

THAMES WATER
VICTORIAN MAINS REPLACEMENT WORKS
CROMWELL ROAD TO OLD BROMPTON ROAD

ROYAL BOROUGH OF KENSINGTON AND CHELSEA
DMA PUTNEY 25

AN ARCHAEOLOGICAL WATCHING BRIEF



July 2011



COMPASS



ARCHAEOLOGY

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VICTORIAN MAINS REPLACEMENT WORKS
BETWEEN CROMWELL ROAD AND OLD BROMPTON ROAD
ROYAL BOROUGH OF KENSINGTON AND CHELSEA
DMA PUTNEY 25
AN ARCHAEOLOGICAL WATCHING BRIEF

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NGR: TQ 2579 7855

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July 2011

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Abstract

This report details the results of an archaeological watching brief undertaken during Thames Water Victorian mains replacement works between Cromwell Road and Old Brompton Road, Royal Borough of Kensington and Chelsea (DMA Putney 25), between 11th November 2009 and 11th March 2010. DMA Putney 25 is approximately centred at NGR TQ 2579 7855.

Contractors groundworks were monitored on Barkston Gardens and Penywern Road, constituting approximately 500m of open-ground. Barkston Gardens groundworks exposed only modern road layers overlying truncated natural deposits at c. 0.9-1.1m below the existing ground level. Penywern Road trenching exposed 19th century made-ground deposits presumably dating to the wide-scale residential development of the area. Several pieces of worked stone masonry were recovered from these deposits, considered to be waste material from the large Victorian properties constructed at this time.

No significant archaeological finds or features were recorded during the course of the archaeological watching brief in DMA Putney 25.

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1. Introduction

- 1.1** This report details the results of an archaeological watching brief undertaken during Thames Water mains replacement works in the area of Cromwell Road and Old Brompton Road, Royal Borough of Kensington and Chelsea (DMA Putney 25). Monitoring was undertaken between 11th November 2009 and 11th March 2010. DMA Putney 25 is approximately located at NGR TQ 2579 7855 (see Figure 1 below).
- 1.2** A small part of Putney 25 lies within a Borough defined Archaeological Priority Area (APA) centred on Earl's Court Station. Following consultation with English Heritage a smaller area within Putney 25 was defined for archaeological monitoring, taking into account the potential for remains within and in proximity to the APA, and lower potential for areas in the wider DMA. Mains replacement works were suspended following initial monitoring of two streets within this defined zone and no further significant groundworks have been undertaken. Consequently, this report is limited to archaeological monitoring along Barkston Gardens and Penywern Road (see Figure 1 below).
- 1.3** Contractors groundworks were undertaken by Laing O'Rourke on behalf of Thames Water Utilities Ltd. Archaeological monitoring was undertaken by Compass Archaeology within overall management of the project by Geoff Potter.

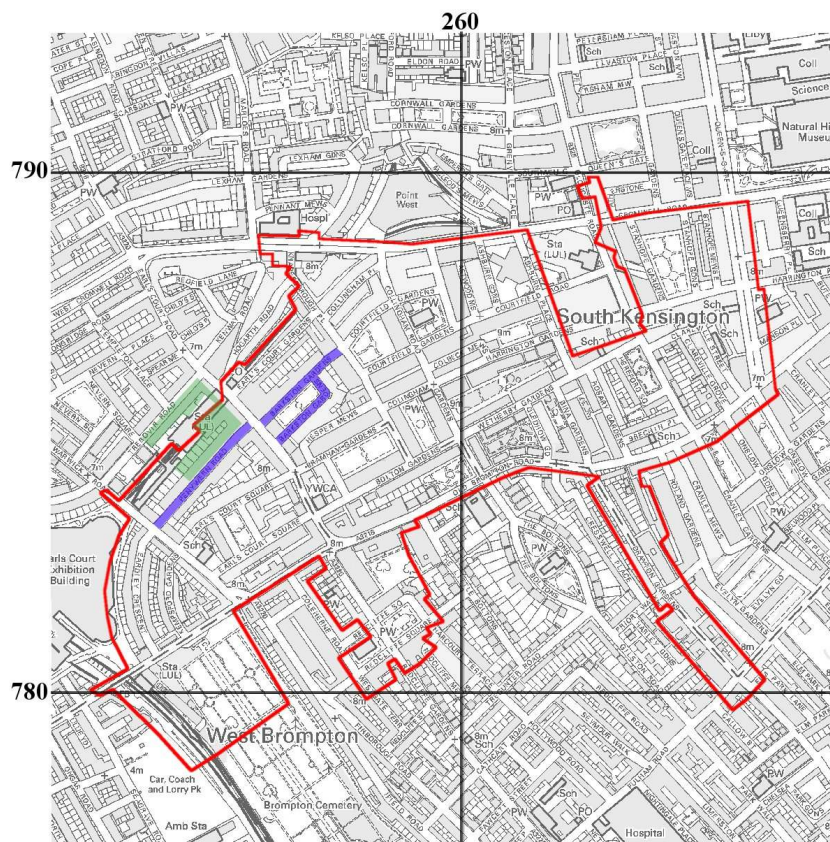


Figure 1: Site location plan in relation to the current Ordnance Survey 1:5000 map, showing DMA Putney 25 (red), monitored streets (blue) and Archaeological Priority Area (green).
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2. Site Location and Geology

- 2.1** DMA Putney 25 is bounded to the north by Cromwell Road (A4) and to the east by Queen's Gate Mews. To the south the boundary mainly follows the line of Old Brompton Road (A3128) but branches further south in three areas, extending along Drayton Gardens to Fulham Road (A308); along Redcliffe Gardens (A3220) to immediately south of Redcliffe Square; and south of West Brompton London Station into Brompton Cemetery. To the west Putney 25 runs north of Eardley Crescent, Penywern Road and Earl's Court Gardens to meet Cromwell Road to the west of Knaresborough Place.
- 2.2** The British Geological Survey (1995, Sheet 270, South London) shows DMA Putney 25 overlying a wide area of Kempton Park Gravel. Small areas of London Clay are shown in the vicinity, with Langley Silt to the north and alluvium deposits along the banks of the Thames to the south.

3. Archaeological and Historical Background

- 3.1** Several sources were consulted for evidence of the archaeological potential for the Prehistoric, Roman, Saxon, medieval and post-medieval periods. The Museum of London's Archaeological Archive (LAARC) was consulted, as was the Greater London Sites and Monuments Record (GLSMR); resources available on the Heritage Gateway website and cartographic sources were also accessed.
- 3.2** There is almost no evidence in the GLSMR or LAARC for archaeology of Prehistoric, Roman or Saxon date in the DMA. This does not confirm that there is no potential for the survival of archaeology; rather it may indicate that there is a paucity of excavation in the area. For example, *c.* 0.5km to the north of the DMA is the site of St Mary Abbots Hospital, excavated in 1994. The site yielded evidence of Iron Age settlement continuing into the Roman period until at least the 2nd century A.D., with some pottery finds indicating occupation until A.D. 350. Although this does not necessarily raise the possibility that archaeology survives within the DMA, it does indicate there is significant prehistoric and later occupation in the Kensington area.
- 3.3** There is no evidence in the GLSMR or LAARC for archaeology of medieval date, although this does not necessarily indicate a lack of medieval occupation in the area: documentary sources indicate that the manorial court of the Earls of Oxford was located near to Earl's Court station.
- 3.4** Evidence for the post-medieval development of the site surrounding the Earl's Court Station Archaeological Priority Area is available from cartographic sources. The earliest map that was consulted is the survey 'A Survey of Westminster, Chelsea and Kensington' dated 1717, which shows the hamlet of Earl's Court on the western side of the DMA, (east of Earl's Court Road). In the eastern half of the DMA, on the north side of Old Brompton Road, the site was occupied by fields and gardens. The central part of the DMA also appears to have been fields during the early 18th century. Crutchley's 1829 map and the Parish map of 1837, show a greater level of development of Earl's Court, with increased urbanisation along Earl's Court Road. To

the east, a village marked as ‘Brompton’ on Crutchley’s map has also developed. The road known today as Cromwell Road is also shown, as is Harrington Gardens.

- 3.5 Surrounding these roads in the central part of the DMA is land occupied by fields, as in 1717. Also shown on the 1829 and 1837 maps is Earl’s Court House, which stood on the site of Earl’s Court Gardens and Barkston Gardens. A notable resident of Earl’s Court House was the surgeon John Hunter (who lived there from 1764 to 1793), who according to Daniel Lysons in *The Environs of London: The County of Middlesex* (1795) kept a menagerie of ‘foreign animals’ in the grounds of the house. By 1795 the house was in the possession of John Bayne, who according to Lysons (1795) made many improvements on the house and gardens. The Gunter family bought the house in 1829 and were also responsible for much of the development in the surrounding area during the 19th century.
- 3.6 Earl’s Court House also appears on the 1st edition 25” Ordnance Survey, surveyed in 1865. This house was demolished sometime after 1865 and stood just to the east of the Archaeological Priority Area, as defined in the Kensington and Chelsea UDP (*cf.* Fig 2).

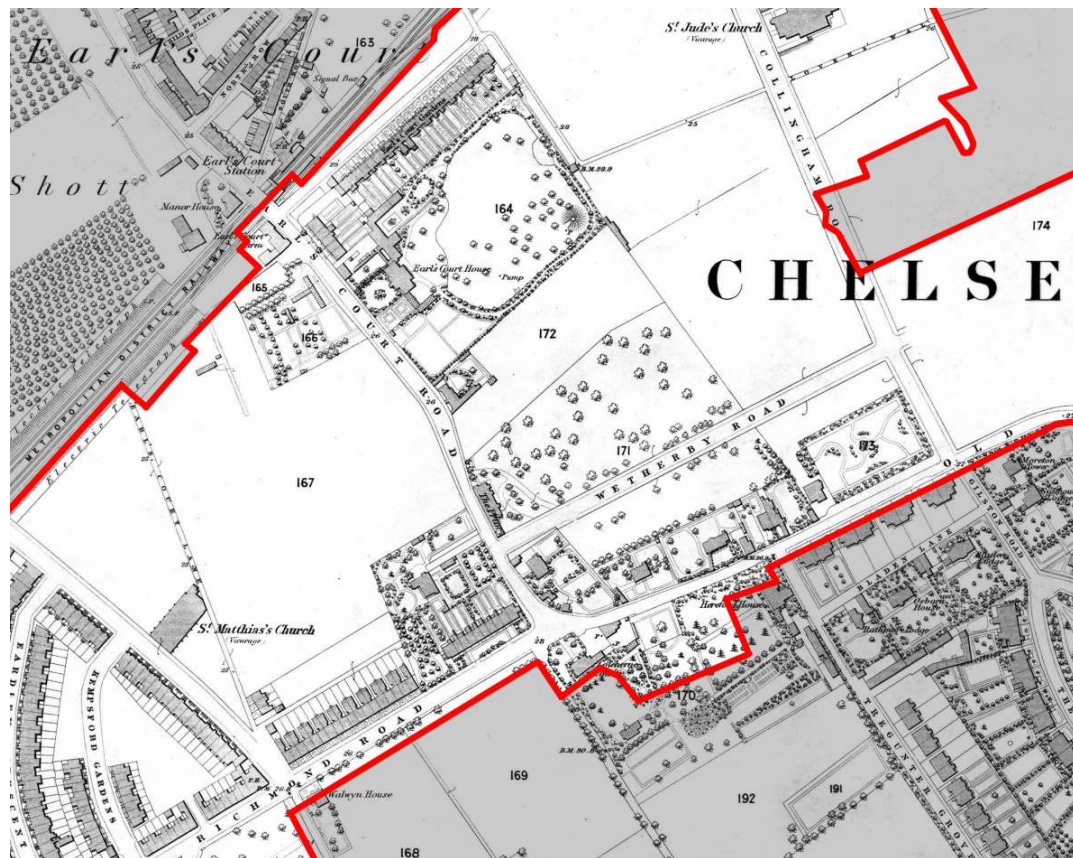


Figure 2 First edition Ordnance Survey 25” to mile, surveyed 1865, showing the north west section of the DMA, part of which is in an Archaeological Priority Area as defined by the Kensington and Chelsea UDP. The DMA is outlined in red; the grey areas are not part of the DMA.

4. Archaeological Research Questions

The watching brief presented an opportunity to address the following general and specific research questions:

- Is there any evidence for Prehistoric, Roman, Saxon or medieval activity and what is the nature of this?
- What evidence is there for post-medieval activity and can this be related to the cartographic evidence – in particular for development and occupation up to the early 19th century?
- Is there any archaeological evidence surviving for Earl's Court House and Gardens and what is the nature of this?
- At what levels do natural deposits survive, and do these accord with the Geological Survey record?

5. The Archaeological Programme

5.1 Standards

The field and post-excavation work were carried out in accordance with current English Heritage guidelines (in particular, *Standards and Practice in Archaeological Fieldwork, Guidance Paper 3*) and to the standards of the Institute of Field Archaeologists (*Standard and Guidance for Archaeological Watching Briefs*). Overall management of the project was undertaken by a full member of the Institute.

5.2 Fieldwork

The archaeological watching brief took place during contractors' groundworks, and basically involved one archaeologist on site as required to monitor works and to investigate and record any archaeological remains. Liaison was maintained with the groundworks team to ensure a presence on site as and when necessary.

Where archaeological remains were exposed adequate time was allowed for investigation and recording, although every effort was made not to disrupt the contractor's programme.

The Client and the archaeological representatives of English Heritage and Thames Water were kept advised of the progress of the fieldwork, and in particular any significant finds or remains that may require additional work.

5.3 Methodology

Archaeological deposits and features were investigated and recorded in stratigraphic sequence, and where appropriate finds dating and environmental evidence recovered.

Archaeological deposits and features were recorded as appropriate on *pro-forma* context or trench sheets, and/or drawn in plan or section generally at scales of 1:10 or 1:20. The investigations were recorded on a general site plan and related to the

Ordnance Survey grid. The fieldwork record was supplemented as appropriate by photography (digital /35mm monochrome).

The recording system followed the procedures set out in the Museum of London recording manual. By agreement the recording and drawing sheets used were directly compatible with those developed by the Museum.

6. Post-Excavation Work

The fieldwork was followed by off-site assessment and compilation of this report, and by ordering and deposition of the site archive.

6.1 Finds and Samples

Had any finds and samples been present they would have been treated in accordance with the appropriate guidelines, including the Museum of London's *'Standards for the Preparation of Finds to be permanently retained by the Museum of London'*. Finds and artefacts would have been retained and bagged with unique numbers related to the context record, although some material was discarded following assessment. Assessment of finds and samples would have been undertaken by appropriately qualified staff. No archaeological finds or samples were recovered from this watching brief.

6.2 Report Procedure

The level of reporting is dependent upon the results of the fieldwork. However, this report includes details of any archaeological remains or finds, an interpretation of the deposits investigated and a site plan located to the Ordnance Survey grid. A short summary of the fieldwork is appended using the OASIS Data Collection Form, and in paragraph form suitable for publication within the 'excavation round-up' of the *London Archaeologist*.

Copies of this report will be supplied to the Client, English Heritage and Thames Water, and to the local studies library.

7. The Site Archive

The archaeological records will be ordered in line with the MoL *Guidelines for the Preparation of Archaeological Archives* and will be deposited in the Museum of London Archaeological Archive. The integrity of the site archive should be maintained.

8. The Archaeological Watching Brief

Groundworks within DMA Putney 25 consisted of open-cut trenching and launch pits. Monitoring was initially undertaken along Penywern Road and Barkston Gardens, within the English Heritage defined area of the wider DMA. Following initial monitoring, contractor's works were terminated and no further significant groundworks were undertaken. This report is therefore limited to discussion of the results of monitoring along Barkston Gardens and Penywern Road (see Figure 1).

8.1 Barkston Gardens

8.1.1 Approximately 235m of trenching was observed on Barkston Gardens, in the form of two open-cut trenches between Earl's Court Road and the north/south junction with Barkston Gardens, and a further 14 launch pits along the southern stretch of Barkston Gardens on the east and south sides of the central park (see Figure 3 below).

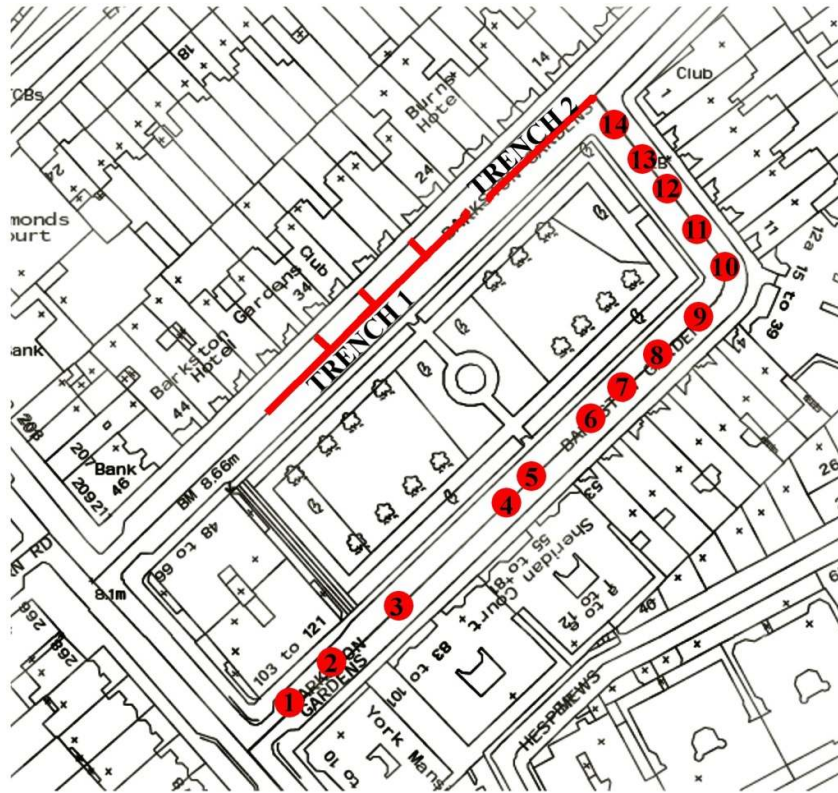


Figure 3: Location of groundworks on Barkston Gardens in relation to the current Ordnance Survey 1:2500 map.

8.1.2 Trench 1 (Figure 4) measured approximately 46m by 0.6m and was excavated to an average depth of 1m below the existing road level. The existing tarmac road surface was exposed over concrete hardcore to an average depth of 0.4m. Mixed made-ground deposits consisting of mid-dark grey and orange silty sand and clay with brick and concrete fragments, gravel and pebbles and redeposited natural were observed to 0.9m, directly overlying truncated natural deposits. Natural was exposed at the limit of excavations, c.0.9m to 1m below the existing road surface, consisting of light orange-brown silty sand with fine gravel. The deposits appear to have been truncated by road construction, and presumably during the residential development of the area in the later 19th century.



Figure 4: General (looking northeast) and section (north-facing) views of Trench 1 on Barkston Gardens (1m scale)

8.1.3 Trench 2 (Figure 5) measured approximately 23m by 0.6m and was excavated to a depth of 1m below the existing road level. Tarmac and concrete hardcore were exposed to an average depth of 0.4m, overlying mixed made-ground generally mid-dark grey with silty sand and pebble, brick, concrete and gravel inclusions. Natural mid-light orange-brown sandy silt with gravel was observed at the base of excavations. No archaeological finds or features were observed.



Figure 5: General (view southwest) and section (north-facing) views of Trench 2 on Barkston Gardens (1m scale).

8.1.4 Pits 1-14 exposed a broadly similar sequence of modern road layers overlying made-ground deposits and services, with truncated natural deposits appearing at the base of excavations (generally mid-brown silty clay with gravel). Pit 1 (at the junction with Earl's Court Road) exposed crushed gravel ballast overlying a lens of plaster and mortar, sealing below a layer of crushed brick rubble with natural deposits towards the limit of excavations (Figure 6). These deposits are likely to represent demolition of earlier properties on Barkston Gardens and subsequent ground make-up.



Figure 6: Northeast facing section of Pit 1 on Barkston Gardens (1m scale).

Pit 8 exposed approximately 0.2m of tarmac and rubble base layers of mixed rubble and made-ground to c. 0.8m below the existing road level. A thin horizon of redeposited natural was observed beneath, sealing truncated clean natural sandy silty clay at the limit of excavations (c. 1.2m) (see Figure 7 below).



Figure 7: North facing section of Pit 8 on Barkston Gardens (1m scale).

8.2 Penywern Road

8.2.1 The full length of Penywern Road was monitored (c. 271m) between the junctions with Warwick Road (southwest) and Earl's Court Road (northwest). All trenching exposed the existing tarmac road surface overlying concrete hardcore to an average depth of 0.4m. Figure 8 shows the location of trenching on Penywern Road and the location of Sections 1-6 discussed below.

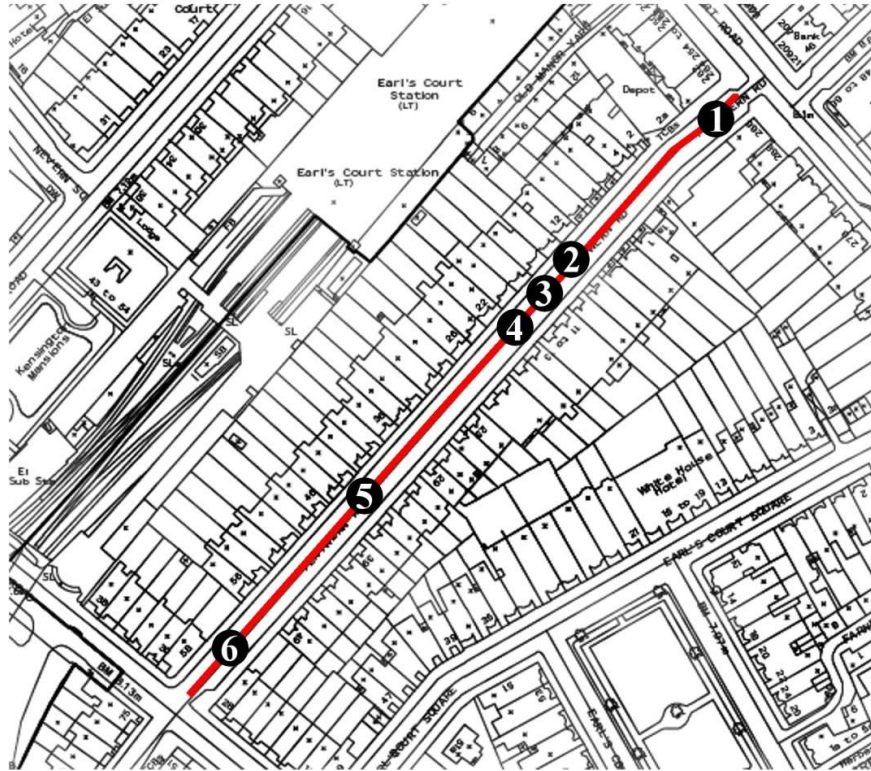


Figure 8: Location of main groundworks on Penywern Road, in relation to the current Ordnance Survey 1:2500 map.

8.2.2 A varying profile was exposed below modern road layers consisting of upper layers of recent made-ground and services overlying 19th century made-ground relating to the residential development of the area, directly overlying truncated natural deposits. Section 1, at the northeast extent of trenching near to the junction with Earl's Court Road (Figure 9 below) exposed crushed grey/stone hardcore overlying imported gravel ballast make-up to c. 0.5m below the existing ground level. Two layers of probable 19th century made-ground were exposed beneath, consisting of an upper layer of light-orange/brown sandy silt overlying a darker-grey/brown sandy silt with occasional brick inclusions, pebbles and gravel. No natural deposits were exposed in this section, excavated to an average depth of 1.05m below the existing road surface.



Figure 9: Section 1, towards the northeast end of Penywern Road (1m scale).



Figure 10: General view of trenching at the northeast end of Penywern Road, looking northeast towards the junction with Earl's Court Road.

8.2.3 Section 2, approximately outside No. 7 Penywern Road, exposed modern road layers directly overlying a very mixed, silty-clay deposit with rubble inclusions and frequent gravel. Several large pieces of worked-stone masonry were recovered from this context, thought to be building rubble from the construction of properties along Penywern Road *c.* 19th century. Figure 11 and 13 below show the building material *in-situ* and Figures 12 and 14 shows the stones after excavation.



Figure 11 *In-situ* worked stones in 19th century made-ground in Section 2, trenching on Penywern Road.



Figure 12: Worked stones recovered from Section 2 during trenching on Penywern Road (10cm scales).

8.2.4 Section 3 (Figure 13), located approximately outside No.16 Penywern Road, exposed a similar sequence of tarmac, crushed stone hardcore, dark-brown/grey made-ground and a layer of mid-light orange/brown sand, silt and gravel made-ground *c.* 19th century. The latter deposit produced further pieces of worked stone, again likely to be waste material from the construction of 19th century houses on Penywern Road.



Figure 13: Section 3 on Penywern Road, showing *in-situ* worked stones within 19th century made-ground.



Figure 14: Worked stones from Section 3 on Penywern Road (10cm scales).

8.2.5 Section 4 (Figure 16), located approximately opposite No.24 Penywern Road, exposed a sequence of tarmac and crushed green stone ground-makeup to a depth of c. 0.25m below the existing road level. Approximately 0.3m of mid-orange/brown gravel ground make-up was observed overlying two deposits of similar composition to those observed in trenching to the northeast. The upper deposit consisted of mid-light orange/brown sandy silty clay with fragments of yellow brick. The lower deposit was darker brown-grey sand and silt with decayed organic matter, brick fragments and gravel. No finds were recovered from these contexts.



Figure 15: General view of trenching on Penywern Road, looking southwest towards Warwick Road.

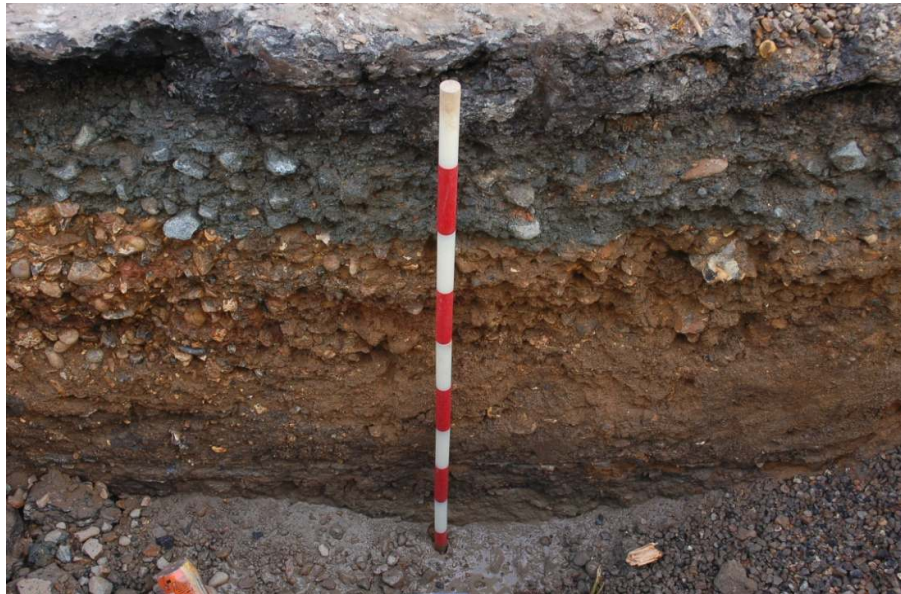


Figure 16: Section 4 on Penywern Road (1m scale).

8.2.6 Section 5 (Figure 17), located further southwest and approximately outside No.40 Penywern Road, exposed modern road layers and made-ground to the full depth of excavation at c. 0.95m. Tarmac, and underlying layer of earlier tarmac surfacing, was exposed overlying concrete hardcore to c. 0.45m. Modern road layers were underlain by recent made-ground deposits and frequent services and associated backfills. No archaeological finds or features were observed in this area.



Figure 17: Section 5 on Penywern Road (1m scale).

8.2.7 Section 6 (Figure 18), at the southwest end of Penywern Road, exposed modern road layers overlying mixed made-ground, service deposits and redeposited natural silt and clay to the full depth of excavation at *c.* 1m. No archaeological finds or features were observed.



Figure 18: Section 6 on Penywern Road (1m scale).



Figure 19: General view of trenching on Penywern Road at the southwest end towards the junction with Warwick Road.

9. Archaeological Research Questions

The watching brief presented an opportunity to address the following general and specific research questions:

- Is there any evidence for Prehistoric, Roman, Saxon or medieval activity and what is the nature of this? *No evidence for Prehistoric, Roman, Saxon or medieval activity was recorded during the course of the watching brief.*
- What evidence is there for post-medieval activity and can this be related to the cartographic evidence – in particular for development and occupation up to the early 19th century? *C. 19th century made-ground deposits were exposed on Penywern Road, from which several pieces of worked stone were recovered. The stones are likely to be waste material from nearby residential properties constructed in the mid-late 19th century.*
- Is there any archaeological evidence surviving for Earl's Court House and Gardens and what is the nature of this? *No evidence was recorded during the course of the watching brief.*
- At what levels do natural deposits survive, and do these accord with the Geological Survey record? *Natural deposits were exposed at the base of excavations c.1m to 1.2m below the existing road level, consisting of sand and gravels and truncated in all cases.*

10. Summary and Conclusions

- 10.1** Approximately 500m of trenching was observed along Barkston Gardens and Penywern Road in DMA Putney 25, during Thames Water mains replacement works in the Royal Borough of Kensington and Chelsea. Archaeological monitoring was limited to these areas following the termination of contractors work, no further significant groundworks have since taken place.
- 10.2** Trenching on Barkston Gardens exposed only modern road layers and demolition rubble overlying truncated natural sands and gravels. Penywern Road trenching exposed truncated deposits of 19th century made-ground, presumably relating to the 19th century development of the area. These deposits produced several large pieces of worked masonry, which are considered to be waste material from the construction of the Victorian properties lining Penywern Road.
- 10.3** No significant archaeological finds or features were exposed during the course of the archaeological watching brief in DMA Putney 25.

11. Bibliography

British Geological Survey. 1995. *Sheet 270: South London.*

Compass Archaeology. 2009. *Thames Water Mains Replacement Works between Cromwell Road and Old Brompton Road, Royal Borough of Kensington and Chelsea (Putney 25): Specification for an Archaeological Watching Brief.*

APPENDIX I: OASIS Data Collection Form

OASIS ID: compassa1-105368

Project details

Project name	Thames Water mains replacement works between Cromwell Road and Old Brompton Road, Borough of Kensington and Chelsea
Short description of the project	Approximately 500m of trenching was observed along Barkston Gardens and Penywern Road in DMA Putney 25, during Thames Water mains replacement works in the Royal Borough of Kensington and Chelsea. No significant archaeological finds or features were exposed during the course of the archaeological watching brief in DMA Putney 25. Trenching on Barkston Gardens exposed only modern road layers and demolition rubble overlying truncated natural sands and gravels. Penywern Road trenching exposed truncated deposits of 19th century made-ground, presumably relating to the contemporary development of the area. These deposits produced several large pieces of worked masonry, which are considered to be waste material from the construction of the Victorian properties lining Penywern Road.
Project dates	Start: 11-11-2009 End: 11-03-2010
Previous/future work	No / No
Any associated project reference codes	TZT09 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	NONE None
Significant Finds	WORKED STONE Post Medieval
Investigation type	'Watching Brief'
Prompt	Water Act 1989 and subsequent code of practice

Project location

Country	England
Site location	GREATER LONDON KENSINGTON AND CHELSEA BROMPTON Thames Water mains replacement works between Cromwell Road and Old Brompton Road, Royal Borough of Kensington and Chelsea (DMA Putney 25).
Postcode	SW5
Study area	0.50 Kilometres
Site coordinates	TQ 2579 7855 51.4913874647 -0.187895606280 51 29 28 N 000 11 16 W Point

Project creators

Name of Organisation	Compass Archaeology
Project brief originator	English Heritage/Department of Environment
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter
Project supervisor	Geoff Potter
Type of sponsor/funding body	Thames Water Utilities
Name of sponsor/funding body	Thames Water Utilities

Project archives

Physical Archive recipient	Museum of London Archive
Physical Contents	'Worked stone/lithics'
Digital Archive recipient	Museum of London archive

Digital Contents	'Worked stone/lithics'
Digital Media available	'Images raster / digital photography'
Paper Archive recipient	Museum of London Archive
Paper Contents	'Worked stone/lithics'
Paper Media available	'Map','Miscellaneous Material','Notebook - Excavation',' Research',' General Notes','Photograph','Report','Unpublished Text'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Thames Water mains replacement works between Cromwell Road and Old Brompton Road, Royal Borough of Kensington and Chelsea (DMA Putney 25): An Archaeological Watching Brief
Author(s)/Editor(s)	Cummings, R
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Entered on	16 July 2011

APPENDIX II: London Archaeologist Summary

Site Address:	Thames Water mains replacement works between Cromwell Road and Old Brompton Road, Royal Borough of Kensington and Chelsea (DMA Putney 25).
Project type:	Watching brief
Dates of Fieldwork:	11 th November 2009 – 11 th March 2010
Site Code:	TZT09
Supervisor:	Geoff Potter
NGR:	TQ 2579 7855
Funding Body:	Thames Water Utilities Ltd.

Approximately 500m of trenching was observed along Barkston Gardens and Penywern Road in DMA Putney 25, during Thames Water mains replacement works in the Royal Borough of Kensington and Chelsea. No significant archaeological finds or features were exposed during the course of the archaeological watching brief in DMA Putney 25. Trenching on Barkston Gardens exposed only modern road layers and demolition rubble overlying truncated natural sands and gravels. Penywern Road trenching exposed truncated deposits of 19th made-ground, presumably relating to the 19th century development of the area. These deposits produced several large pieces of worked masonry, which are considered to be waste material from the construction of the Victorian properties lining Penywern Road.