1071 SOUTHAMPTON ROAD
London TW6

London Borough of Hillingdon

Evaluation report

July 2026

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Report on archaeological evaluation

Sign-off History:

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Summary

This report presents the results of an archaeological evaluation carried out by MOLA at 1071 Southampton Road, Heathrow, TW6 3AQ, in the London Borough of Hillingdon. The report was commissioned from MOLA by Avison Young on behalf of the client TLLF (TRITAX LONDON LOGISTICS FUND).

In accordance with the Written Scheme of Investigation for a predetermination archaeological evaluation (MOLA 2022) seven evaluation trenches were excavated on site from 21st of May to 5th of June 2026.

In situ natural gravels were recorded in all trenches, ranging in height from 20.77mOD to 21.9mOD.

No archaeological features or deposits were exposed during the evaluation.

The sequence of deposits recorded in each trench were largely uniform:

In situ natural gravels, intermittently sealed by layers of modern redeposited sands and gravels, below another layer of modern made ground (Type 1 aggregates – found in all trenches), below a former tarmac surface, sealed by the existing ground surface.

Assessing the results, it appears that pre-existing archaeological horizons (if any) were removed during landscaping for modern ground surfaces, including insertion of underground utilities servicing the most recent buildings on site, now demolished.

The likelihood of archaeological survival elsewhere on site should be considered low.

The development proposes the demolition of existing structures and building slab, followed by construction of a warehouse building. These works may impact any archaeological remains that remain on site, should there be any.

Should any archaeological remains survive, they will likely truncate or immediately overlie natural gravel. The gravels were recorded at depths ranging c. 0.5–1.2m below existing ground levels. Therefore, developmental impact below this range will truncate or remove any archaeological survival, should there be any.

The decision on the appropriate archaeological mitigation to the deposits revealed rests with the Local Planning Authority.

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1 Introduction

1.1 Site background

1.1.1 An archaeological evaluation was carried out by MOLA at 1071 Southampton Road, Heathrow, TW6 3AQ, in the London Borough of Hillingdon, from 21st of May to 5th of June 2026 (see Fig 1). This document is the Report on that work.

1.1.2 A written *Archaeological desk-based Assessment* was previously prepared, which covered the whole area of the site (MOLA 2021). This document should be referred to for information on the natural geology, archaeological and historical background of the site, and the initial interpretation of its archaeological potential.

1.1.3 The Ordnance Survey spot heights show the area of the site slopes down gradually from the north towards the south. To the south of the site the ground level begins to fall in height from 23.2m OD, c 225m north-west to 21.9m OD, c 230m to the south along Love Lane. The site lies on relatively flat land close to the floodplain of the Colne River, a natural communication corridor exploited from the prehistoric period onwards.

1.2 Planning background

1.2.1 The legislative and Planning framework in which the evaluation took place was fully set out in the *Archaeological desk-based assessment* which formed the project design for the evaluation (see Section 9, MOLA 2021).

1.2.2 Plans for the scheme have been developed with the planning application submitted in May 2026 under planning application reference 51743/APP/2026/1267.

1.3 Scope of the evaluation

1.3.1 Evaluation is defined by Historic England as intended to provide information about the archaeological resource in order to contribute to the:

1.3.2 - formulation of an appropriate response or mitigation strategy to planning applications or other proposals which may adversely affect such archaeological remains, or enhance them; and/or

1.3.3 - formulation of a proposal for further archaeological investigations within a programme of research

1.3.4 An archaeological evaluation is a limited fieldwork exercise designed to test the conclusions of preliminary desk-based work. It is not the same as full excavation.

1.3.5 The evaluation was carried out within the terms of the relevant Standard for evaluation specified by the Chartered Institute for Archaeologists (CIFA, 2014b (Updated October 2020).

1.3.6 All work was undertaken within the research priorities established in the Museum of London's A research framework for London Archaeology, 2002.

1.3.7 All work was undertaken within research aims and objectives established in the Written Scheme of Investigation for the evaluation (Section 2.2)

1.3.8 The assessment of significance of any surviving remains is undertaken in the context of the wider archaeological research priorities for London. These are set out in the Museum of London's 'A research framework for Greater London' (MOL 2002).

1.3.9 Redevelopment of the site may have an impact on underlying deposits. The primary

objective of this initial phase of evaluation was to confirm the extent, nature and significance of any surviving archaeological deposits or structures within the open areas of the site and to provide information on archaeological survival, to inform the next phase of development across the remainder of the site.

1.3.10 A number of broad objectives and research questions were identified:

- What is the nature and level of the natural topography?
- Is there any evidence for archaeological survival associated with the Bronze Age remains uncovered at the Cargo Distribution Site to the east and Cargo Point to the south?
- Is there any evidence for Iron Age/Roman field systems, related to those found on recent excavations along Bedfont Lane, to the south of the site?
- Is there any evidence associated with medieval settlement activity uncovered at Cargo Point, Bedfont Lane, to the south?
- If archaeological deposits do survive, can they be related to the modern deposits found immediately to the east? What is the extent of modern disturbance?

2 Topographical and historical background

2.1.1 A detailed description of the geology, archaeology and history of the site was provided in the earlier *Archaeological desk-based assessment* (MOLA 2021). A brief resume is provided here:

2.1.2 The underlying geology of the site comprises Taplow Gravel formation of sand and gravel overlying London Clay.

2.1.3 In places the Gravels are capped by fine-grained silt known in London as Langley Silt Complex ('brickearth'), which was laid down as alluvium and/or wind-blown deposits during the last glaciation around 17,000 BC. This produced fertile soils but was often exploited for the manufacture of bricks and much has been removed by quarrying or by subsequent building development.

2.1.4 A total of 13 sites have been investigated within a 750m-radius of the site, comprising watching briefs, evaluations, and excavations. The archaeological remains consist of prehistoric and Roman settlement activity as well as medieval field systems.

2.1.5 Prehistoric period (800,000 BC–AD 43) During excavations c 265m to the east of the site, six long blade artefacts characteristic of the Upper Palaeolithic were exposed (this is incorrectly listed on the HER as being to the north of the site).

2.1.6 The projected line of a Neolithic ceremonial monument known as the Stanwell Cursus, lies c 1.7km to the west of the site. The cursus can be traced on aerial photographs as cropmarks of two parallel ditches c 20m apart (now partially covered by Terminal 5) and is the second-longest known cursus in the country. The cursus may have been used as a processional way. Cursus monuments usually occur in association with, and probably formed a focus for, a landscape of ritual monuments, e.g. mortuary enclosures, barrows, and henges, and this reflected in the considerable number of cropmarks in the vicinity of the cursus.

2.1.7 An excavation c 225m south-west of the site found the area had been divided into fields and enclosures with two phases of activity dating to the middle Bronze Age and ariel photographs of the area found ring ditches, c 255m to the north-west.

2.1.8 A Romano-Iron Age settlement was discovered c 665m to the south-east of the site (Mayfields Farm). The features included a short curvilinear ditch with possible external postholes, and possibly the south-west corner of a sub rectangular ditch which contained Iron Age pottery.

2.1.9 Features dating to the prehistoric period have been discovered within the vicinity of the site, but dating evidence was limited. Activity linked to prehistoric settlement consisting of ditches, gullies, pits and postholes was found c 345m east of the site, three ditches of possible prehistoric date were discovered c 455m to the south-east and linear features, ditches and ring ditches were seen in cropmarks, c 545 to the south-east of the site.

2.1.10 Roman period (AD 43–410) There are no large settlements within the immediate vicinity of the site, but Staines, a Roman settlement, lies c 1.1km to the south-east of the site. The main arterial road from London to Silchester passed through Staines c 1.1km to the south of the site and the Verulanium to Laleham Roman road runs c 1.3km to the east of the site (Margary, 1967).

2.1.11 A scheduled monument of a Romano-British site, Mayfield Farm, lies within the study area, c 695m to the south-east (NHL reference 1002042).

2.1.12 A scattered rural Romano-British settlement within the Scheduled Monument lies c 665m south-east of the site. The next phase of this settlement comprised an early Roman field system, with a series of aligned ditches and gullies being excavated; the fill contained Roman pottery.

2.1.13 Early medieval (Saxon) period (AD 410–1066) Only one excavation within the area has produced evidence from this period, c 225m to the south-west. This included several wells, pits and postholes, including a group that formed a structure. However, the limited evidence within the area suggest that settlement was dispersed and indicates that throughout this period the site may have been located in open fields or woodland, away from the potential structure.

2.1.14 Later medieval period (AD 1066–1485) No evidence of later medieval activity has been discovered in the vicinity of the site. It is probable that throughout the medieval period the site lay in open fields on the outskirts of the settlement at Stanwell.

2.1.15 Post-medieval period (AD 1485–present) In 1543 the King ordered the cutting of the Duke of Northumberland's River, c 95m to the south, to provide a greater flow of water to Isleworth Mill (VCH Middlesex iv, 1). The river can be seen on Rocque's Topographical map of the County of Middlesex 1754 to the south of the site which is situated in open land with a faint road towards the east of the site boundary.

2.1.16 The Ordnance Survey 1st edition 25" mile map of 1866 shows the site remained undeveloped, but is now situated within field systems with the addition of a pond to the south of the site boundary. The road seen in earlier maps can be seen more clearly running through the north-eastern corner of the site towards the south and is labelled 'Goathouse Road' (possibly gaining its name because it crosses Goat House Close. The Ordnance Survey 3rd edition 25" mile map of 1914 shows only one change within the site, with the pond to the south decreasing in size. The OS 1:2500 scale map of 1934 shows no change.

2.1.17 Heathrow Airport originated in 1929 as a small airfield (Great West Aerodrome) on land south-east of the hamlet of Heathrow. Development of the whole Heathrow area as a much larger airport began in 1944.

2.1.18 The Ordnance Survey 25" mile map of 1970 shows that a carpark has been constructed within the site and a road leading from Southampton Road extends into the western area of the site; Stanstead Road to the west now covers the south-western corner. The plot that forms the site today has now been created, Southampton Road, Stanstead Road and the Southern Perimeter Road have all been established. Cargo buildings, cargo terminals and roads have been constructed within the vicinity to aid the developing Heathrow Airport.

2.1.19 The Ordnance Survey 1:1250 scale map of 1983–85 shows little change within the site. The carpark to the south now appears larger and the carpark for the cargo terminal to the west has now expanded into the western area of the site, covering the existing road. The Ordnance Survey 1:1250 scale map of 1988–92 shows the development of the Catering centre and the removal of both carparks. The site has stayed the same since this construction until current day.

3 Evaluation methodology

3.1 Field methodology

3.1.1 Seven evaluation trenches were excavated. Four trenches were split into sections, where crossed by potentially live services (Trenches 1, 3, 5 and 6, see Fig 2).

3.1.2 The ground surface was broken out and cleared by contractors under MOLA supervision. Trenches were machine-excavated by contractors under MOLA supervision. Hand-cleaning and recording were carried out by MOLA Archaeologists.

3.1.3 Archaeological excavation was carried out in accordance with the *Written Scheme of Investigation for a predetermination archaeological evaluation* (MOLA 2022)

3.1.4 Trench locations were set out by the Principal/Attendance Contractor and subsequently tied to the OS grid by MOLA Geomatics.

3.1.5 Where referenced in this report (eg '13.45mOD'), levels relate to OS Ordnance Datum and were calculated by measurement from a nearby benchmark provided by the Principal/Attendance Contractor.

3.2 Recording methodology

3.2.1 A written and drawn record of all archaeological deposits encountered was carried out in accordance with the *Written Scheme of Investigation for a predetermination archaeological evaluation* (MOLA 2022).

3.3 Site archive

Number of trench record sheets	7
Number of overall location plans	1
Number of Context (SU) sheets	N/A
Number of photographs	77
Number of Plan sheets	N/A
Number of Sections	17

4 Results of the evaluation

For trench and section locations see Fig 2.

Sections were drawn in all trenches. Numbered sections are illustrated to the rear of this document, Figs 3–9.

4.1 Trench 1

Location	North-east corner of site
Dimensions	28.52m by 1.8m by 0.9m max. depth
Modern ground level	21.93–22.03mOD
Base of modern fill	21.44mOD
Depth of archaeological stratigraphy above natural	N/A
Level of base of lowest features or deposits observed	N/A
Top of surviving natural observed at	21.44mOD
Level of base of trench	21.03m OD

4.1.1 In situ natural sandy gravel, max. height at 21.44mOD, sealed by *c.* 0.45m depth of modern made ground (Type 1 aggregate), overlain by *c.* 0.25m depth existing ground surfaces, comprised of stone setts, bedded on sand, above an earlier tarmac surface (*Fig 3*).

Photo 1 Trench 1, south section, looking south (scale: 1m)

Photo 2 Trench 1, north section, looking south (scale: 1m)

Photo 3 West-facing section, south end of Trench 1 (scale: 1m)

5.1 Trench 2

Location	Towards east site limit, central
Dimensions	30m by 1.8m by 1.07m max. depth
Modern ground level	22.11–22.33mOD
Base of modern fill	21.36mOD
Depth of archaeological stratigraphy above natural	N/A
Level of base of lowest features or deposits observed	N/A
Top of surviving natural observed at	21.61mOD
Level of base of trench	21.25mOD

5.1.1 In situ natural sandy gravel, max. height at 21.61mOD, intermittently sealed by a layer of modern made ground, comprised of mixed redeposited sands and gravels, up to 0.3m depth, overlain by *c*. 0.45m depth of Type 1 aggregate, overlain by up to 0.3m depth existing ground surfaces, comprised of stone setts, bedded on sand, above an earlier tarmac surface (*Fig 4*).

5.1.2

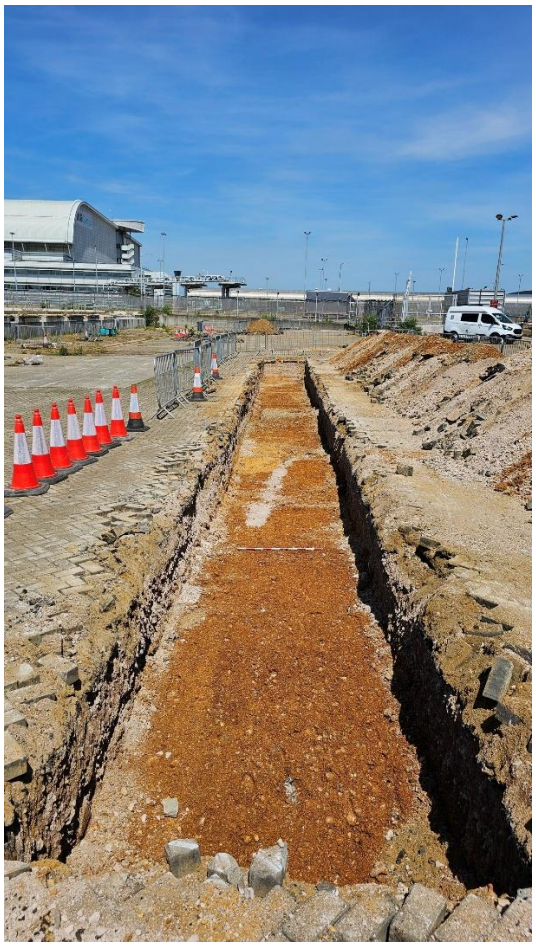

Photo 4 Trench 2, looking north (scale: 1m)

Photo 5 West-facing section, south end of Trench 2 (scale: 1m)

7.1 Trench 3

Location	South-east quarter
Dimensions	27m by 1.8m by 0.9m max. depth
Modern ground level	22.26–22.31mOD
Base of modern fill	21.46mOD
Depth of archaeological stratigraphy above natural	N/A
Level of base of lowest features or deposits observed	N/A
Top of surviving natural observed at	21.66mOD
Level of base of trench	21.36mOD

7.1.1 In situ natural sandy gravel, max. height at 21.66mOD, intermittently sealed by a layer of modern made ground, comprised of mixed redeposited sands and gravels, up to 0.25m depth. The gravels were sealed by up to 0.3m depth of Type 1 aggregate, overlain by up to 0.3m depth existing ground surfaces, comprised of stone setts, bedded on sand, above an earlier tarmac surface (*Fig 5*).

Photo 6 Trench 3, east section, looking west (scale: 1m)

Photo 7 Trench 3, west section, looking east (scale: 1m)

Photo 8 South-facing section, east end of Trench 3, looking north-east (scale: 0.5m)

7.2 Trench 4

Location	South-east quarter
Dimensions	27.5m by 1.8m by 0.96m max. depth
Modern ground level	22.13–22.67mOD
Base of modern fill	21.49mOD
Depth of archaeological stratigraphy above natural	N/A
Level of base of lowest features or deposits observed	N/A
Top of surviving natural observed at	21.9mOD
Level of base of trench	21.35mOD

7.2.1 In situ natural sandy gravel, max. height at 21.9mOD, sealed by *c*. 0.45m depth of Type 1 aggregate, overlain by *c*. 0.25m depth existing ground surfaces, comprised of stone setts, bedded on sand, above an earlier tarmac surface (*Fig 6*).

Photo 9 Trench 4, looking north-west (scale: 1m)

Photo 10 North-east facing section, west end of Trench 4, looking south-west (scale: 1m)

9.1 Trench 5

Location	South-east quarter
Dimensions	22.9m by 1.8m by 1.04m max. depth
Modern ground level	21.98–22.55mOD
Base of modern fill	Unknown. Recorded to 21.03mOD depth
Depth of archaeological stratigraphy above natural (if any)	N/A
Level of base of lowest features or deposits observed	N/A
Top of surviving natural observed at	21.76mOD
Level of base of trench	21.03mOD

9.1.1 In situ natural sandy gravel, max. height at 21.76mOD, intermittently sealed by a layer of modern made ground, comprised of mixed redeposited sands and gravels, up to 0.4m thick at base of trench (21.03mOD) but continuing to greater depth. The gravels were sealed by up to 0.64m depth of Type 1 aggregate, overlain by up to 0.26m depth existing ground surfaces, comprised of stone setts, bedded on sand, above an earlier tarmac surface (Fig 7).

Photo 11 Trench 5, south section, looking south (scale: 1m)

Photo 12 West-facing section in Trench 5, south section (scale: 1m)

11.1 Trench 6

Location	Towards south site limit, central
Dimensions	29.88m by 1.8m by 1.10m max. depth
Modern ground level	22.06–22.17mOD
Base of modern fill	1.01mOD
Depth of archaeological stratigraphy above natural	N/A
Level of base of lowest features or deposits observed	N/A
Top of surviving natural observed at	21.14mOD
Level of base of trench	21.04mOD

11.1.1 In situ natural sandy gravel, max. height at 21.14mOD, sealed by a layer of modern made ground, comprised of mixed redeposited sands and gravels, up to 0.38m depth. The gravels were sealed by up to 0.48m depth of Type 1 aggregate, overlain by up to 0.32m depth existing ground surfaces, comprised of stone setts, bedded on sand, above an earlier tarmac surface (Fig 8).

Photo 13 Trench 6, east section, looking west (scale: 1m)

Photo 14 Trench 6, west section, looking west (scale: 1m)

Photo 15 South-facing section in Trench 6, west section (scale: 0.5m)

14.1 Trench 7

Location	South-west corner
Dimensions	30m by 1.8m by 1.35m max. depth
Modern ground level	22.03–22.12mOD
Base of modern fill	Unknown
Depth of archaeological stratigraphy above natural	N/A
Level of base of lowest features or deposits observed	N/A
Top of surviving natural observed at	21.35mOD
Level of base of trench	20.77mOD

14.1.1 In situ natural sandy gravel, max. height at 21.35mOD, intermittently sealed by a layer of modern made ground, comprised of mixed redeposited sands and gravels, up to 0.8m thick at base of trench (20.84mOD at this point) but continuing to greater depth. The gravels were sealed by up to 0.6m depth of Type 1 aggregate, overlain by up to 0.28m depth existing ground surfaces, comprised of stone setts, bedded on sand, above an earlier tarmac surface (Fig 9).

Photo 16 Trench 7, looking east (scale: 0.5m)

Photo 17 North-facing section in Trench 7 at west end, looking south (scale: 0.5m)

16.1 The finds

No archaeological finds were present.

16.2 The site as a whole

16.2.1 No archaeological features or deposits were exposed during the Evaluation.

16.2.2 The sequence of deposits recorded in each trench were largely uniform: *in situ* natural gravels, intermittently sealed by layers of modern redeposited sands and gravels, below another layer of modern made ground (Type 1 aggregates – found in all trenches), below a former tarmac surface, sealed by the existing ground surface.

16.2.3 Assessing the results, it appears that pre-existing archaeological horizons (if any) were removed during landscaping for modern ground surfaces, including insertion of underground utilities servicing the most recent buildings on site, now demolished.

17 Archaeological potential

17.1 Answering original research aims

17.1.1 The *Written Scheme of Investigation* (MOLA 2022) outlined five site-specific objectives:

- *What is the nature and level of the natural topography?*

  In situ natural gravel was recorded at all trench locations, ranging from a low at 20.77mOD in Trench 7, towards the west site-limit, to a high at 21.9mOD in Trench 4, towards the south-east corner. Elsewhere, surface height of natural ranged from 21.14mOD in Trench 6 to 21.76 in Trench 5. There may have been a degree of horizontal truncation of the natural land surface during landscaping for the modern ground surfaces. Localised truncation of natural occurred during insertion of modern utilities.

- *Is there any evidence for archaeological survival associated with the Bronze Age remains uncovered at the Cargo Distribution Site to the east and Cargo Point to the south?*

  None

- *Is there any evidence for Iron Age/Roman field systems, related to those found on recent excavations along Bedfont Lane, to the south of the site?*

  None

- *Is there any evidence associated with medieval settlement activity uncovered at Cargo Point, Bedfont Lane, to the south?*

  None

- *If archaeological deposits do survive, can they be related to the modern deposits found immediately to the east? What is the extent of modern disturbance?*

  N/A

17.2 General discussion of potential

17.2.1 The evaluation has shown that the potential for survival of ancient ground surfaces (horizontal archaeological stratification above natural ground) on the site is low.

17.3 Significance

17.3.1 No archaeological remains were encountered during the course of the evaluation.

17.4 Assessment of the evaluation

The size and distribution of the trenches across site mean there can be a high level of confidence in the results of the evaluation, which will provide sufficient information on archaeological survival to inform the design for future site strategy.

18 Proposed development impact and conclusions

18.1.1 Taking into account results from all trenches, it appears that archaeological survival on site is likely low to non-existent.

18.1.2 Plans for the scheme have been developed with the planning application submitted in May 2026 under planning application reference 51743/APP/2026/1267.

18.1.3 Should there be any archaeological remains, they will likely truncate or immediately overlie natural gravel.

18.1.4 Natural gravels were recorded at depths ranging *c.* 0.5–1.2m below existing ground levels. Therefore, developmental impact below this range will truncate or remove any archaeological survival.

18.1.5 The decision on the appropriate archaeological mitigation to the deposits revealed rests with the Local Planning Authority.

19 Acknowledgements

MOLA would like to thank Avison Young for commissioning the evaluation and this report on behalf of the client TLLF (TRITAX LONDON LOGISTICS FUND).

The author would like to thank Lewis Robinson and the team from Civicon.

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Mark Burch from MOLA Geomatics.

Juan Jose Fuldain Gonzalez from the MOLA Drawing Office.

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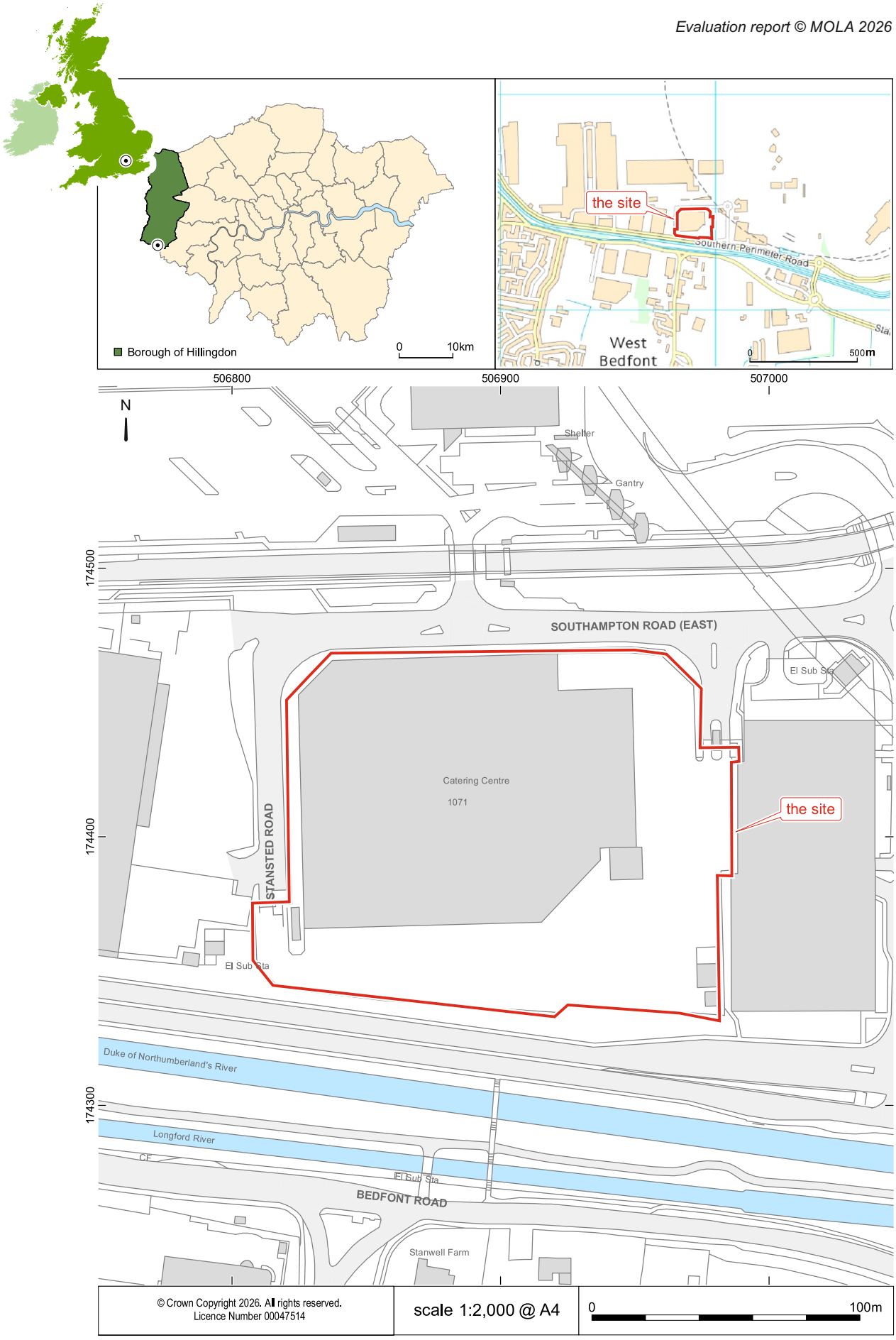


Fig 1 Site location

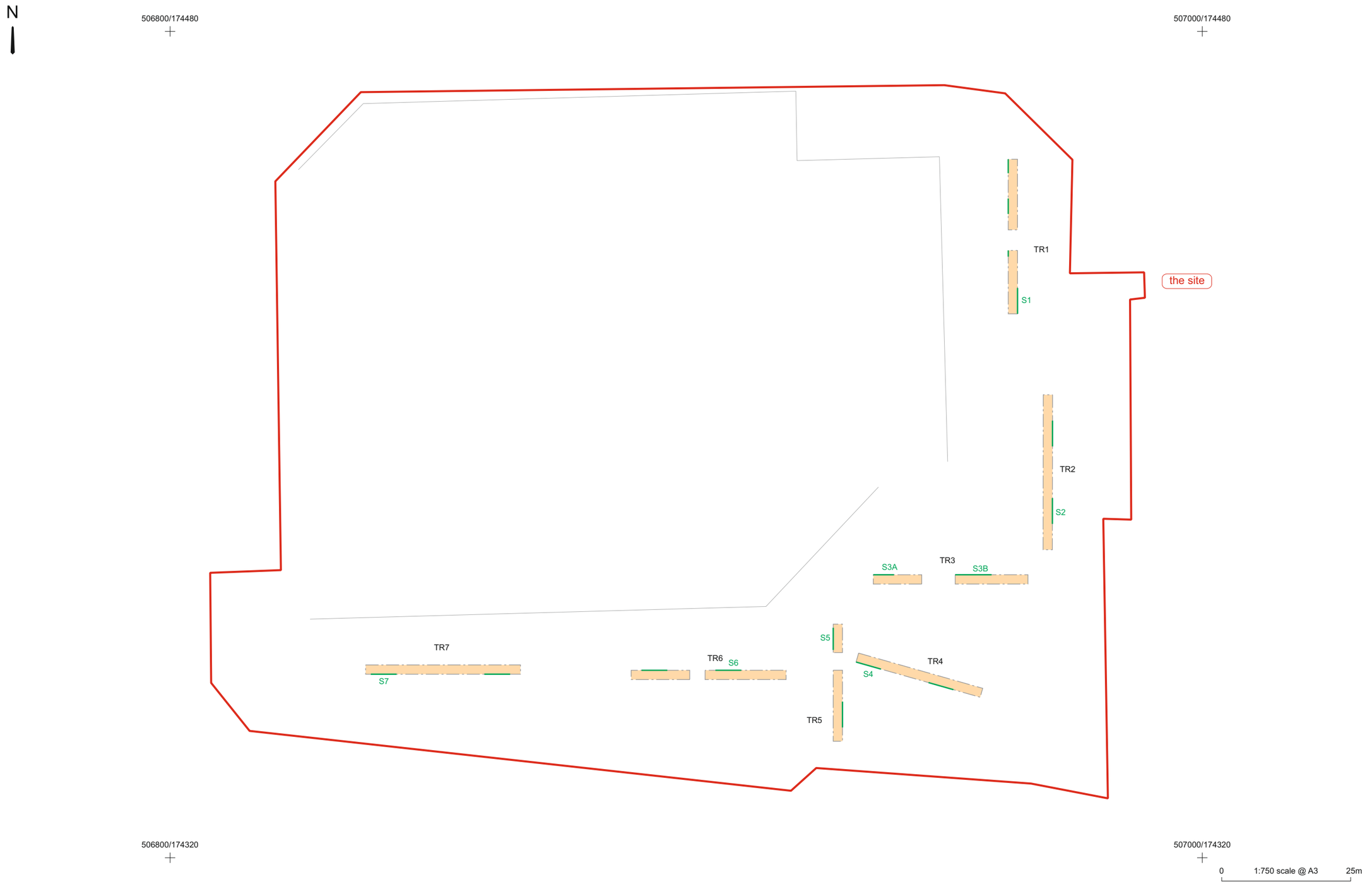


Fig 2 Trench and Section locations

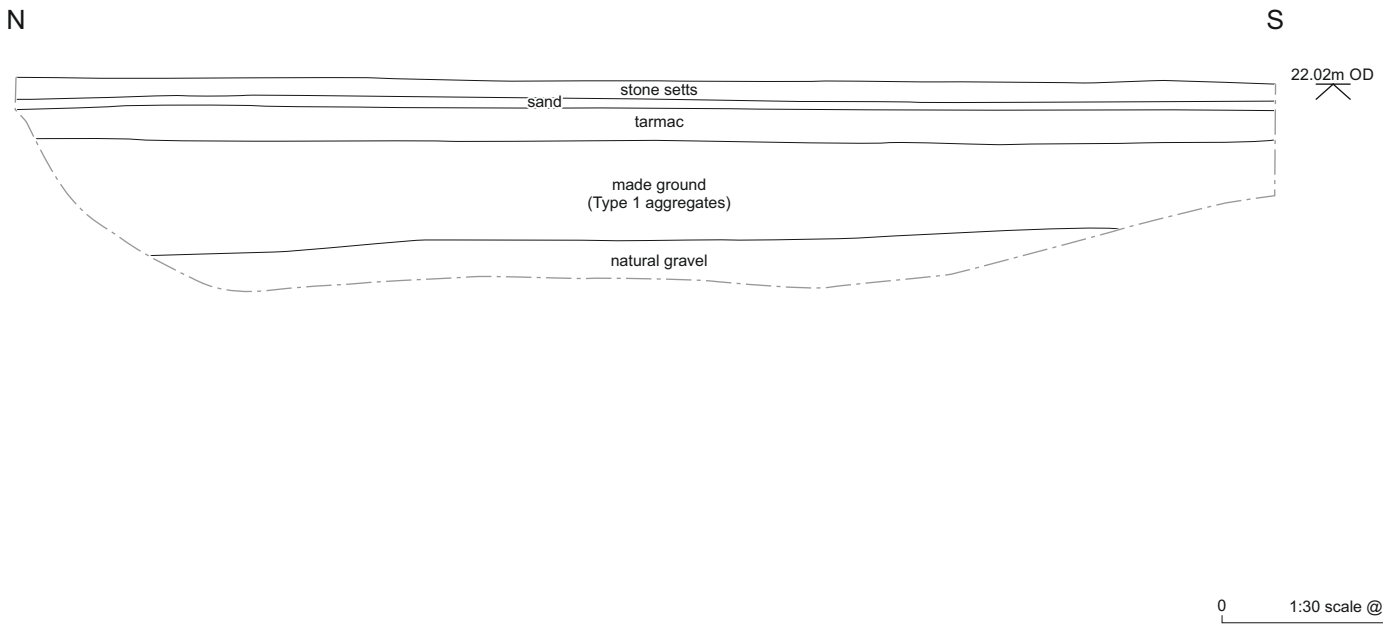


Fig 3 West-facing section in Trench 1 (S1)

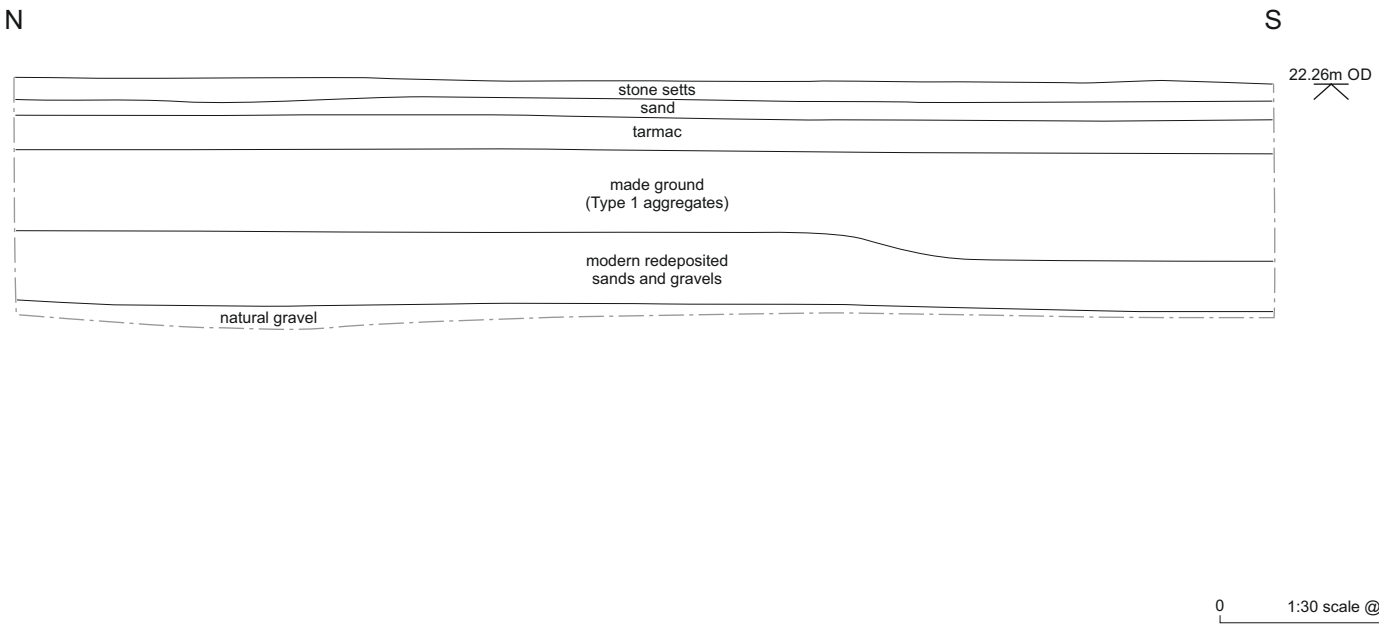


Fig 4 West facing section in Trench 2, south end (S2)

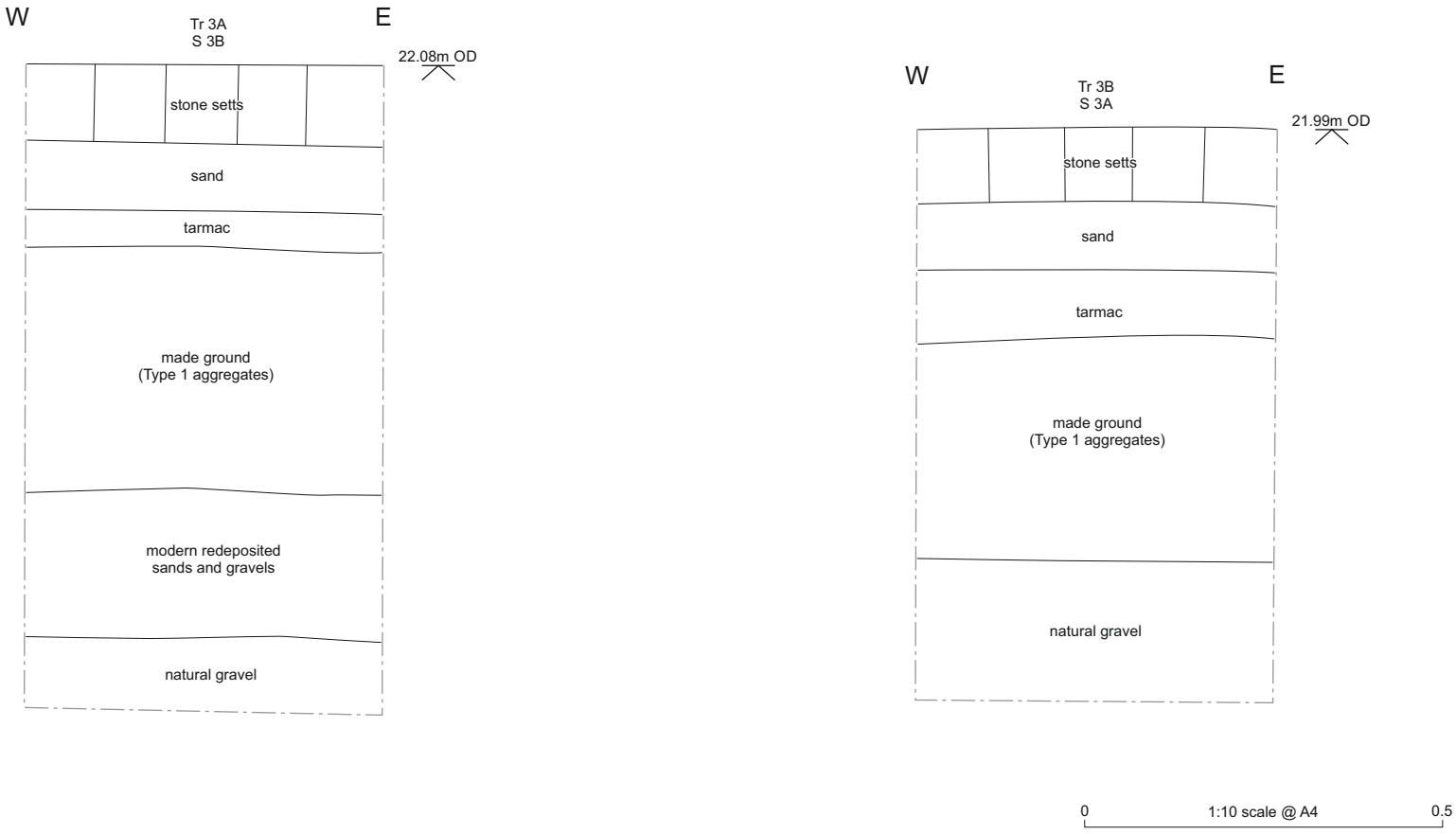


Fig 5 South-facing sections (representative) in Trench 3 (S3A & S3B)

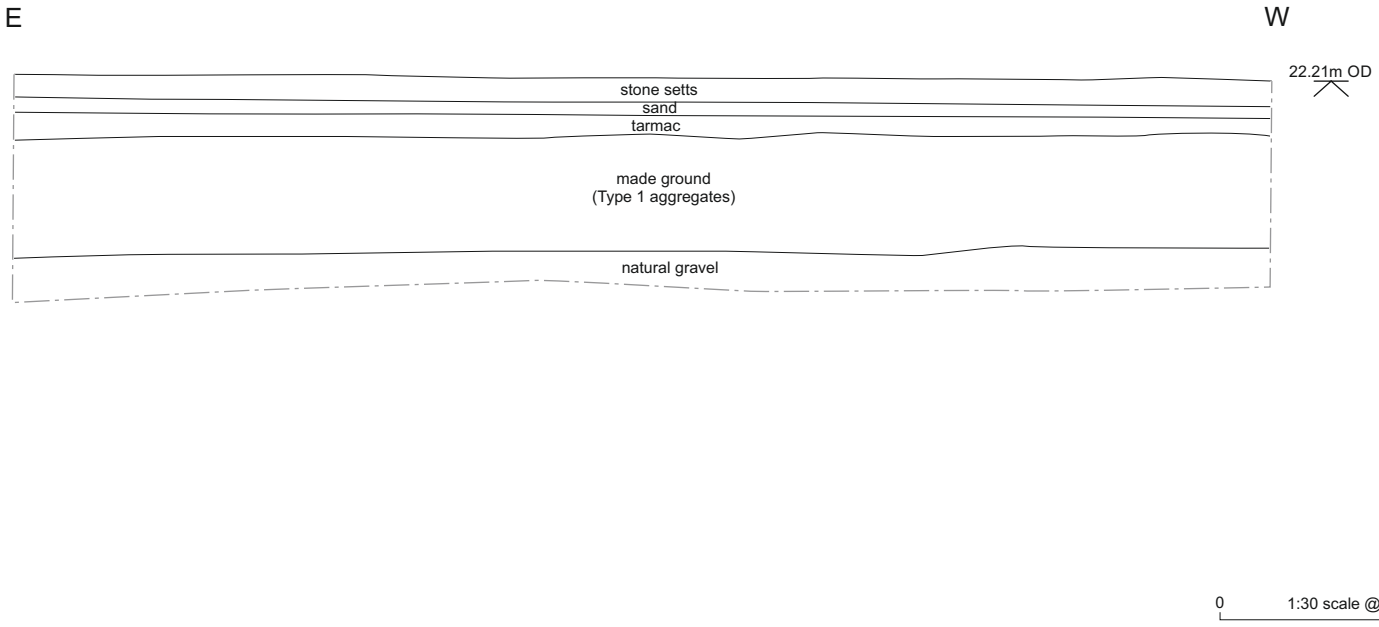


Fig 6 North-east facing section in Trench 4, west end (S4)

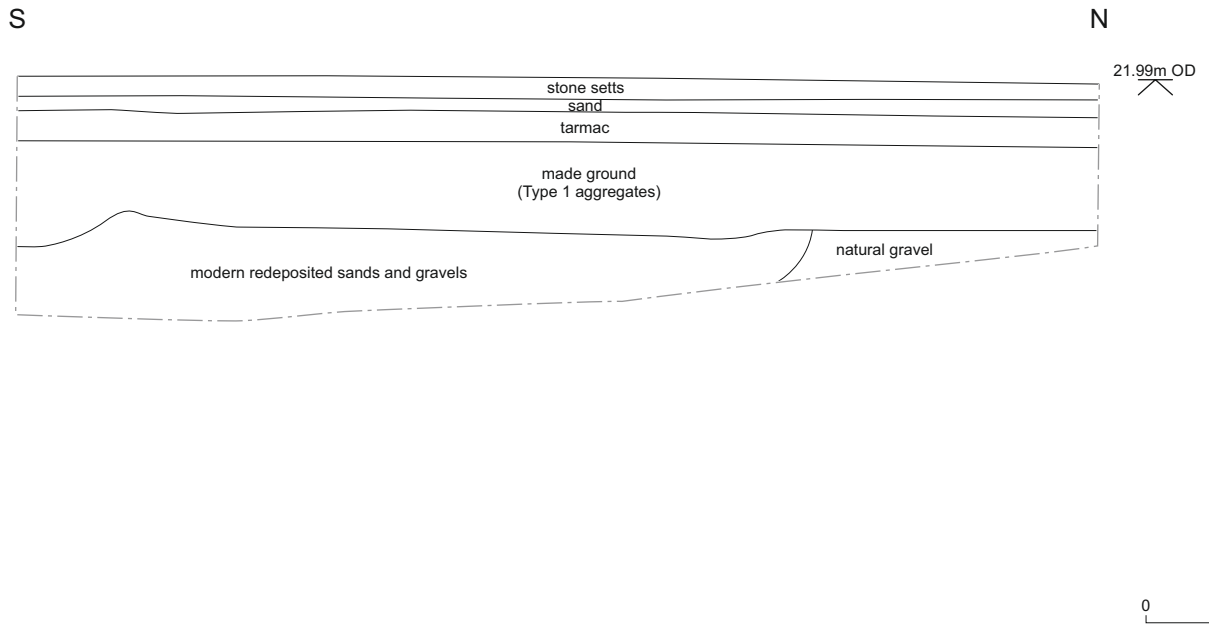


Fig 7 East-facing section in Trench 5, north end (S5)

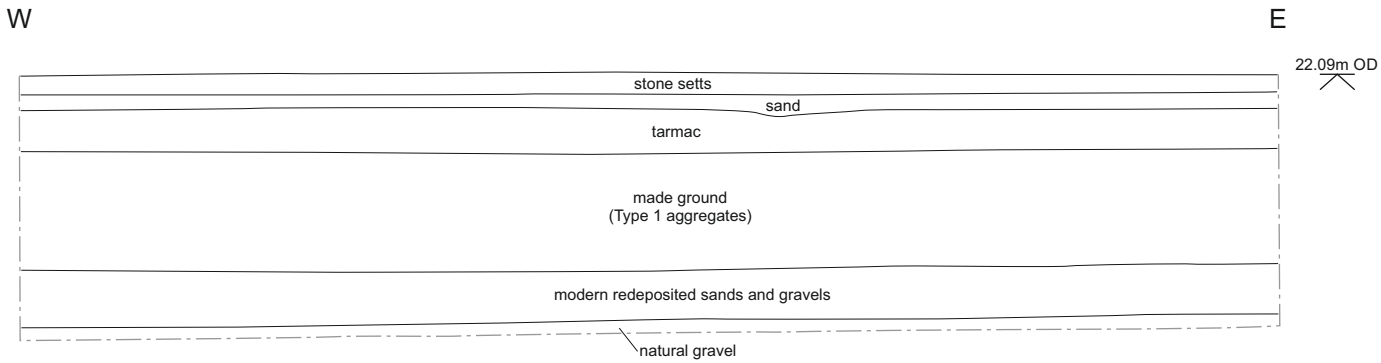


Fig 8 South-facing section in Trench 6, east end (S6)

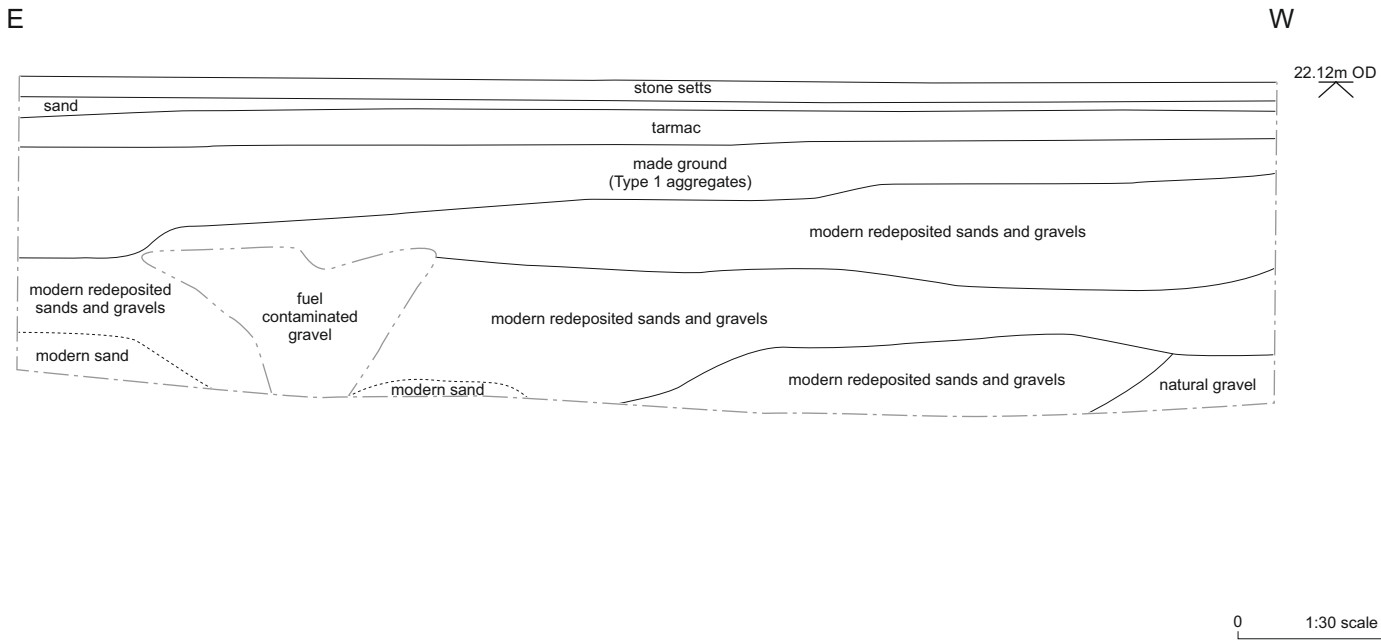
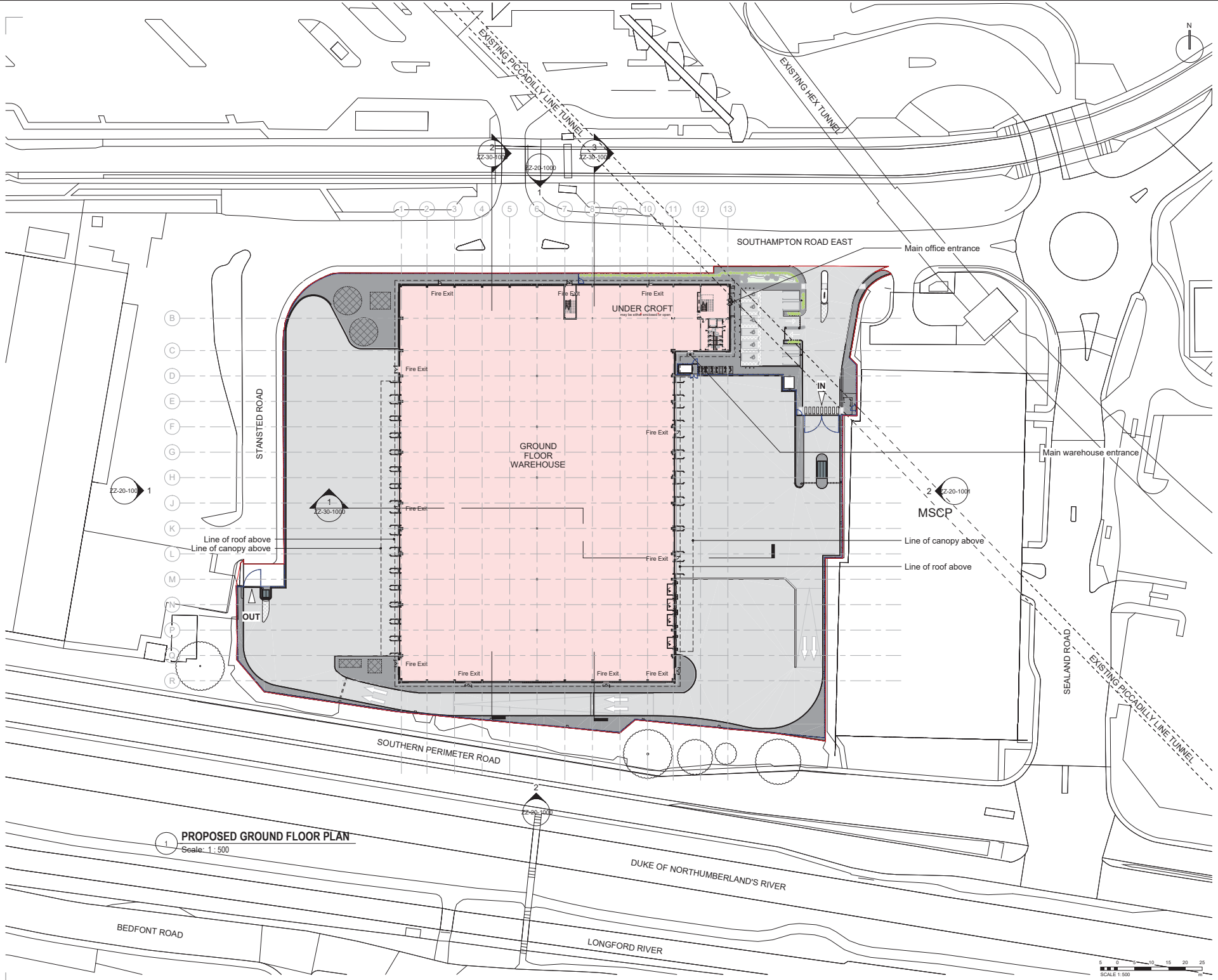


Fig 9 North-facing section in Trench 7, west end (S7)

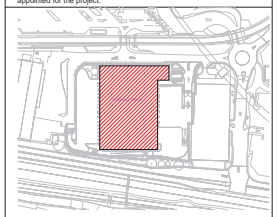
21 OASIS archaeological report form

OASIS ID (UID)	molas1-543940
Project Name	Evaluation at 1071 Southampton Road, London TW6
Sitename	1071 Southampton Road, London TW6
Sitecode	OTH26
Project Identifier(s)	OTH26
Activity type	Evaluation
Planning Id	
Reason For Investigation	Assessment for designation
Organisation Responsible for work	MOLA
Project Dates	21-May-2026 - 05-Jun-2026
Location	**1071 Southampton Road, London TW6** NGR: TQ 06894 74401 LL: 51.45850370913793, -0.462814814850491 12 Fig: 506894,174401
Administrative Areas	Country: England County/Local Authority: Hillingdon Local Authority District: Hillingdon Parish: Hillingdon, unparished area
Project Methodology	Seven evaluation trenches were opened with a tracked machine, investigated and recorded.
Project Results	In situ Natural gravel was recorded at each trench location. No archaeological features or deposits were present.
Funder	Private or public corporation TLLF (TRITAX LONDON LOGISTICS FUND)
HER	Greater London HER - unRev - STANDARD
Person Responsible for work	Dave Taylor
HER Identifiers	

Report generated on: 30-06-2026:1505



1 **PROPOSED GROUND FLOOR PLAN**
Scale: 1 : 500



Key

- Planning boundary line
- Fence line (Green Palladian Fencing)
- New hedgerow planting
- Soft Landscaping
- Seating area
- Hard Landscaping
- Yard
- Bush / Planting
- MEP Equipment

Note:

For tracking, refer to civil & structure drawings.
For landscaping, refer to DAS.
For lighting, refer to external lighting assessment.

Rev	Date	Description	Chk'd	By

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Client
Tritax London Logistics Fund

Project
Building 1071, Southampton Road East, London Heathrow Airport, Hounslow, TW6 3AQ

Drawing Title
PROPOSED GROUND FLOOR PLAN

Drawn By	Checked By
RN	PF

Scale	Sheet Size	Date
As indicated	@ A1	01.04.2026

Project No.	Drawing No.	Rev
15192	-BNY-DRW-ARC-ZZ-GFL-10-1000	

Status
PLANNING