence/absence of archaeological remains;
  - to determine the nature, extent, significance and state of preservation of any archaeological remains present.
- 2.4 The site was supervised by Pat Cavanagh and Chloe Sinclair both of Pre-Construct Archaeology Ltd. The site was project managed by Helen Hawkins, also of Pre-Construct Archaeology Ltd. Laura O’Gorman, Historic England (GLAAS) Archaeological Advisor, monitored the fieldwork on behalf of the London Borough of Brent. The project was commissioned by Group 1Automotive, and the archaeological consultant was Jacek Gruszczynski of PCA Heritage.
- 2.5 Following the completion of the project the site archive will be deposited with the London Archaeological Archive and Research Centre, (LAARC) under the unique site code EDG18.

### 3 PLANNING BACKGROUND

3.1 The following planning policies are relevant to development on the site.

#### 3.2 National Guidelines

3.2.1 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.

3.2.2 Chapter 12 of the NPPF concerns the conservation and enhancement of the historic environment. In considering any planning application for development, the local planning authority will be guided by the policy framework set by the NPPF.

#### 3.3 Regional Policy

3.3.1 The relevant Strategic Development Plan framework is provided by the London Plan published November 2016. Policy relevant to archaeology at the site includes *Policy 7.8; Heritage Assets and Archaeology*.

3.3.2 The Brent Development Management Policy contains the following policy in regards to archaeology:

*Core Strategy Policy CP 17: Protecting and Enhancing the Suburban Character of Brent Sites of Archaeological Importance and Archaeological Priority Areas Conservation Area Design Guides Conservation Area Article 4 Directions Heritage at Risk Register Listed Buildings Local List*

3.4 The proposed development comprised the demolition and redevelopment of a non-food retailing warehouse to provide a new four-storey car showroom, workshop and MOT service centre, together with associated car parking and landscaping. The development has planning permission (reference Brent 16/4244) subject to a number of planning conditions. One of these (Condition 3) relates to archaeology and states that:

*No demolition or development shall take place until a Stage 1 Outline Archaeological Written Scheme of Investigation (WSI) has been submitted to an approved in writing by the local planning authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.*

*If heritage assets of assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a Stage 2 Archaeological WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the Stage 2 Archaeological WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 Archaeological WSI which shall include:*

*a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works*

*b) The programme for post-investigation and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the Stage 2 Archaeological WSI  
Reason: to safeguard historical and archaeological artefacts*

3.5 The archaeological evaluation detailed in this report formed the first stage in the archaeological requirement for the site.

## **4 GEOLOGY AND TOPOGRAPHY**

- 4.1 The following geological and topographical information is summarised from the WSI (Shelley 2017):
- 4.2 British Geological Survey mapping indicates that the underlying solid geology of the application site is the London Clay Formation and no natural superficial deposits are recorded (British Geological Survey, 2016). A ground investigation undertaken in 2016 (Mason Navarro Pledge 2016) demonstrated that below surfaces of concrete and Tarmac lay made ground over the London Clay Formation. The made ground generally comprised 'reddish brown silty or sandy gravelly clay with red brick cobbles to a depth of 1.60 m in Borehole No 1 and to a depth of 1.40 m in Borehole No 2, but extending to a greater depth of around 3.00 m in Borehole No 3. A concrete obstruction was encountered in Borehole No 2 at 0.95 m that extended to 1.20 m depth. A concrete obstruction was also encountered in Borehole No 3 at 2.00 m, which extended to 2.90 m depth and appeared to comprise layers of good quality concrete.
- 4.3 This information makes it difficult to assess whether ground levels within the site bear any relation to those which would have existed historically. Ground level within the site varies, with the levels lying c. 2 m above that of the footway adjacent to Edgware Road, and slopes evident across the existing main car parking area. The existing structure also has a partial basement, underlying the northern end of the building and open to the surrounding area, which lies adjacent to the North Circular.
- 4.4 The site sits within a light industrial estate situated to the immediate south-west of the junction of the A5 Edgware Road and the A406 North Circular. It is situated close to the base of valley of the River Brent, which lies c. 150 m to the north of the application site. The site is bound to the north by the southern slipway from the A5 to the North Circular, to the east by the carriageway of the A5, to the south by an access road into the industrial estate and to the west by a boundary wall with the adjacent plot.
- 4.5 The immediate site environs are entirely developed and there is much evidence for alteration to ground levels, largely associated with highway construction and commercial development since the latter part of the 20th century.



## 5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

5.1 The site has previously been the subject of an Archaeological desk-based assessment (Ramboll 2016). The following represents a summary of the archaeological and historical background to the site, as presented in that report:

### 5.2 Prehistoric

5.2.1 There is little evidence for earlier prehistoric activity in the area. Although the site lies in close proximity to the River Brent, this stretch of the river appears to lack the gravel deposits which have yielded evidence of Palaeolithic activity around other rivers of London. As with many areas, it is unclear the extent to which the area would have been utilised by humans during this period.

5.2.2 Later prehistoric activity is somewhat better attested. Several late Bronze Age cremation urns were found during the excavation of the Welsh Harp reservoir in the early 19th century. Due to the nature of the recovery of this material, the exact location and concentration of the cremation material is not entirely clear, although it is clear that burials in both Deverel/Rimbury and Ashford type urns were present. The extent of the cremation cemetery from which these burials derive is not clear. It is possible that it did not extend much further than the areas excavated for the reservoir since the land to the immediate south of this was developed for industrial use in the 1920s and 1930s and no further discoveries were reported during this process. Later activity was demonstrated by excavations at Dollis Hill Reservoir in 2000 which found a ditch cut by a small pit or a large post-hole, both containing Early Iron Age pottery.

### 5.3 Roman

5.3.1 The A5 Edgware Road follows the line of the Roman road known as Watling Street. This connected the Roman city of London, Londinium, to the settlement at St Albans, Verulamium, and thence to the north-west and Chester, Deva. The site lies c. 10 km northwest of Londinium. It has been suggested that the road is the line of an earlier prehistoric trackway which utilises natural fording points on the rivers it crosses. The road crosses the River Brent a short distance to the north of the site and it is possible that this may have been a crossing point prior to the Roman period.

5.3.2 Aside from the line of the road, evidence for Romano-British activity within the area is sparse. This may in part be due to the intensity of modern roadside development. However, the excavations at Dollis Hill Reservoir provided evidence for Romano-British activity in the form of sand quarries and ditches. One of the ditches contained building material of Roman date, suggesting the existence of a nearby structure.

### 5.4 Saxon

5.4.1 There are no records of Saxon activity within the area, and none of the historic settlement nuclei in the vicinity were recorded in Domesday. However, it is probable that Watling Street remained in use during this period. Away from the road, it is likely that land within the area was either in use as farmland or, for that lying adjacent to the river, meadow or marshland.

5.4.2 A formal bridge crossing, known as Brent Bridge, was first recorded in 1383. The probable location of this bridge is in the vicinity of the present bridge, which is of late 20th century date.

### 5.5 Medieval

5.5.1 Medieval settlements in the area included a moated manor house, Clitterhouse Farm, the earliest record of which comes in the early 14th century. A settlement known as Oxgate had developed by the 13th century and lay c. 300 m southwest of the site. Only one building from the settlement, known as the Old Oxgate or Oxgate Farm, was not demolished in this process. It still survives and is a Grade II\* Listed Building lying on Coles Green Road. Smallscale industry is known to have been carried out at Oxgate and both tanyards and kiln were recorded there in the 17th and 18th centuries respectively.

### 5.6 Post-Medieval

5.6.1 Detailed maps of the area became available in the late 18th century. These show that by this date the site and its environs were enclosed farmland lying between the settlement of Oxgate

and the River Brent. This balance persisted into the later 19th century, despite the arrival of canals and railways to the area earlier in this century.

- 5.6.2 The Welsh Harp, also known as the Brent Reservoir, began life as a canal feeder created by expansion of the river channel in 1810. In 1833 the Regent's Canal Company transformed it into a reservoir which opened in 1838. The land around the reservoir became used for public recreation, largely due to the popularity of the Old Welsh Harp public house, which formerly stood on the north side of Brent Bridge and put on many entertainments.
- 5.6.3 The first edition Ordnance Survey coverage for the area (dated to 1864) shows the site as largely lying within an irregularly-shaped field between the Edgware Road, the River Brent and the settlement of Oxgate. The extreme north-eastern tip of the site lies within the course of the Edgware Road. The second edition Ordnance Survey (dated to 1896) shows that the main railway line north from St Pancras had been built parallel to, and east of, the Edgware Road. By this date land immediately opposite the site had begun to be developed into the extensive railway sidings which became known as Brent Junction.
- 5.6.4 The field in which the majority of the site lay appears to remain unchanged until its development in the later 1920s. This contrasts with the growing urbanisation of the area visible on mapping and focused around the railway line and Edgware Road. By this date significant areas of housing, mostly terraced, had grown up into a settlement known as West Hendon and the built-up area of London had expanded to include settlement and industry at Cricklewood to the south.
- 5.6.5 The North Circular was built in the late 1920s to ease road transport around the northern fringes of what was then the built-up extent of London. At this time the junction of the North Circular and Edgware Road was at grade and lacked any of the elevated sections which now define it. Following construction of the North Circular, the site was developed for industrial premises, the majority of which were factories. The site was occupied by a mattress factory owned by the Staples company, which gave the junction its name of Staples Corner. Whilst not shown on mapping, it is probable that the construction of the factory entailed cut and fill to create a level surface for construction. The Ordnance Survey coverage for 1955 indicates that the northern part of the mattress factory lay on ground which had been raised up from street level as hachured slopes are shown on both north and east side of the building. This may account for some of the present difference in ground level between the core of the site and street level at the Edgware Road. By the late 1960s, the factory had changed use from mattress to furniture manufacturing and seems to have remained in this use into the 1980s.
- 5.6.6 The area continued to be dominated by industrial sites and transport corridors into the later 20th century. This latter influence became intensified in the 1980s after upgrades to the North Circular and the construction of an extensive terminus junction for the M1 to the immediate east of the railway line. By this time the North Circular had become insufficient for the level of traffic that was using it and upgrades were undertaken to ease traffic flow. This resulted in some complicated junction arrangements. Staples Corner, at this date lying at the interface of the North Circular, the A5 and the terminus of the M1 saw particularly ambitious and extensive works resulting in the somewhat convoluted arrangement of roundabouts, slipways and raised carriageways which now exist. It is not clear whether ground reduction was undertaken to enable the A5 to pass under the newly elevated North Circular adjacent to the site as part of these works.
- 5.6.7 The site and adjacent factories were redeveloped in the late 1980s and early 1990s and became the Staples Corner Industrial Estate.

## 6 METHODOLOGY

- 6.1 All archaeological works were carried out in accordance with the Written Scheme of Investigation (Shelley 2017) and Health and Safety Method Statement for an Archaeological Evaluation (Hawkins 2017), following guidelines issued by GLAAS (2015) the Chartered Institute for Archaeologists (2014) and PCA's Fieldwork Operations Manual (2009).
- 6.2 Prior to excavation each trench was located by GPS and marked. The areas were then CAT scanned by a trained individual and a permit to dig was obtained by the machine driver.
- 6.3 Tarmac and concrete layers were broken using a mechanical excavator. Excavation continued with a flat bladed ditching bucket under constant supervision from an archaeologist.
- 6.4 The original trench layout envisaged 6no 25 x 1.8m trenches (as per the WSI) and where required allowance was made for the trenches to be widened at the top to 4.2m to allow for a depth of 2.4m including a 1.2m step, based on the results of the geotechnical investigations. Due to various factors such as contamination, cement piles, and unstable ground these dimensions were altered to suit the conditions.
- 6.5 The demolition of the existing structures and reduction of a substantial modern made ground measuring c.0.5-1.0m thick (comprising pulverised fuel ash and crush rubble aggregate) exposed an underlying concrete slab across the site, from the level of which the trial trench evaluation was undertaken. As a result the trenches did not need to be stepped. Final trench dimensions can be seen in Table 1. All trenches were sondaged to check the extent of the natural clay-the maximum depth given below is to the base of the sondage.

Trench	Length(m)	Width(m)	Max Depth(m)
1	24.50	2.25	0.70
2	14.00	3.25	0.80
3	26.30	2.00	2.74
4	25.00	2.00	2.09
5	25.00	4.00	1.44
6	11.00	3.75	0.85

Table 1 Trench dimensions

- 6.6 Levels were obtained from Temporary Bench Marks established by PCA's surveyor through the use of a Leica GPS. Levels on archaeologically relevant structures and strata were taken from these. The locations of the TBMs can be found in the site archive.
- 6.7 Trenches were planned at a scale of 1:50, and sections from the trenches and archaeological monitoring were drawn at a scale of 1:10. The deposits that they contained were recorded on *pro forma* context sheets and a full photographic record was compiled.

- 6.8 Once confirmation has been received from the Local Planning Authority (LPA) that all necessary work has been satisfactorily completed, and when all post-excavation reports have been approved, the site archive, comprising artefactual, written, drawn and photographic records, will be transferred to the London Archaeological Archive and Research Centre (LAARC) under the unique site code EDG18.

## 7 THE ARCHAEOLOGICAL SEQUENCE

### 7.1 Trench 1

7.1.1 A well compacted layer of natural light brown clay [6] (Plate 1) was recorded at a height of 40.36m OD. This layer was present along the entirety of the trench and continued beyond the limit of excavation. No archaeological finds or features were noted in the surface of the clay.

7.1.2 Concrete and tarmac were noted capping the clay [6], these layers were recorded at a height of 41.06m OD to 41.03m OD.

### 7.2 Trench 2

7.2.1 Trench 2 was mechanically excavated to a depth of 41.06m OD. A well compacted layer of natural light brown clay [5] (Plate 6) was recorded at a height of 41.17m OD. This layer was present along the entirety of the trench and extended beyond the limit of excavation.

7.2.2 The remnants of post-medieval activity were present in the form of a series of irregularly shaped depressions along the trench. Three of these depressions were investigated to determine their significance. From the slots excavated, two pieces of post-medieval pottery and one clay tobacco pipe stem were noted. All were of late 19<sup>th</sup> century or early 20<sup>th</sup> century date and were discarded.

7.2.3 Sealing the clay [5] and the depressions was a slab of concrete, associated with the 21<sup>st</sup> century industrial use of the area. The slab was present from a height of 41.98m OD to 41.78m OD. A concrete pile extending to an unknown depth was present in a 3.00m section of the trench, reducing the area exposed by the same length.

### 7.3 Trench 3

7.3.1 Trench 3 was mechanically excavated to a depth of 38.74m OD. A well compacted natural layer of light brown clay [4] (Plate 2) with occasional gravel patches was recorded at a height of 41.06m OD. This layer was present along the entirety of the trench and extended beyond the limit of excavation. No archaeological finds or features were noted in the surface of the clay.

7.3.2 Modern truncations were present in the form of cement pipe encasements.

7.3.3 Sealing the clay [4] was a concrete slab 0.13m thick associated with the 21<sup>st</sup> century industrial use of the area, recorded from a height of 41.28m OD to 41.18m OD.

### 7.4 Trench 4

7.4.1 Trench 4 was mechanically excavated to a depth of 40.21m OD. A well compacted layer of natural light brown clay [3] (Plate 3) was recorded at a height of 41.25m OD. This layer was present along the extent of the trench and extended beyond the limit of excavation.

7.4.2 Modern truncations were present in the form of both concrete and shale pipe encasements.

7.4.3 Made ground overlying the clay consisted of red brick and non-diagnostic pinkish CBM fragments. The made ground was 0.40m thick and recorded at a height of 41.74m OD to 42.30m OD.

7.4.4 A slot was mechanically excavated in the eastern portion of the trench to a depth of 2.40m in attempt to locate the level of the natural gravel. The slot revealed a continuation of the natural clay, the level of the gravel remains unknown.

### 7.5 Trench 5

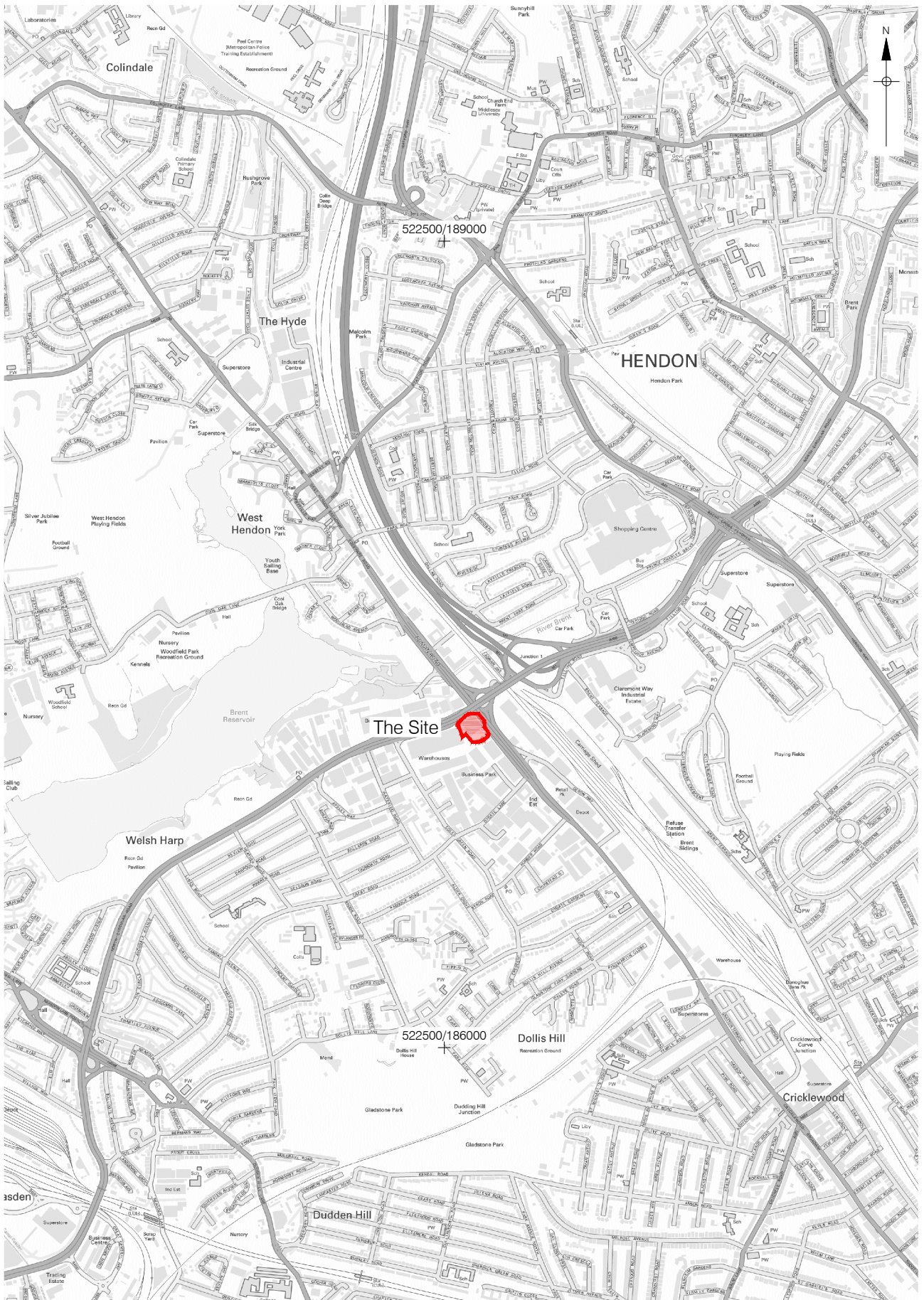
7.5.1 Trench 5 was mechanically excavated to a depth of 41.85m OD. A well compacted layer of natural light brown clay [2] (Plate 5) was recorded at a height of 42.32m OD. This layer was present along the entirety of the trench and extended beyond the limit of excavation.

7.5.2 Modern truncations were present in the form of intact land drains.

7.5.3 The clay [2] was sealed by a concrete slab and layer of crush 0.47m thick from a height of 43.03m OD to 43.29m OD.

7.6 Trench 6

- 7.6.1 Trench 6 was mechanically excavated to a depth of 42.62m OD. A well compacted layer of natural light brown clay [1] (Plate 4) was recorded at a height of 42.81m OD and extended beyond the limit of excavation.
- 7.6.2 A modern truncation was present in the form of an orange sandy gravel depression spanning from the upper north-western edge of the trench to its base.
- 7.6.3 Three layers of made ground were overlaying the clay [1], a mid brown gravel to a height of 42.87m OD, a lens of red brick cobbles to a height of 42.90m OD, and a reddish grey sandy gravel, to a height of 43.09m OD.



0 1km

Contains Ordnance Survey data © Crown copyright and database right 2018  
 © Pre-Construct Archaeology Ltd 2018  
 12/01/18 MR

Figure 1  
 Site Location  
 1:20,000 at A4



522540/187185  
+

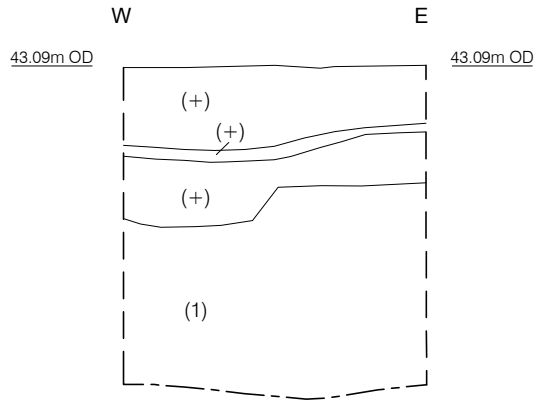
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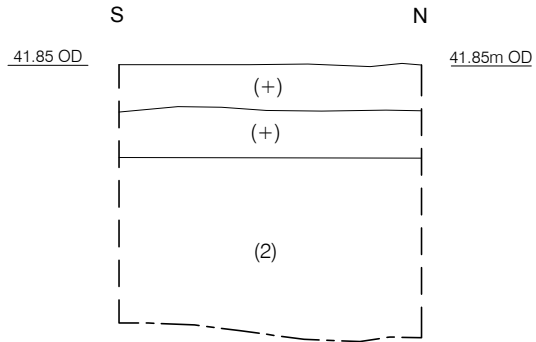
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 12/01/18 MR

Figure 2  
 Detailed Site Location  
 1:625 at A4

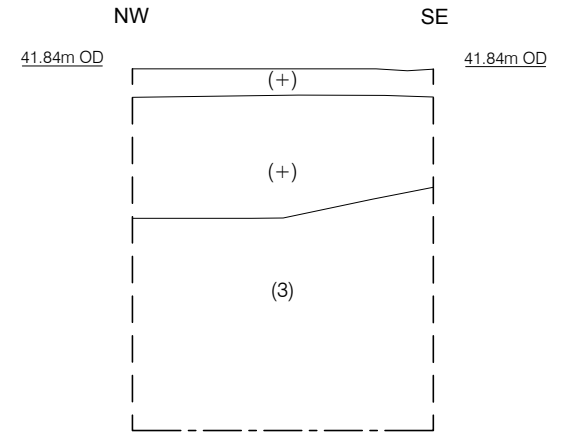




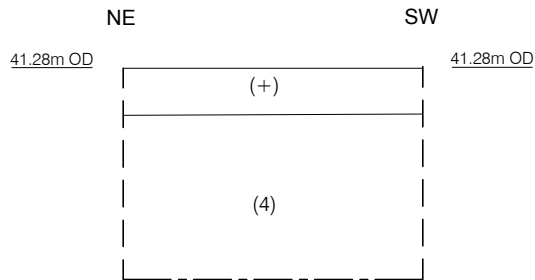
Section 1  
Trench 6  
South facing



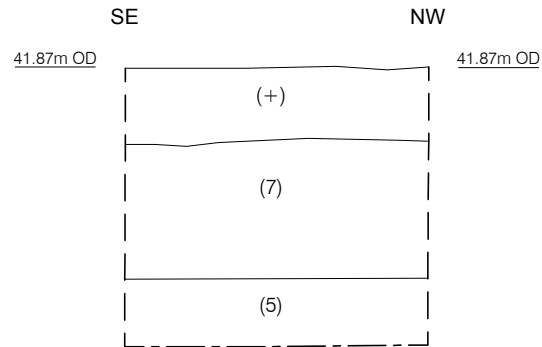
Section 2  
Trench 5  
East facing



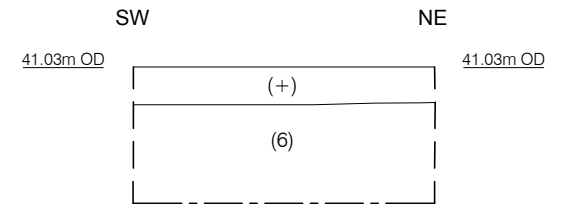
Section 3  
Trench 4  
Southwest facing



Section 4  
Trench 3  
Northwest facing



Section 5  
Trench 2  
Northeast facing



Section 6  
Trench 1  
Southeast facing



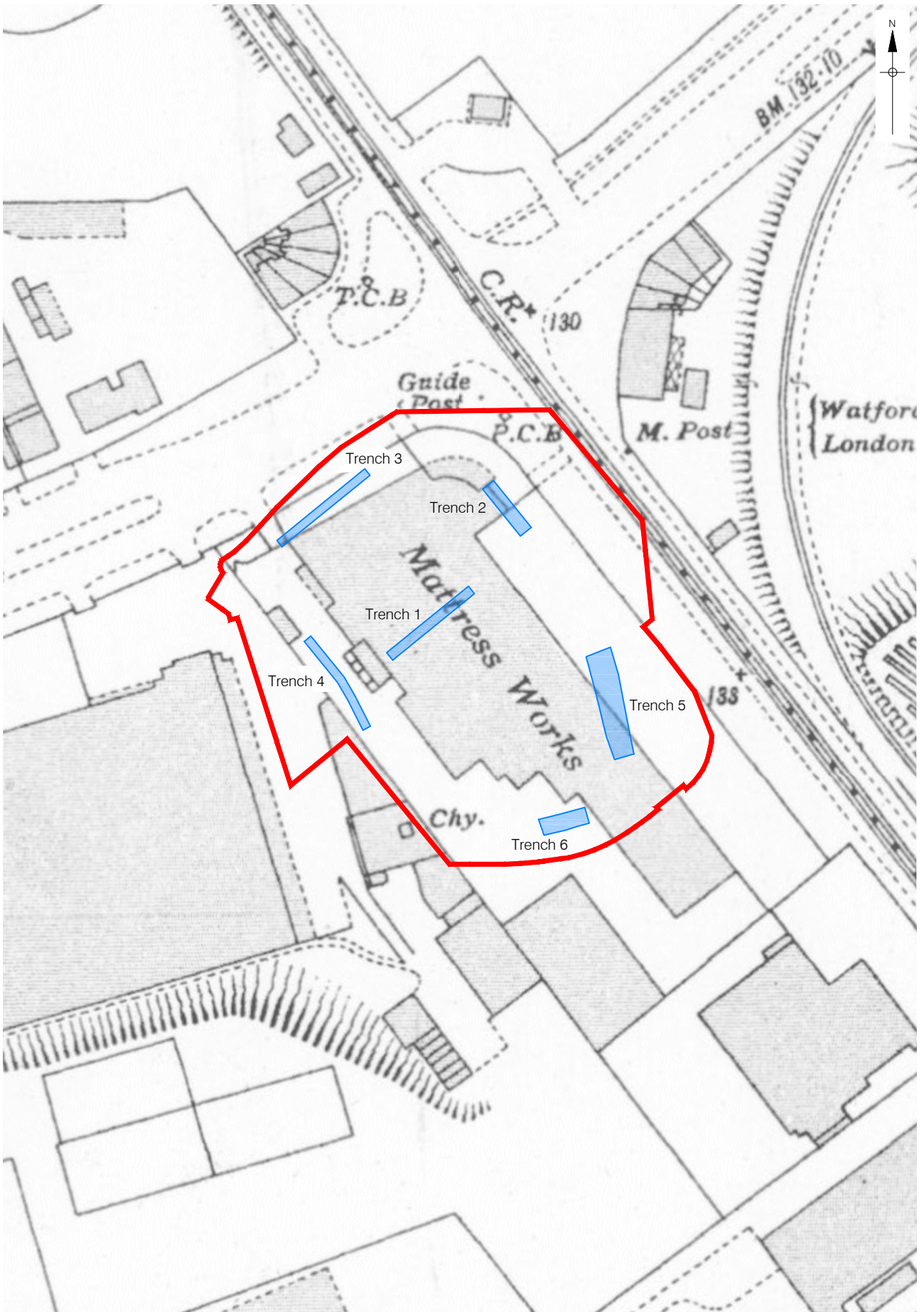




Plate 1: Looking east, natural clay [6], Trench 1. 1 m scale.



Plate 2: Looking west, natural clay [5], Trench 3. 1 m scale.



Plate 3: Looking east, natural clay [3], Trench 4 section. 1 m scale.



Plate 4: Looking south, Trench 6 section. 1 m scale.



Plate 5: Trench 5 section looking east. 1 m scale.



Plate 6: Trench 2 section , looking west. 1 m scale. Sondage through the natural in the foreground

## 8 INTERPRETATIONS AND CONCLUSIONS

8.1 The results of this evaluation have enabled the research questions that were set out in the Written Scheme of Investigation to be addressed:

8.1.1 To determine the nature, extent, significance and state of preservation of any archaeological remains present.

Two pieces of post-medieval pottery and one clay tobacco pipe stem were collected from post-medieval depressions in Trench 2. However, these remains related to the later use of the site for factories during the 20<sup>th</sup> century and therefore were not recorded.

8.1.2 Natural clay was recorded across all six trenches, ranging from a height of between 40.36m OD and 42.81m OD, sloping down towards the north-east. There was no evidence of subsoil in any of the trenches. The variation in these levels is representative of variable truncation and previous impact as opposed to any reflection of the underlying original topography.

8.1.3 It was clear that the site had been heavily affected by horizontal truncation of the top of the natural and any deposits above it. This truncation probably related to the construction of factory buildings on the site during the 20<sup>th</sup> century (see figure 4), and additional groundworks associated with the redevelopment of the immediate area.

8.1.4 Cartographic sources (see figure 4) clearly illustrate the construction of the Mattress factory by the late 1920s. This is documented to have operated on the site until 1986. Additional impacts within the subject site are likely a result of the construction of the M1 in the 1960s and associated works for the A406. IRA bombings under the A406 flyover in 1992 and 1993 prompted the demolition of the original mattress factory buildings (indicated on site by the presence of a lower level slab) and its replacement by the now demolished branch of Staples office supplies.

## **9 ACKNOWLEDGEMENTS**

- 9.1 Pre-Construct Archaeology Ltd. would like to thank PCA Heritage for commissioning the work on behalf of Group 1Automotive and Laura O’Gorman, GLAAS Archaeological Advisor to the London Borough of Brent for monitoring the fieldwork.
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- 9.3 The author would like to thank Helen Hawkins of Pre-Construct Archaeology for her project management and editing, Mick Steel for providing the CAD illustrations, Chris Jarrett for his pottery and clay tobacco pipe assessments, and John Joyce for logistical support.

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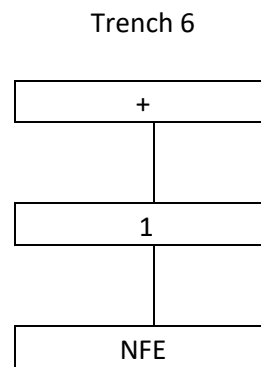
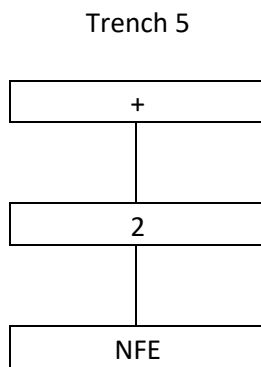
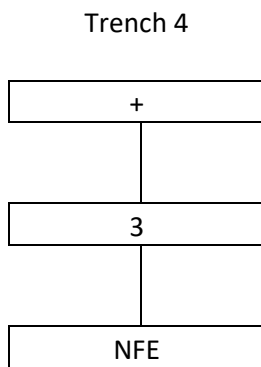
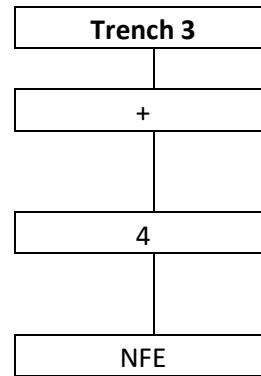
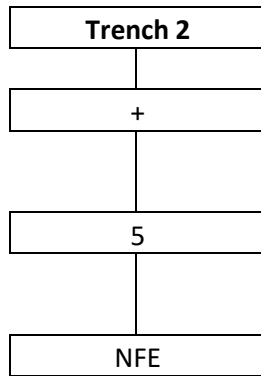
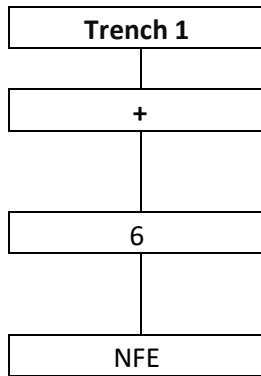
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## APPENDIX 1: CONTEXT INDEX

Site Code	Context	Trench	CTX_Type	CTX_Levels_high	CTX_Levels_Low
EDG18	1	6	Layer	42.81	42.74
EDG19	2	5	Layer	41.55	41.55
EDG20	3	4	Layer	41.44	41.34
EDG21	4	3	Layer	41.06	38.74
EDG22	5	2	Layer	41.48	41.18
EDG23	6	1	Layer	40.47	40.36

## APPENDIX 2: SITE MATRIX



## APPENDIX 3: OASIS REPORT

OASIS ID: preconst1-306138

### Project details

Project name	Staples Corner Business Park, Edgware Road, Brent NW2 7JP
Short description of the project	The evaluation comprised six trenches positioned across the site. The aim of the project was to assess the presence or absence of archaeological remains within the stratigraphic sequence to natural deposits. Natural clay was seen in all six trenches at a height of between 41.06m OD in and 42.69m OD. Layers of 20th and 21st century made ground and tarmac relating to the industrial use of the land sealed the natural clay. It was clear that the site had been heavily truncated by past development and there was no sign of any archaeological remains of interest.
Project dates	Start: 02-01-2018 End: 08-01-2018
Previous/future work	No / Not known
Any associated project reference codes	EDG18 - Sitecode
Type of project	Field evaluation
Site status	None
Current Land use	Industry and Commerce 4 - Storage and warehousing
Monument type	NONE None
Significant Finds	NONE None
Methods & techniques	"Sample Trenches"
Development type	Urban commercial (e.g. offices, shops, banks, etc.)
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)

### Project location

Country	England
Site location	GREATER LONDON BRENT BRENT STAPLES CORNER BUSINESS PARK, EDGWARE ROAD, BRENT
Postcode	NW2 7JP
Study area	6309 Square metres
Site coordinates	TQ 22603 87206 51.569890457034 -0.230768939463 51 34 11 N 000 13 50 W Point
Height OD / Depth	Min: 41.06m Max: 42.69m

### Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Ramboll

Project design originator	Andy Shelley
Project director/manager	Helen Hawkins
Project supervisor	Patrick Cavanagh
Type of sponsor/funding body	Commercial Developer
Name of sponsor/funding body	Group 1 Automotive

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#### Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	EDG18
Digital Contents	"none"
Digital Media available	"Images raster / digital photography", "Survey", "Text"
Paper Contents	"none"
Paper Media available	"Context sheet", "Plan", "Section"

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#### Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	STAPLES CORNER BUSINESS PARK, EDGWARE ROAD, BRENT NW2 7JP AN ARCHAEOLOGICAL EVALUATION
Author(s)/Editor(s)	Sinclair, C
Date	2018
Issuer or publisher	Pre-Construct Archaeology
Place of issue or publication	London

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