

ORTH14

**Archaeological Recording in Hanworth Park,
London Borough of Hounslow**

Statement for Inclusion in the Historic Environment Record

Client: London Borough of Hounslow

Version 1.0

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Client	London Borough of Hounslow
National Grid Reference	
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Council	London Borough of Hounslow
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Fieldwork	Newman
Finds Assessment	Julie Lochrie
Specialist Assessment of Brick	Julie Franklin
Report date	July 2014

Introduction

During works in Hanworth Park (undertaken on behalf of the London Borough of Hounslow - LBH) remains of potential archaeological significance were revealed. This was brought to the attention of the Archaeological Advisor (Gillian King) covering the London Borough of Hounslow (Greater London Archaeological Advisory Service – GLAAS). As a result, it was suggested, to LBH, that:

3) Suggested Strategy: *The Institute of Archaeologists set Standards for the archaeological profession and maintains a Register of Archaeological Organisations, if you ring one of the local registered organisations they should be able to give you information and a quote for sending an archaeologist down to the site to make a quick record of the structure. The website is www.archaeologists.net. I am happy to discuss the requirements with your appointed archaeologist once you chose a suitable contractor.*

As the groundworks for the path do not impact upon the structure, there should be no requirement for any archaeological excavation works, but it is important that the structure is recorded and placed on the EH maintained Historic Environment record database. It is apparent that significant archaeological features can survive in this part of the Park, just below the existing topsoil, and areas of the Park are designated as Areas of Archaeological Priority. Also, I would be grateful if you could send me a plan of the remaining pathworks, so we can discuss together whether any further archaeological safeguards are required?

Background

This advice was given due to the archaeological potential of land within the Park. The land was once part of Henry VII's hunting grounds with a lodge, Hanworth House or Manor, located adjacent to the parish church of St George. The park was a popular haunt of Henry VIII who gave it to Anne Boleyn in 1532 and then to Katherine Parr, who lived here after the King's death with her fourth husband Sir Thomas Seymour, Lord Admiral. Princess Elizabeth lived here, during which time Lady Jane Grey also stayed. In 1588 the manor was granted to Anne, Duchess of Somerset for her lifetime, and Queen Elizabeth I visited in 1600 and hunted here. In 1627 it was owned by Lord Cottingham, and Queen Henrietta and her court visited in 1635, but it was confiscated during the Civil War, eventually passing to Admiral Lord Vere Beauclerk, a grandson of Charles II and Nell Gwynne. Hanworth House burnt down in 1797, part of the coach houses remaining on Castle Way have now been converted to flats as Tudor Court.

The estate was acquired in 1828 by Henry Perkins, a brewer, who built Hanworth Park House on part of the grounds. In 1917 J A Whitehead opened a private aerodrome here, at which time the Longford River, constructed in the 1630s to bring water to Hampton Court Palace and which flowed through the park, was culverted underground in order to accommodate the aerodrome. During WWI it was an Aircraft Acceptance Park but the aerodrome closed after the war. In 1929 it was revived and opened as the London Air Park and a number of flying clubs were based here, Hanworth Park House becoming the club house in 1935. Annual air displays during the 1930s attracted huge crowds, and the Graf Zeppelin landed here in 1932. In 1938/9 London Air Park Flying Club joined the Civil Air Guard, a government scheme set up to encourage an interest in flying and giving free training to young men not affiliated to any military body, with the agreement that members of the flying club would be available for call up into the RAF in the event of war. After WWII, the aerodrome ceased operating in 1946 due to its proximity to the new Heathrow Airport. The grounds of Hanworth Park House and the airfield, an area of c.150 acres, were purchased jointly by Middlesex County Council and Feltham UDC in 1956 and the park was opened to the public in 1959, largely laid out for recreational purposes including a swimming bath.

Methodology

Headland Archaeology were commissioned by LBH, and on the 24th June 2014 visited the works being undertaken at Hanworth Park to investigate/record remains. A Project Officer attended and hand cleaned the remains. A written, drawn and photographic record was made and one brick was removed for assessment by a specialist. The location of the remains was recorded using a dGPS and the plan has been overlaid on the National Grid (Illus 1).

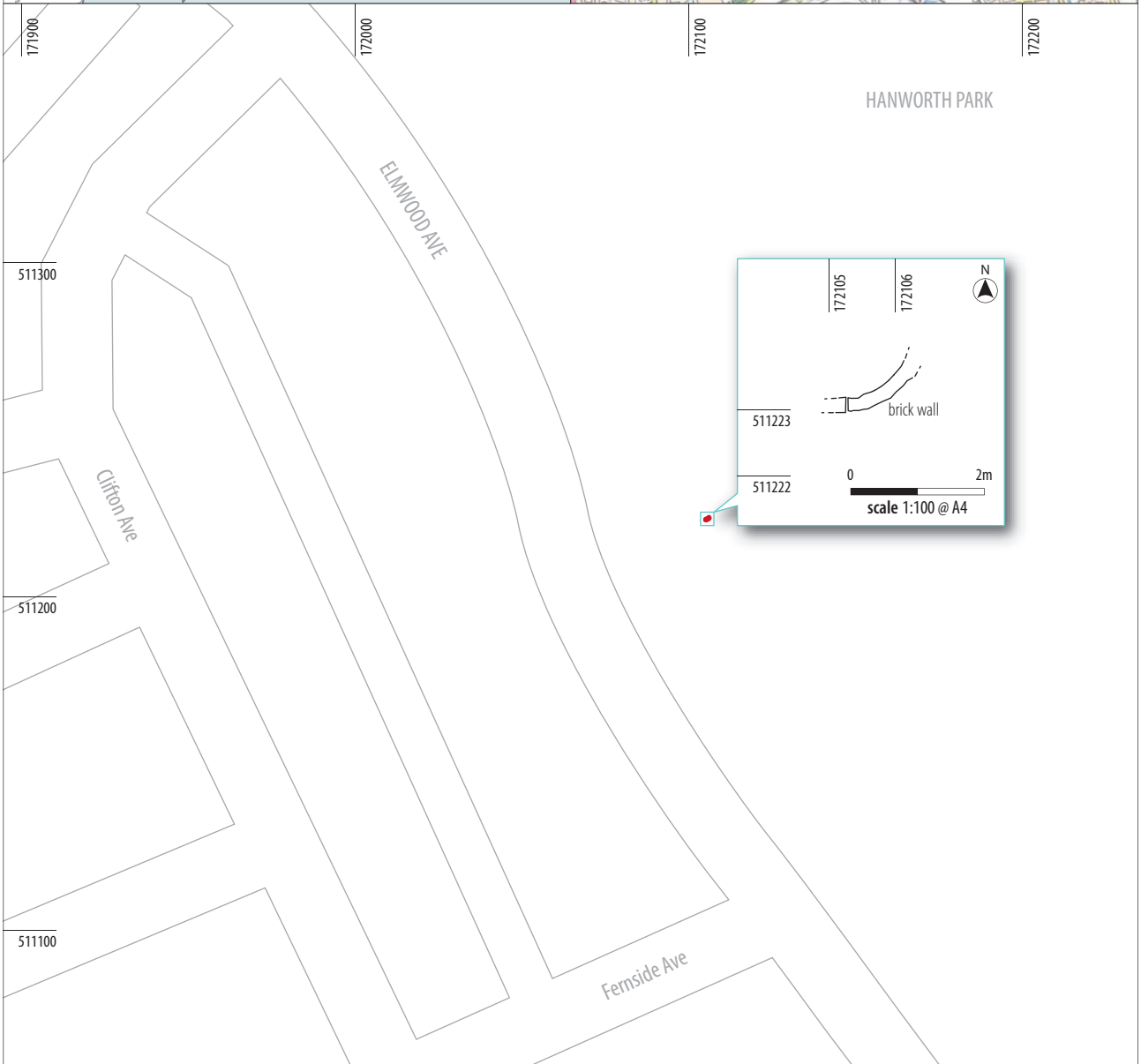
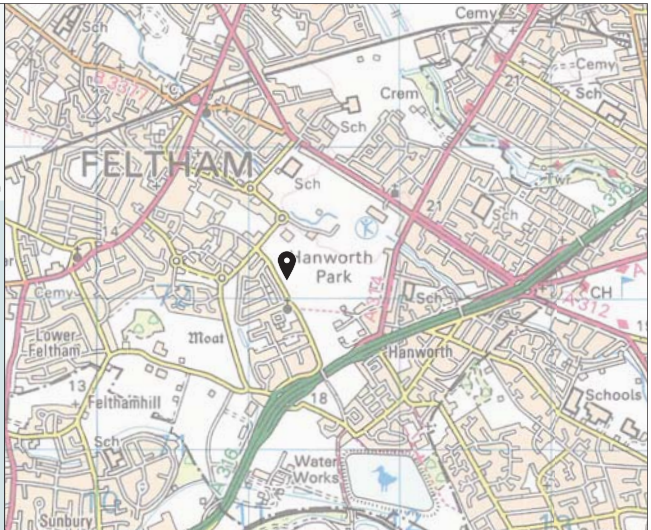
Results

The works had exposed four bricks set in mortar on a slight curvilinear alignment (Illus 2). Further investigation of this was initially carried out by machine, and then with hand tools, within the limits of the area affected by the path construction. A further nine bricks were revealed as part of the curvi-linear structure in three courses. The main body of this is a two course structure made of a red brick measuring 220x100x70mm bonded together with a very strong mortar, with a possible concrete element. The exposed upper surface had a small element of mortar on the brick surface, more consistent with another course of brick rather than a capping course. The lower course was exposed in section only. A third course was exposed at the western extent of the wall. This was constructed in a slightly different brick (darker, 225x105x60mm) which was marginally offset by 150mm to the north of the main wall line. This course was not mortared in in any way which allowed for all faces of the brick to be examined which revealed a 'Frog'. Potentially associated with this later remodel was a concrete and metal fixture which although broken may possibly be a drain cover. All parts of the brickwork were covered by modern overburden and this continued past the exposed depth of 0.3m

Given that frogged brick (production began in the mid 19th century) this suggests that the structure was constructed some time after 1850. There is no compelling evidence to suggest a Tudor date at this time. Although, it is possible that two different types of brick were used in the wall, the second type of brick was not removed as no construction impact was likely and removing it would have been destructive to the remains. Therefore, it is possible that two phases of construction exist the latter being 1850 (onwards) in date and the other being earlier.

The possibility that this structure related to the aerodrome activity which began in 1929 should not be discounted, although initial enquires on this matter made by local historian Chris Hern (*pers comm*) have found no known structure in this part of the park. Historical maps (sourced by Chris Hern) did not record any structure in this area of the park; however in this associated area there is an indication of circular

structures which enclose a tree. At this stage it is not possible to closely date and define the structure. The construction of the path revealed that the brick structure only continued another 500mm to the east. With a maximum depth of 250mm being excavated for the pathway construction the brick structure has not been damaged, and will not be by any further construction of this pathway. No other areas of brick work have been discovered across the site (*pers comm* Gary Muskett, London Surfacing Foreman), and with the truncation level (200-250mm) being shallower than the depth of the overburden and topsoil (greater than 300mm) the potential for damage to any unknown heritage assets is low.



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ILLUS 1
Site location

ILLUS 2

Overhead shot of curvilinear brick structure, facing N

