

COLNBROOK RAIL TERMINAL, HEATHROW, SL3 0NJ: AN ARCHAEOLOGICAL INVESTIGATION. A SUMMARY REPORT

SITE CODE:	BCRT18
LOCAL PLANNING AUTHORITY:	SLOUGH BOROUGH COUNCIL
PLANNING APPLICATION NUMBER:	N/A
CENTRAL NATIONAL GRID REFERENCE:	TQ 03786 77085
WRITTEN BY:	ZBIGNIEW POZORSKI PRE-CONSTRUCT ARCHAEOLOGY LIMITED
PROJECT MANAGER:	ZBIGNIEW POZORSKI PRE-CONSTRUCT ARCHAEOLOGY LIMITED
COMMISSIONING CLIENT:	CGMS HERITAGE
ON BEHALF OF:	BRITISH PIPELINE AGENCY LIMITED

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1 DETAILS OF THE PROJECT

- 1.1 An archaeological investigation was undertaken by Pre-Construct Archaeology Limited on land at Colnbrook Rail Terminal site, Heathrow, SL3 0NJ on 06 August 2018. The site is centred at National Grid Reference TQ 03786 77085 and is located within the Slough Borough in Berkshire (Figure 1).
- 1.2 The investigation consisted of monitoring of the groundworks related to preparation of a new access road off Colnbrook Bypass and a compound which would serve the construction works within the Colnbrook Rail Terminal (Figure 2).
- 1.3 The archaeological investigation was conducted by Pre-Construct Archaeology Limited under the supervision of Cecilia Galleano. The project was managed by Zbigniew Pozorski. The archaeological work was commissioned by CgMs Heritage on behalf of British Pipeline Agency Ltd.
- 1.4 The scope of works was consulted with Roland Smith of Berkshire Archaeology, the archaeological advisors to Slough Brough Council. As a minimum an archaeologically controlled topsoil strip with provision for sufficient time and resource to investigate and record any deposits revealed was agreed.
- 1.5 The investigation adhered to a Written Scheme of Investigation for the project prepared by CgMs Heritage (CgMs 2018).
- 1.6 The main archaeological potential of the site was for prehistoric remains.

2 RESULTS

- 2.1 The groundworks carried out on the site by the contractor consisted of removal of overgrowth from the area of the road, compound and their surroundings, shallow ground reduction within western part of the haul road and excavation of a test trench both to asses the ground conditions and fill inn the 'soft spot' with a hardcore material. No excavation was planned nor conducted within the central/east section of the road and the compound. Following the excavations, the road and the compound areas were topped with a crushed stone and brick to provide a levelled and stable surface.
- 2.2 The western part of the road (c. 20m x 7m) adjacent to the Colnbrook Bypass was subject to excavation of 0.10m – 0.15m of the top deposit (Plates 1 -2) which consisted of a made ground. This deposit comprised of light greyish brown, loose, silty sand with frequent modern CBM rubble and debris. No archaeological remains were located, and no residual finds were recovered.
- 2.3 Remaining sections of the road (c. 80m) and the compound (c. 40m x 40m) were subjects only to surface clearance and building up of the more durable surface. The exception was the test trench (5m x 1.60m x 0.45m; Plate 3) located within the road and some 36m west of the

compound. It was excavated to assess the ground conditions and allow to fill a 'soft spot' in with crushed CBM.

- 2.4 The trench revealed the made ground (0.15m thick) over buried topsoil (0.30m thick). The topsoil consisted of a dark grey to black, soft, clayey silt with frequent roots and occasional gravels. It overlay similar but more compacted and black marshy peat-like soil. The latter was recorded at the base of the trench.

3 CONCLUSIONS

- 3.1 The impact of the observed works on the site and potentially present archaeological deposits was minimal. The method effected by the contractor aimed at levelling the ground to provide the area as near to hardstanding as possible required more of the building up of a compacted materials then actual excavation works. As the result the only other evidence than surface made ground was recorded in the test trench, which exposed buried soil layers.
- 3.2 To record the findings the OASIS entry has been completed.

References

CgMs Heritage, 2018, Written Scheme of Investigation for Archaeological Works. In respect of: Colnbrook Rail Terminal, Heathrow, SL3 0NJ.

FIGURE 1: SITE LOCATION

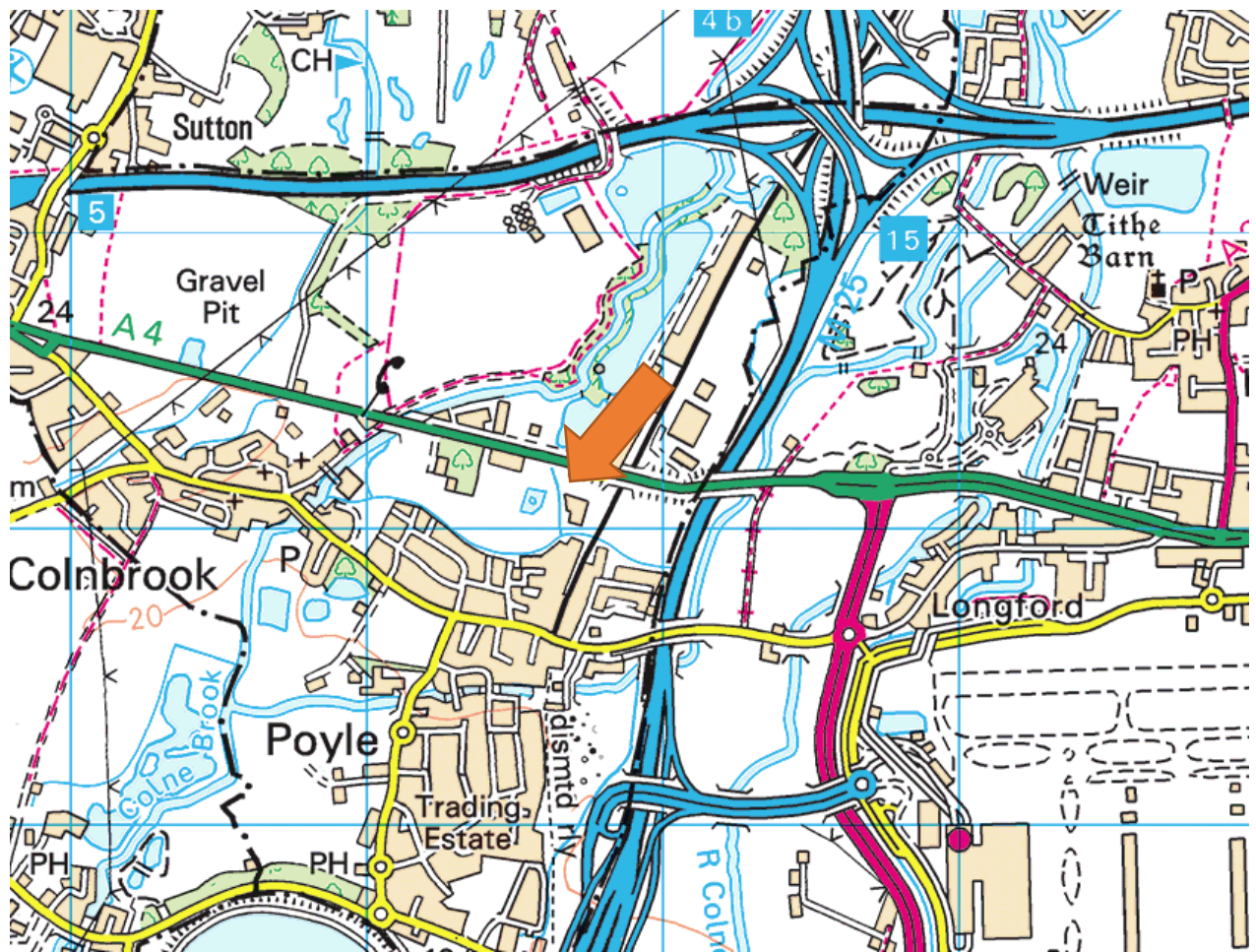


FIGURE 2: ACCESS ROAD AND COMPOUND

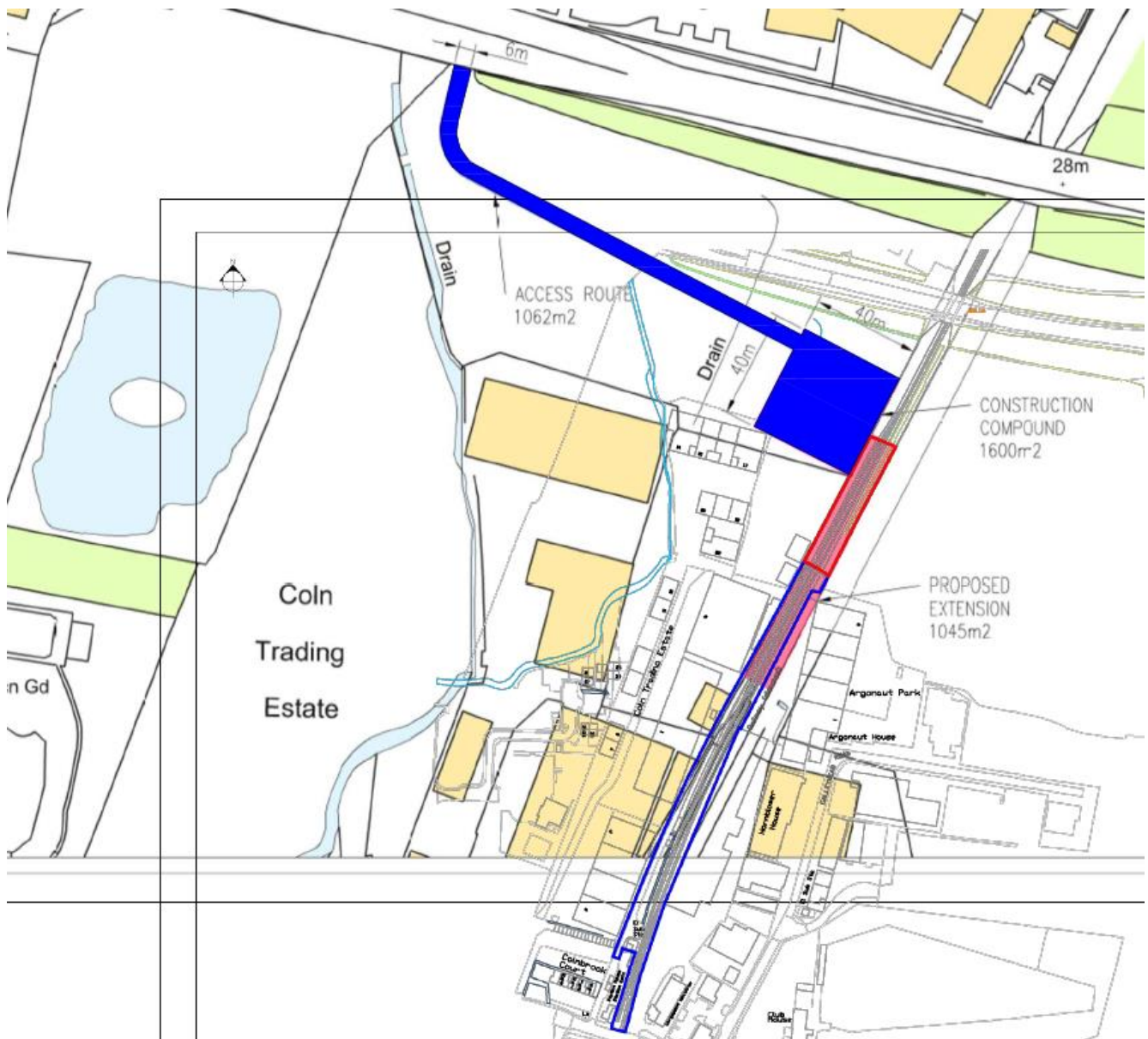




Plate 1: North-western end of the road off Colnbrook Bypass. Looking north.



Plate 2: Excavation in the western part of the road. Looking south-east.



Plate 3: Eastern section of the road. Looking east-north-east.



Plate 4: Test trench in central section of the road. Looking north-east.



Plate 5: Compound area. Looking north-west.

OASIS ID: preconst1-325135

Project details

Project name	Colnbrook Rail Terminal
Short description of the project	Watching Brief on groundworks for new haul road and compound which will serve the construction of an extension to the terminal.
Project dates	Start: 06-08-2018 End: 06-08-2018
Previous/future work	No / No
Any associated project reference codes	BCRT18 - Sitecode
Type of project	Recording project
Site status	None
Current Land use	Grassland Heathland 3 - Disturbed
Monument type	N/A None
Monument type	N/A None
Significant Finds	N/A None
Significant Finds	N/A None
Investigation type	"Watching Brief"
Prompt	Planning condition

Project location

Country	England
Site location	BERKSHIRE SLOUGH SLOUGH Colnbrook Rail Terminal, Slough, SL3 0NJ
Postcode	SL3 0NJ
Study area	1500 Square metres
Site coordinates	TQ 03786 77085 51.482693270453 -0.505183173547 51 28 57 N 000 30 18 W Point

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	CGMS Heritage (part of the RPS Group)
Project design originator	CGMS HERITAGE
Project director/manager	Zbigniew Pozorski
Project supervisor	Cecilia Galleano
Type of sponsor/funding body	Government Agency
Name of sponsor/funding body	British Pipeline Agency Limited

Project archives

Physical Archive Exists?	No
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Digital Archive Exists?	No
Digital Media available	"Database","Text"
Paper Archive Exists?	No
Entered by	Zbigniew Pozorski (zpozorski@pre-construct.com)
Entered on	8 August 2018