Wessex Archaeology

FORMER GOODS YARD, HAYES & HARLINGTON STATION, LONDON BOROUGH OF HILLINGDON

Archaeological Evaluation Report

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August 2006

FORMER GOODS YARD, HAYES AND HARLINGTON STATION, LONDON BOROUGH OF HILLINGDON

ARCHAEOLOGICAL EVALUATION

Prepared on behalf of
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ARCHAEOLOGICAL EVALUATION

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FORMER GOODS YARD, HAYES AND HARLINGTON STATION, LONDON BOROUGH OF HILLINGDON

ARCHAEOLOGICAL EVALUATION

SUMMARY

Ballymore Developments Ltd commissioned Wessex Archaeology to undertake an archaeological evaluation of the former Goods Yard of Hayes and Harlington Station, covering an area of *c.*1.35 hectares. The site is centred on National Grid Reference 509850 179500. This fieldwork followed an earlier desk-based assessment showing low archaeological potential of the site to contain features or deposits for all periods except the post-medieval. There was high potential for post-medieval deposits and features associated with an 19th century canal basin and the railway works that occupied the site from 1914 onwards.

The proposed evaluation included the machine excavation of a total of six 10 by 10m, stepped trenches. An additional trench was excavated (Trench 7) to record more of the canal basin. The trenches were located in areas of the site avoiding areas of contamination and earlier brickearth quarrying, defined respectively by borehole and cartographic surveys. Three of the trenches (Trenches 2, 3 and 4) were specifically targeted on a 19th century canal basin clearly shown on the 1st edition Ordnance Survey (1886) map of the site.

No archaeological features, artefacts or deposits derived from human activity pre-dating the late post-medieval period were recorded from the evaluation.

Of the three evaluation trenches targeted on the extrapolated position of the 19th century canal basin, two (Trenches 3 and 4) intersected with the basin cut, with Trench 7 covering more of the basin infilling. These clearly showed that the top of the basin cut lies at a relatively shallow depth (minimum 0.44m) below modern building deposits. The basin's west end was not recorded in the third targeted trench (2). This suggests that the canal basin did not extend as far west as mapped on the 1st Edition OS mapping or its alignment lies to the north of its extrapolated location.

The basin cut the natural brickearth and showed no evidence of canal side revetment although this may be present in other parts of the basin's circuit not encountered in the evaluation trenches. One would expect a purpose built canal basin edge to facilitate the effective loading/unloading of cargo onto canal barges moored in the basin. The historical and cartographic evidence illustrate the importance of brickearth quarrying and brick making in the area from the 19th century or earlier. The basin no doubt facilitated the movement of clay and/or finished bricks along the Grand Union canal. The cartographic evidence suggests the basin was infilled by 1914, and this is borne out by the archaeological evidence. The basin was infilled predominantly with industrial waste deposits as well as redeposited gravels, almost exclusively from the south side.

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ARCHAEOLOGICAL EVALUATION

ACKNOWLEDGEMENTS

This report was commissioned by Ballymore Developments Ltd. Wessex Archaeology would like to thank Steve Walsh (Ballymore Group) for his assistance in the implementation of the fieldwork. Wessex Archaeology would also like to acknowledge the assistance of Kim Stabler of the Greater London Archaeological Advisory Service (GLAAS).

Lawrence Pontin managed the project for Wessex Archaeology. The fieldwork was directed by Chris Ellis with the assistance of Matthew Kendall. This report was compiled by Chris Ellis. The illustrations were prepared by Mark Roughley.

FORMER GOODS YARD, HAYES AND HARLINGTON STATION, LONDON BOROUGH OF HILLINGDON

ARCHAEOLOGICAL EVALUATION

1 INTRODUCTION

1.1 Project background

1.1.1 Ballymore Developments Ltd commissioned Wessex Archaeology to undertake an archaeological evaluation of the former Goods Yard at Hayes and Harlington Station in the London Borough of Hillingdon (hereafter referred to as the Site).

1.1.2 The Site covers a triangular area of land of *c.* 1.35 hectares, centred on Ordnance Survey National Grid Reference 509850 179500 (**Figure 1**).

1.2 Planning Background

1.2.1 Following a desk-based assessment of the Site in September 2004 (Wessex Archaeology 2004), the Greater London Archaeological Advisory Service (GLAAS), Archaeological Planning Advisors to the London Borough of Hillingdon, advised that important archaeological remains may be disturbed by the proposed development. Planning consent was therefore granted by the London Borough of Hillingdon for the redevelopment of the Site with an archaeological condition attached requiring the implementation of an appropriate scheme of archaeological investigation prior to development. The requirement for the archaeological condition stems from the Site's location upon Thames Terrace Gravels, an area of known prehistoric activity, and the results of previous archaeological interventions within the Site's vicinity.

1.2.2 GLAAS advised that an archaeological evaluation of the Site should be undertaken. Wessex Archaeology prepared a written scheme of investigation (WSI) for the evaluation (Wessex Archaeology 2006) which was approved by GLAAS. This report sets out the results of the field evaluation.

1.3 Site Description, Topography and Geology

1.3.1 The Site comprises several small industrial properties. It is on level ground at 32 - 33m above Ordnance Datum (aOD) and currently the ground surface consists of tar macadam, concrete and soft ground.

1.3.2 The Site is triangular in plan; it is bounded to the south by railway lines and Hayes and Harlington station, by Station Approach to the west and the Grand Union Canal to the north.

1.3.3 The solid geology of the Site is shown to be London Clay Formation covered by drift deposits of Lynch Hill Terrace Gravel and Langley Silt (formerly known as Brickearth) which from documentary evidence is known to have been extracted in the area (*British Geological Society 1999, Sheet 269*).

2 ARCHAEOLOGICAL BACKGROUND

2.1 Introduction

2.1.1 There are no known archaeological sites and findspots from within the boundaries of the Site itself. The following findings have been summarised from the desk-based assessment (Wessex Archaeology 2004). All sites and findspots are illustrated on **Figure 1**.

2.2 Palaeolithic (c. 500,000 – 10,000 BC)

2.2.1 There are numerous finds dating to the Palaeolithic in the Study Area. To the west of the site, five handaxes (**1**) were found during works in 1914 on the site of the E.M.I. Co. Further to the west three handaxes (**2**) were recovered, with flint implements (**4**) just south of this find. On the northern side of the site a further three handaxes and a core were found (**3**).

2.3 Mesolithic (c. 8,500 – 4,000 BC)

2.3.1 Three handaxes (**5**) were found to the east of the site, with 2 flakes and a scraper. One core found on the site of the market (**6**) which has been generally dated to prehistoric.

2.3.2 On the periphery of the Study Area to the north-west a collection of small bladelet cores and a notched or truncated blade/flake (**7**) have been dated to this period.

2.3.3 A medium tranchet axe (**8**) was found on the northern side of the North Hyde Road.

2.4 Neolithic (*c.* 4,000 – 2,400 BC)

2.4.1 There are no recorded Neolithic finds from within the Study Area.

2.5 Bronze Age (*c.* 2,400 – 700 BC)

2.5.1 One area to the south of the Site contained finds from this period; a few fragments of pottery and struck flint (**9**) were retrieved from a possible buried soil during an evaluation in 1993.

2.6 Iron Age (*c.* 700 BC – AD 43)

2.6.1 On the same evaluation as above (for **9**), pottery of an early to middle Iron Age date was recovered (**10**).

2.7 Romano-British (AD 43 – 410)

2.7.1 The only evidence for the Roman period was a roof tile, fired clay and burnt flint (**11**) found at the above evaluation.

2.8 Saxon and Medieval (AD 410 – 1499)

2.8.1 Also from the evaluation above came evidence for Saxon occupation in the area. Several sherds of Early Saxon pottery were found in association with the Roman finds (**12** and **14**) with several possible features (**13**).

2.8.2 A settlement probably existed at Botwell from Saxon times with it being mentioned in a grant of AD 831 (**15**).

2.8.3 The hamlet of Dawley existed in the Middle Ages, disappearing during the 16th century. It is supposed to have been situated by the junction of Dawley Road and North Hyde Lane (now Keith Road) (**16**).

2.9 Post-medieval and Modern (AD 1500 – present)

2.9.1 The Rocque map of 1754 (not illustrated) shows the land to be arranged into large fields from the east at Bulls Bridge to Botwell.

2.9.2 In 1796 the Grand Union Canal was cut through the south-western corner of the parish to the south of Botwell. The Hayes Enclosure Award of 1814 shows the canal with the open fields inclosed. A canal basin was constructed across the centre of the Site after 1814: no evidence for it is shown on maps until the 1st edition Ordnance Survey (OS) of 1866 (**Figure 3 inset**).

2.9.3 To the north-west of the Site (on the south side of the canal) the area was terraced with the deposition of considerable quantities of redeposited gravel (**18**). This may have been associated with the excavation and construction of the canal.

2.9.4 Bulls Bridge (**17**) to the east of the Site was completed in 1801: it spans the entrance to the Paddington arm of the Grand Union Canal.

2.9.5 In 1838 the Great Western Railway was constructed across the southern edge of the parish. Although Hayes Station was not opened until 1864, the G.W.R. Co. owned warehouses and shops in Botwell by 1842.

2.9.6 Brick-making was the first industry to appear in Hayes; its development being probably due to the opening of the canal. There is no evidence that supports the assertion that it began in the late 15th century as had been assumed (VCH, 30). The first cartographic evidence for the extraction of brickearth is on the 1866 OS map (**Figure 3** inset) which shows both the fields to the north-east (**19**) and to the north-west called 'Brick Field'. This map also shows the position and extent of the canal basin which cuts across the Site (east to west). Geotechnical information provided by Campbell Reith Hill (2002) clearly demonstrates that brickearth extraction also occurred within the southern portion of the Site.

2.9.7 Associated with the brick making industry to the north is a well (**20**) and a clay mill (**21**). The docks which were built during the late 19th century on either side of the canal (**22**) are also associated with the clay industry, with the need for transportation of this and other goods.

2.9.8 An area of landfill (**23**) is shown to the south east of the Study Area. Whether the site was made or worked land is unknown and the exact date for its infill is unknown.

2.9.9 The OS map of 1914 shows a large carriage shed running WNW to ESE taking up a large part of the Site with residential housing on the western side. The canal basin had been backfilled before this date. Prior to 1935 the carriage shed has been removed leaving railtracks across the site with a small goods shed in the south-west corner of the Site. The railtracks were replaced after 1953 with three large industrial buildings which were present at the time of the evaluation (**Figure 2**).

2.10 Undated Activities

2.10.1 Linear ditches have been found in the north east corner of the Study Area (**25**); no evidence for dates has been established.

2.10.2 To the north-west of the Site a series of ditches have been found. These consist of a small oval enclosure (**26**), faint linear ditches (**28**) and a linear ditch system (**24**) which is near to the enclosure.

2.10.3 A possible field system to the south-east of the Site (**27** and **29**) shows sinuous ditches which could be natural or a field system which has been partially destroyed by road works.

2.11 Archaeological potential and significance

2.11.1 The results of the desk-based assessment of the Site illustrated a low archaeological potential for the Site, for all periods prior to the post-medieval period (i.e. pre-16th century). There was a high potential for Post-medieval evidence on the Site, given reference to the construction of the canal and railway during this period and the associated buildings and industries in the area.

3 AIMS AND OBJECTIVES

3.1.1 The objective of the evaluation was to establish the presence and nature of any prehistoric archaeological remains and the location of the backfilled canal dock that may survive within the footprint of the proposed new development.

4 METHODOLOGY

4.1 Introduction

4.1.1 Full details of the evaluation methodology are contained in the WSI (Wessex Archaeology 2006), which will not be reiterated in detail here, though is summarised as follows.

4.1.2 It was proposed to evaluate the Site through the excavation of six stepped, machine-excavated trenches which would be excavated to a maximum depth of 2m or at the level of archaeological features, where these were present. Where the natural 'brickearth' was encountered before 2m depth a trial trench was excavated to the maximum safe working depth through the deposit to ensure it was not redeposited (considering the post-medieval brickearth quarrying and possible landscaping within the vicinity of the Site).

4.1.3 Three trenches (**Trenches 2 - 4**) were targeted on the 19th century canal basin. Three trenches (**Trenches 1, 5, 6**) were located in areas with the greatest potential for in-situ natural brickearth deposits with possible archaeological features. These were also located to avoid known areas of heavy contamination highlighted in earlier borehole surveys of the Site. An additional trench (**Trench 7**) was added in the field (actually an extension of **Trench 4**) to ensure a recording of the south edge of the canal basin cut.

4.1.4 It was proposed that each trench would be 10m x 10m in plan at present ground level; though areas were reduced where modern concrete beams and foundations or contamination were discovered. All the arisings from the trenches were closely visually inspected for artefacts.

5 RESULTS

5.1 Introduction

5.1.1 This section includes all information on the natural deposits encountered and the archaeological features and deposits recorded. A detailed summary of the evaluation trench stratigraphic sequences and deposits are listed in **Appendix 2**. No archaeological deposits or artefacts of pre-modern date were recorded from the evaluation. The only archaeological feature of note was the 19th century (backfilled) canal basin recorded in **Trenches 3, 4** and **7**.

5.2 Natural deposits and soil sequence

Modern disturbance

5.2.1 All the trenches had modern concrete slabs and bedding material for the slabs at the top of the stratigraphic sequence, which reflect the semi-industrial nature of the Site until the present day. Overall, these deposits comprised the uppermost *c.* 0.7 – 0.8m. Some of the trenches (**1, 6, and 7**) also contained structural remains of concrete and/or brick and railway tracks, all of modern date.

Redeposited brickearth

5.2.2 This deposit was recorded in **Trenches 2, 4, 5, 6** and was generally recorded at depths of 0.7 – 1.0m beneath present ground surface and was generally *c*. 0.30m thick. It was characterised by a mid orange/brown clay or sandy clay containing sparse fragments of chalk or flint gravel (<20mm). If this deposit was present it always overlaid a redeposited gravel deposit in the same trench.

Redeposited gravel

5.2.3 This deposit was recorded in all the evaluation trenches at varying depths between 0.36 – 1.16m beneath present ground surface and was generally 0.3 – 0.5m thick. In the trenches across the canal basin (**3, 4, 7**) 2-3 deposits of redeposited gravel were recorded as modern backfill. The deposit(s) were characterised by a strong, mid yellowish-brown coarse sand matrix with abundant moderately well-sorted, sub-angular and sub-rounded flint gravel (<80mm, mostly <20mm). In some trenches these redeposited gravels included rare modern material fragments including brick or concrete rubble, clinker and coal.

Natural Alluvium

5.2.4 This deposit was only recorded in **Trench 1** and directly overlaid the natural brickearth. It lay at a depth of 0.62 – 1.43m and was characterised by a light yellowish-brown very fine, slightly clayey silt which was homogenous and sterile. If not a relatively recent dumped deposit it may be alluvial in origin.

Natural brickearth

5.2.5 In all the trenches except **Trench 7** the natural brickearth was recorded below modern disturbance deposits and was cut by the 19th century canal basin in **Trenches 3** and **4**. The deposit was recorded at depths from the present surface of between 0.85 – 1.80m (generally *c*. 1.40m) lying at 30.5 – 31.3m (aOD) and was at least 1.40m(+) thick. It was characterised by light to mid orange/brown silty clay or clay which was soft, malleable, sterile and homogeneous. It contained moderate iron and manganese flecking. In **Trenches 4** and **5** this deposit was stained a bluish-green colour from modern contamination.

5.3 Evaluation trenches

5.3.1 **Trench 1** was restricted in size (north/south) because of modern building foundations in the northern extent which comprised a modern rectilinear *c*.1.05m wide concrete foundation (**104**) supporting the basal courses of a brick wall remnant. Modern disturbance of 0.62m depth, which included a redeposited gravel deposit (**101**), overlaid a very fine clayey silt (**102**) which was sterile and homogeneous. This may represent a natural alluvial? deposit which directly overlaid the natural brickearth (**103**).

5.3.2 **Trench 2** contained 0.96m of modern deposits (**200 – 203**) before deposits of redeposited brickearth (**204**) and gravel (**205**) were recorded. The redeposited gravel laid directly on the natural brickearth (**206**) at 1.54m depth.

5.3.3 **Trench 3** was located to intersect the north edge of the canal basin, which was encountered running along the northern extent of the trench. The trench was reduced (north/south) once the canal basin was encountered as no natural brickearth would survive to the south.

5.3.4 The top of the canal basin cut (**312**) was recorded at only 0.44m depth, lying directly below a concrete slab and modern disturbance (**300 – 301**) – **Figure 3**. The canal basin cut was a steep, flat-sided cut, cutting the natural brickearth and was at least 1.56(+) deep. The south edge of the basin cut was recorded in **Trench 4** (**404**), which would make the canal basin *c*. 24-25m wide overall. The primary fills against the north edge comprised redeposited gravels (**308, 309**) but otherwise all the basin backfills comprised modern industrial waste dumps and gravels predominantly deposited from the south, gradually northwards.

5.3.5 **Trench 4** contained the south edge of the canal basin (**404**) where it also cut the natural brickearth (**405**). The canal basin cut laid at 1.10m depth directly below modern disturbance (**400**) – **Figure 3**. The basin was only partially exposed but illustrated a steep, flat-sided cut which was filled with a number of modern industrial waste dumps (**401 – 403**).

5.3.6 **Trench 5** contained 0.70m of modern concrete slab (**500**) and disturbance (**501**) which overlaid redeposited brickearth (**502**) and redeposited gravel (**503**) deposits. These overlaid the natural brickearth (**504**) recorded at 1.38m depth.

5.3.7 **Trench 6** had to be reduced in size, both east/west and north/south because of substantial modern building remains. Rectilinear concrete wall foundations bisected the trench from the centre where a large concrete stanchion was present. A substantial concrete beam lay along the south edge of the trench and a live high voltage electrical cable ran across the northern extent. Below redeposited brickearth (**603**) and gravel (**604**) the natural brickearth (**605**) was recorded at 1.45m depth.

5.3.8 **Trench 7** was excavated running north south from the north baulk of **Trench 4**, to ensure that the canal basin cut and fills were encountered. Below 0.47m of modern disturbance (**700**) and a concrete slab (**701**) a substantial modern industrial waste deposit was recorded (**702**) which was also a fill of the canal basin. Resting on the top of this deposit an east/west aligned railway line was recorded at 0.40m depth which undoubtedly derives from the railway sidings present on the Site from 1914 – 1953 or later. A number of alternating dumps of modern industrial waste (**704, 706, 708**) and redeposited gravels (**703, 705, 707**) were used as backfill for the canal basin (**Figure 3**), being dumped from the south, steadily northwards (as illustrated in **Trench 3** section to the north).

6 CONCLUSIONS

6.1.1 No archaeological features, artefacts or deposits derived from human activity pre-dating the post-medieval period on the Site were recorded from the evaluation.

6.1.2 Of the three evaluation trenches (**Trenches 2, 3 and 4**) targeted on the extrapolated position of the 19th century canal basin, two intersected with the basin cut – as well as the additional **Trench 7**. These clearly showed that the top of the basin cut lies at a relatively shallow depth (minimum 0.44m) below modern deposits. The basin's west end was not recorded in the third targeted trench (**Trench 2**). This suggests that the canal basin did not extend as far as mapped on the 1st Edition OS mapping or possibly its alignment lies to the north of **Trench 2**.

6.1.3 The basin cut the natural brickearth and showed no evidence of canal side revetment although this may be present in other parts of the basin's circuit not encountered in the evaluation trenches. One would expect a purpose built canal basin edge to facilitate the effective loading/unloading of cargo onto canal barges moored in the basin. The historical and cartographic evidence illustrate the importance of brickearth quarrying and brick making in the area from the 19th century or earlier. The basin no doubt facilitated the movement of clay and/or finished bricks along the Grand Union canal.

6.1.4 The cartographic evidence suggests the basin was infilled by 1914, and this is borne out by the archaeological evidence. The basin was infilled predominantly with industrial waste deposits as well as redeposited gravels, almost exclusively from the south side.

7 THE ARCHIVE

7.1.1 The project archive from the present fieldwork has been compiled into a stable, fully cross-referenced and indexed archive in accordance with Appendix 6 of *Management of Archaeological Projects* (2nd Edition, English Heritage 1991). The archive is currently held at the offices of Wessex Archaeology, Salisbury, under the project code **HYG 06 (WA 63290)**. The full list of the contents of this archive are detailed in **Appendix 1** of this report. The project archive will be deposited with the Museum of London in due course.

8 BIBLIOGRAPHY

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9 APPENDIX 1 – ARCHIVE INDEX

File No.	**NAR Cat.**	*Details*	**Format**	**No. Sheets**
1	-	Index to Archive	A4	1
1	-	Project Specification	A4	5
1	A	Client Report	A4	20
1	B	Day Book (photocopy)	A4	12
1	B	Trial trench records	A4	10
1	B	Graphics Register	A4	2
1	B	Levels (photocopy)	A4	5
1	B	Site Graphics	A4	12
1	B	Site Graphics	A3	8
1	D	Photographic Register	A4	8
1	-	B+W Negatives	35mm	-
1	-	Colour slides	35mm	-
FINDS	NONE			

10 APPENDIX 2 – TRENCH SUMMARY TABLES

All archaeological deposits/features shown in **bold**.
All (+) indicate deposits/features not fully excavated.
'Depth' equals depth from present ground surface.

Trench No. 1	**Co-ordinates:** **Ground Level (m AOD): (SW) 31.9; (NW) 31.92**	**Dimensions: 10.6 x 7.4m Max.depth: 1.99m**
Context	**Description**	**Depth (m)**
100	Tarmac and modern 'scalpings'. A 0.11m thick tarmac layer.	0 – 0.36
101	Redeposited gravel – strong, mid yellowish-brown coarse sand with abundant, moderately well-sorted, sub-angular and sub-rounded flint gravel (<80mm, mostly <20mm). Rare modern brick rubble (<0.20m), clinker, ash and coal.	0.36 – 0.62
102	Natural silt – light yellowish brown very fine slightly clayey silt (alluvial?). Homogenous, sterile, no inclusions. Good interface with 103.	0.62 – 1.43
103	Natural brickearth – light to mid orange/brown silty clay. Soft, malleable, homogenous, sterile, no inclusions. Moderate iron and manganese flecking.	1.43 – 1.99(+)
104	Modern building foundations – a *c.* 1.05m wide and 0.37m (+) high concrete foundation for a right-angled wall in north of trench. Supports remains of brick wall on N/S section	0.7 – 1.07(+)

Trench No. 2	**Co-ordinates:** **Ground Level (m AOD): (SW) 32.37, (NW) 32.31**	**Dimensions: 10 x 10m Max.depth: 2.0m**
Context	**Description**	**Depth (m)**
200	Modern layer – loose, mid grey sandy silt with abundant angular and sub-angular flint gravel. Includes a 40mm thick layer of tarmac.	0 – 0.21
201	Modern layer – angular and sub-angular flint gravel material (25mm – 0.28m).	0.21 – 0.5
202	Modern industrial waste layer – black coarse sand with sparse rounded flint gravel (<30mm).	0.5 – 0.65
203	Disturbed post-medieval soil – dark grey silty clay with abundant chalk frag's (<60mm) and occasional rounded flint gravel.	0.65 – 0.96
204	Redeposited brickearth – a mid orange/brow sandy clay with sparse chalk frag's (<20mm).	0.96 – 1.16
205	Redeposited gravel – mid orange/brown coarse sand matrix with abundant rounded and angular flint gravel (30 – 60mm).	1.16 – 1.54
206	Natural brickearth – mid orange/brown clay, sterile, homogenous.	1.54 – 2.0(+)

Trench No. 3	**Co-ordinates:** **Ground Level (m AOD): (SW) 32.04, (NW) 32.07**	**Dimensions: 10 x 8.3m** **Max.depth: 2.0,**
Context	**Description**	**Depth (m)**
300	Modern concrete slab.	0 – 0.24
301	Modern layer – industrial waste deposit, black sandy clay with sparse angular flints (>10mm).	0.24 – 0.44
302	Fill of canal basin **312** - modern layer of dark grey sandy clay with abundant modern refuse including brick, flint, coal and iron objects.	-
303	Fill of canal basin **312** - modern layer of greyish-brown sandy ash with occasional angular and rounded flint (>10mm).	-
304	Fill of canal basin **312** - modern layer of greenish-grey sandy clay with occasional angular and rounded flint (50 – 60mm).	-
305	Fill of canal basin **312** - modern layer of black silty clay. Occasional rounded flint (10 – 30mm).	-
306	Fill of canal basin **312** - modern layer of rubble including angular and rounded blocks of concrete (30mm – 0.12m).	-
307	Fill of canal basin **312** - modern layer of greenish-grey sandy clay with abundant rounded and sub-angular flint and brick frag's ((30 – 70mm).	-
308	Fill of canal basin **312** - modern layer of redeposited gravel. A yellow coarse sand matrix with occasional flint gravel (40 – 60mm).	-
309	Fill of canal basin **312** - modern layer of redeposited gravel. An orange/brown coarse sand matrix with abundant rounded flint (30 – 60mm).	-
310	Natural brickearth – orange/brown clay, sterile, homogenous.	0.85 – 2.0(+)
311	Fill of canal basin **312** – a modern mixed layer of dumped material including slate, glass, ceramics, pottery and iron.	-
312	Cut of canal basin. Cuts 310. Filled with **302-309, 311** all dumped from the south, northwards except redeposited gravels. The canal basin had a steep, slightly concave cut, WSW/ENE aligned in north of trench.	0.44 – 2.0(+)

Trench No. 4	**Co-ordinates:** **Ground Level (m AOD): (SW) 32.03, (NW) 32.03**	**Dimensions: 10 x 10m** **Max.depth: 2.2m**
Context	**Description**	**Depth (m)**
400	Modern layer – sequences of modern bedding material for surfaces and 'scalpings'. Contains chalk floor at 0.20m depth. Only visible in northern section of trench.	0 – 0.90
401	Fill of canal basin **404** – redeposited gravel, a dark brown to black coarse sand matrix with moderate angular flint gravel (>60mm). Identical to **708** in Tr.7.	-
402	Fill of canal basin **404** – redeposited brickearth and redeposited gravel. An orange/brown coarse sand matrix flint gravel layer. Identical to **708** in Tr. 7.	-
403	Fill of canal basin **404** – a modern industrial waste deposit of black sandy clay with occasional angular flint gravel (>40mm).	-
404	Cut of canal basin. Cuts 405. Filled with **402-3**. A flat, moderate cut seen in the base of the trench, WSW/ENE aligned.	1.10 – 2.20(+)
405	Natural brickearth – mid orange/brown clay, sterile, homogenous.	1.8 – 2.20(+)

Trench No. 5	Co-ordinates: Ground Level (m AOD): (SW) 32.11, (NW) 32.08	Dimensions: 9.9 x 9.5m Max.depth: 1.98m
Context	**Description**	**Depth (m)**
500	Modern concrete slab.	0 – 0.12
501	Modern layer – various layers of 'scalpings' and angular to sub-angular brick and concrete frag's (40mm – 0.10m).	0.12 – 0.70
502	Redeposited brickearth – a dark orange/brown clay with sparse angular flint (20 – 40mm).	0.70 – 1.0
503	Redeposited gravel – mid orange/brown coarse sand matrix with occasional angular to sub-rounded flint gravel (30 – 50mm).	0.75 – 1.38
504	Natural brickearth – mid orange/brown clay, sterile, homogenous. Heavily contaminated in the northern extent of trench.	1.38 – 1.98(+)

Trench No. 6	Co-ordinates: Ground Level (m AOD): (SW) 32.56, (NW) 32.28	Dimensions: 9.8 x 7.3m Max.depth: 2.36m
Context	**Description**	**Depth (m)**
600	Modern concrete slab covered in modern 'scalpings'.	0 – 0.30
601	Redeposited gravel – mid orange/brown coarse sand matrix with moderate rounded to sub-angular flint gravel and rounded chalk frag's (30mm – 0.10m).	0.30 – 0.50
602	Modern layer? – mid grey clay with occasional angular and sub-angular flint gravel (>20mm).	0.50 – 0.68
603	Redeposited brickearth - mid orange/brown clay with sparse sub-angular flint (20 – 60mm).	0.68 – 1.05
604	Redeposited gravel – mid orange/brown coarse sand matrix with abundant rounded to angular flint gravel and rounded chalk frag's (10-70mm).	1.05 – 1.45
605	Natural brickearth – mid orange/brown clay, sterile, homogenous.	1.45 – 2.36(+)

Trench No. 7	Co-ordinates: Ground Level (m AOD): (SW) 32.01, (NW) 32.01	Dimensions: 8.5 x 1.8m Max.depth: 2.0
Context	**Description**	**Depth (m)**
700	Modern deposits – 0.12m of modern 'scalpings' overlying modern industrial waste.	0 – 0.38
701	Modern concrete slab.	0.38 – 0.47
702	Fill of canal basin – modern industrial waste deposit – mid to dark grey sandy silt matrix containing glass, coal, clinker, chalk and brick frags.	0.47 – 2.0(+)
703	Fill of canal basin - redeposited gravel – pale yellow coarse sand matrix with common sub-angular/rounded flint gravel (<50mm, mostly <20mm).	0.80 – 2.0(+)
704	Fill of canal basin - modern industrial waste deposit – black clayey, coarse sand containing soot, ash, clinker and slate.	0.80 – 2.0(+)
705	Fill of canal basin - redeposited gravel – mid greyish-brown medium sand matrix with common sub-angular flint gravel (<50mm, mostly <20mm). Contains small brick frags as well as coal and slate frags.	0.80 – 2.0(+)
706	Fill of canal basin - modern industrial waste deposit – black clayey, coarse sand containing soot, ash, clinker and slate.	0.80 – 2.0(+)
707	Fill of canal basin - redeposited gravel – light greyish-brown, clayey, coarse sand matrix with abundant sub-rounded flint gravel (<20mm). Contains rare small brick frag's (<20mm).	0.70 – 1.90(+)
708	Fill of canal basin - modern industrial waste deposit – black coarse sand with sparse sub-rounded flint gravel (<50mm). Identical to **401** in Tr. 4.	1.0 – 1.70(+)

11 APPENDIX 3 – OASIS REPORT

Wessex Archaeology

Palaeolithic
Mesolithic
Bronze Age
Iron age
Roman
Saxon-Early medieval
Medieval
Post-medieval
Undated

Revision Number:	0
Illustrator:	MR (SEJ)
Date:	10/08/06
Scale:	1:8000 @ A3
Path:	London: Y:\Projects\63290
\Drawing Office\Report Figures (06-05)\Eval	

Site location and SMR plot

Figure 1

509800
509900
510000
179600
179500
179400

THE OLD CROWN (PH)
PLAY AREA
WESTERN VIEW
WORKS
WAREHOUSE
WAREHOUSE
WAREHOUSE
KARGO HOUSE
CHALFONT HOUSE
WORKS
WORKS
WORKS
ROOF CAR PARK
THE TUMBLER (PH)
STATION ROAD
STATION APPROACH
TAXI STAND
TAXI STAND
CAR PARK
SLOPING MASONRY
SLOPING MASONRY

Evaluation Trench 1
Evaluation Trench 2
Evaluation Trench 3
Evaluation Trench 4
Evaluation Trench 5
Evaluation Trench 6
Evaluation Trench 7
Site Boundary

Wessex Archaeology

Wessex Archaeology Evaluation Trench

Edge of canal basin

Possible location of canal basin

Boreholes & Window Samples

Remediation Areas (WSP)

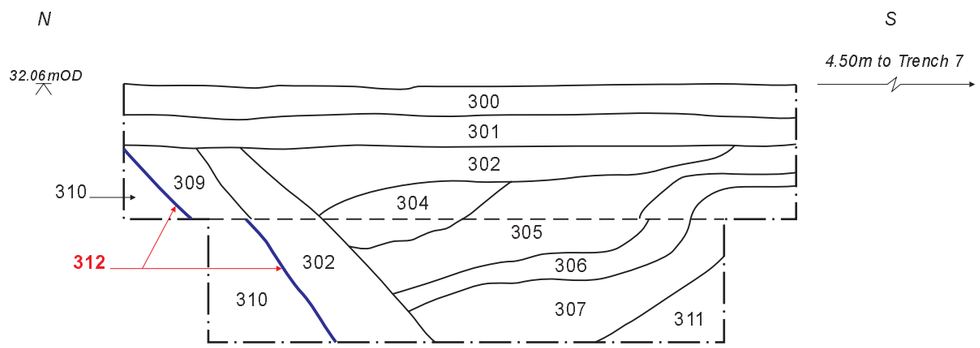
0 500m

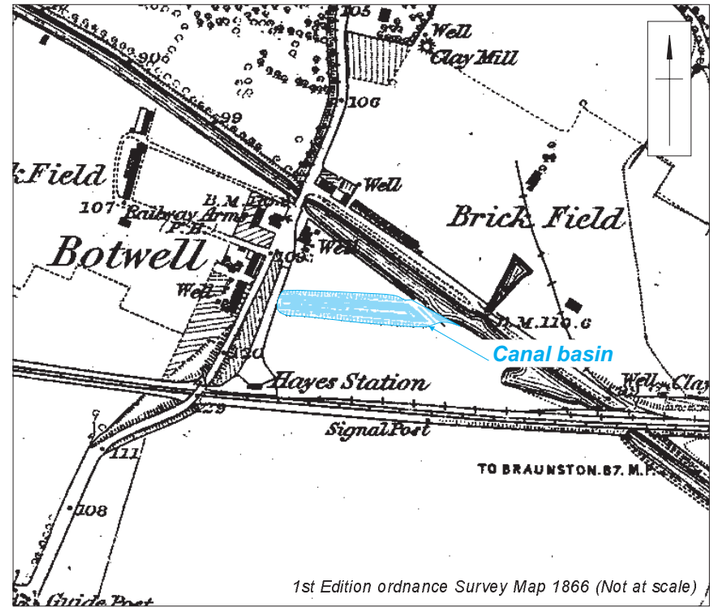
Revision Number:	2
Illustrator:	MR
Date:	09/06/06
Scale:	1:1000 @ A3
Path:	London: Y:\Projects\63290
\Drawing Office\Report Figures (06-05)\Eval	

Trench Location Plan

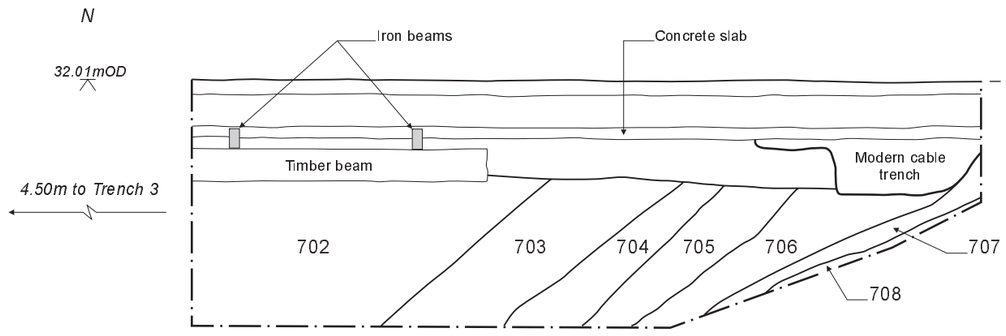
Figure 2

Trench 3 Section (Reversed)

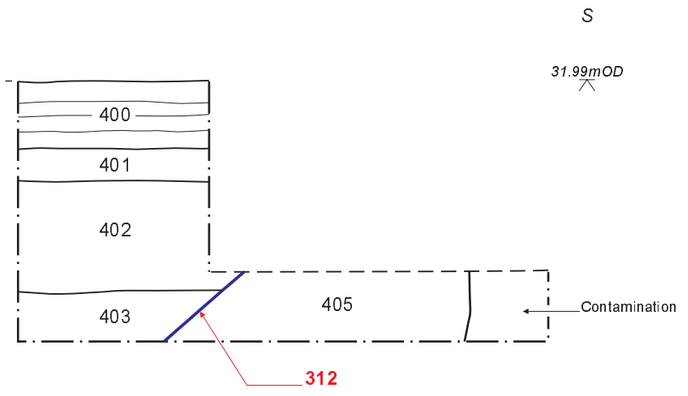




Trench 7 Section



Trench 4 Section



Date:	15/08/06	Revision Number:	0
Scale:	1:50 @ A3	Illustrator:	MR
Path:	London: Y:\Projects\63290\Drawing Office\Report Figures (06-05)\Eval		

Section of Canal Basin

Figure 3

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