APPENDIX D – Archaeological Desk-Based Assessment
# Euro Car Parts Site, Wembley, London

**Archaeological Desk-Based Assessment**

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Summary

Oxford Archaeology was commissioned by McAleer & Rushe to carry out an archaeological desk-based assessment for the Euro Car Parts site, Wembley, London, henceforth known as ‘the site’. The site is centred on TQ 19788 85935 and is within the London Borough of Brent.

No prehistoric, Roman or early-medieval finds or features have been recorded within the site or its environs. The area appears to have been in agricultural use from the end of the medieval period until the end of the 18th-century when the site formed the eastern edge of a newly landscaped park. Additions were made to the park at the end of the 19th-century when it was opened to the public as a pleasure ground, although no major features are recorded within the site. Significant development first took place in the early 20th-century when Wembley Park hosted the major British Empire Exhibition. Minor buildings belonging to this complex are known within the site. Following the Exhibition, the area reverted to an industrial estate. A major phase of development on the site took place in the late 1960s, and this was replaced with the current Euro Car Parts warehouse in the 1980s.

The area does not appear to have been attractive to early settlement, and there is low potential for the presence of archaeological finds or features predating the later medieval period. There is a low potential for the presence of minor agricultural remains of later medieval and post-medieval date, and a low potential for the existence of minor features relating to the use of the site as a park in the 19th-century. The site has been heavily developed in the 20th-century, and it is likely that significant truncation of any archaeological remains has taken place. Numerous archaeological investigations within Wembley complex have recorded 20th-century made-ground lying directly above the natural London Clay, demonstrating a significant degree of truncation in the area. The site itself appears to have been significantly landscaped. The southern part of the site appears to have been cut into the natural slope of the hill, while the northern part of the site appears to have been artificially raised. These works in addition to the 20th-century development and redevelopment of the site would have significantly impacted upon any earlier archaeological remains.

Given the level of modern disturbance across the site and the low potential for archaeological remains, it is considered unlikely that the Greater London Archaeology Advisory Service (GLAAS) (the archaeological advisors to London Borough of Brent) would require further archaeological work within the site.
1 INTRODUCTION

1.1.1 Oxford Archaeology (OA) has been commissioned by McAleer & Rushe to prepare an updated version of an archaeological desk-based assessment (originally prepared by OA in March 2018) for the Euro Car Parts site, Wembley, henceforth known as ‘the site’. The site is centred on National Grid Reference (NGR) TQ 19788 85935, and its location is shown on Figure 1.

1.1.2 This report has been prepared in accordance with the Chartered Institute for Archaeologists (CIfA) Standards and Guidance for Historic Environment Desk-based Assessments (2017) and Planning Policy Guidance (2019) - Historic Environment, published by the Ministry of Housing, Communities and Local Government.

2 LOCATION, TOPOGRAPHY AND GEOLOGY

2.1.1 The site is located at TQ 19788 85935, and is c 1.4ha in extent. The site is located in the Wembley Park district of the London Borough of Brent. The majority of the site currently comprises a Euro Car Parts warehouse, and the remainder is tarmacked carparks. Fulton Road is located to the west, and Fifth Way is to the south. The Wealdstone Brook is present to the north of the site, with further carparks and warehouses to the east. The site is on a gentle north-west facing slope, with the north-western part of the site near Wealdstone Brook falling at c 32m aOD, and the south-eastern part of the site at c 38m aOD.

2.1.2 The bedrock deposit underlying the site is London Clay laid down in the Palaeogene period. Alluvium is recorded to the north of the site, adjacent to the Wealdstone Brook. Taplow Gravel is recorded to the immediate north-east of the site laid down in the Quaternary period, adjacent to the River Brent (BGS 2018).

3 AIMS AND OBJECTIVES

3.1.1 The purpose of this desk-based assessment is to determine as far as reasonably possible, from existing records and observations, an understanding of the historic environment within the site and surrounding study area in order to:

- provide an assessment of the potential for archaeological remains to survive within the site;
- assess the significance of known and predicted archaeological remains;
- assess the likely impacts of previous development upon the survival of any archaeological remains;
- assess the potential for impacts from the proposed development upon the surviving archaeological resource; and
- provide proposals for further evaluation, whether or not intrusive, where the nature, extent or significance of the archaeological resource is not sufficiently well defined.
4 PLANNING BACKGROUND

4.1 National Planning Policy

4.1.1 Section 16 of National Planning Policy Framework (NPPF) as issued in February 2019 sets out the Government’s planning policies in relation to the conservation and enhancement of the historic environment.

4.1.2 Paragraphs 189 and 190 state:

189. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

190. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.

4.1.3 Paragraphs 193 and 194 state:

193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets).

4.1.4 Paragraphs 195 and 196 state:
195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

4.1.5 Paragraph 197 states:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset

4.1.6 Paragraph 199 states:

Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

4.2 The London Plan (March 2016)

4.2.1 The London Plan is the overall strategic plan for London, setting out an integrated economic, environment, transport and social framework for the development of London over the next 20-25 years.

4.2.2 The policy most relevant to this assessment is Policy 7.8 Heritage assets and archaeology, which states:

A. ‘London’s heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.
B. Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site’s archaeology.

C. Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

D. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

E. New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.’

4.3 Brent’s Local Plan
Development Management Policies

4.3.1 The Brent Development Management Plan (November 2016) forms part of the Brent Local plan contains detailed planning policies which will guide the future development of the borough.

4.3.2 The policy most relevant to this assessment is Policy DMP 7 Brent’s Heritage Assets which states:

‘Proposals for or affecting heritage assets should:

a. Demonstrate a clear understanding of the archaeological, architectural or historic significance and its wider context;

b. Provide a detailed analysis and justification the potential impact (including incremental and cumulative) of the development on the heritage asset and its context as well as any public benefit

c. Retain buildings, structures, architectural features, hard landscaping and archaeological remains, where their loss would cause harm;

d. Sustain and enhance the significance of the heritage asset, its curtilage and setting, respecting and reinforcing the streetscene, frontages, views vistas, street patterns, building line, siting, design, height, plot and planform and ensure that extensions are not overly dominating;

e. Contribute to local distinctiveness, built form, character and scale of heritage assets by good quality, contextual, subordinate design, and the use of appropriate materials and expertise, and improving public understanding and appreciation;

f. Where demolition is proposed within a conservation area detailed plans for any replacement building will be required to allow consideration of whether the replacement would contribute positively to the character or will be applied to ensure construction of the approved scheme is implemented
together with agreed mitigation measures appearance of the area. In cases where demolition is permitted conditions and/or legal agreements will be applied to ensure construction of the approved scheme is implemented together with agreed mitigation measures.’

5  METHODOLOGY

5.1  Scope and Sources Consulted

5.1.1 A 1km search area (hereafter the study area) has been used to identify designated and non-designated heritage assets which could be affected by the proposed development. The assessment was informed through both a desk-based review and a site visit.

5.1.2 The following sources were consulted to inform this assessment:

- The National Heritage List for England (NHLE) for designated heritage assets;
- Greater London Historic Environment Record (GLHER) for non-designated heritage assets and archaeological events;
- Groundsure Mapping for Historic Ordnance Survey Maps
- Geotechnical data as held by the client and the British Geological Survey; and
- Other relevant primary and secondary sources including published and unpublished works as held by OA and relevant libraries.

5.1.3 For ease of reference each heritage asset identified has been allocated a unique OA number. This is included in the heritage gazetteer provided in Appendix A, referred to in the text where relevant and marked on Figure 2. A full list of sources consulted can be found in Appendix B. Historic mapping for the site is depicted on Figures 3-13.

5.1.4 The 2019 update involved the re-examination of the GLHER in October 2019. This identified 12 additional records (OA 28-40) within the study area. None of these lie within the site or its immediate environs. The new sites comprise nine monuments (OA 28-37), two additional archaeological events (OA 38-39) and an Archaeological Priority Area (OA 40). Discussion of these newly identified events and monuments has been incorporated into the original (2018) report and further details are provided in Appendix A.

5.2  Assumptions and Limitations

5.2.1 Data used to compile this report consists of secondary information derived from a variety of sources. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.

5.2.2 The records held by the GLHER are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within it is not complete and does not preclude the subsequent discovery of further heritage assets that are, at present, unknown.
6 **Walkover Survey**

6.1.1 A walkover survey of the site was carried out on the 7th March 2018 in dry overcast conditions. All areas of the site were accessed and no new archaeological features were identified during the visit.

6.1.2 The site is currently occupied by the Euro Car Parts site in Wembley and contains the Euro Parts Superstore (Plate 1) a car park (Plate 2) and a vehicle loading bay (Plate 3). In addition to the Euro Car Parts building there are several small temporary structures within the site (Plates 2, 4-7).

6.1.3 The site is bounded to the north by the culverted Wealdstone Brook (Plate 8) to the south by Fifth Way and to the west by Fulton Road. The eastern boundary of the site is marked by a carpark and some modern industrial buildings and an access road leading off Fourth Way. The main access to the site through a gate leading directly into the site from Fulton Road.

6.1.4 The site is situated on the slope of a small hill and appears to have been terraced at some point. The site descends steeply from Fifth Way (Plate 9-10) reaching a level plateau, on which the Euro Car Parts building, carpark and loading bay are situated, it then steeply descends to the culverted Wealdstone Brook (Plate 11). The majority of the site is either tarmacked or within the footprint of the Euro Car Parts building. The only green space within the site are the narrow strips of land to the south and east of the Euro Car Parts building, a small triangle of green space to the north of the carpark and the steeply sloping ground to the on the northern boundary of the site which leads down to the Wealdstone Brook (Plate 9, 12-13).

7 **Historic and Archaeological Baseline**

7.1 **Introduction**

7.1.1 The site is within the 20th-century industrial and entertainment complex of Wembley Park. Three Grade II listed buildings (OA 10, 11, 15) and an Archaeological Priority Area (APA) (OA 40) are located within the study area. There are no Scheduled Monuments, Registered Parks and Gardens, Conservation Areas or Registered Battlefields within a 1 km radius of the Site.

7.2 **Previous Archaeological Investigations**

7.2.1 One targeted archaeological excavation (OA 26), two evaluations (OA 18, 20), and nine watching briefs (OA 17, 19, 21-25, 38-39) have been undertaken in the study area. The targeted excavation (OA 26) uncovered medieval features and pottery, as well as a 19th-century structure. None of the other archaeological investigations uncovered significant finds or features, and it was observed during a number of the works that significant truncation had taken place in the 20th-century, with modern layers directly above London Clay (e.g. OA 19, 21-25, 38-39). However, to the south of the Wembley complex alluvial sequences were recorded in an evaluation (OA 20), along with medieval features and a 19th-century structure (OA 26), demonstrating that pockets of the study area have not been subject to complete truncation.
7.3 Prehistoric Period (500,000 BP – AD 43)

7.3.1 No prehistoric finds or features relating to human activity have been recorded within the study area. However, a small assemblage of hippopotamus fossils was discovered during the building of Wembley Park Station in the early 1890s (OA 1). These have been dated to 130,000-115,000 BC (corresponding to the Ipswichian Inter-glacial, a time when it is suggested that there was no human presence in Britain). The finds were described as having been found from ‘re-arranged London Clay’, although given the proximity of the finds to the River Brent it has been suggested that it is equally likely that remains come from Ipswichian age fluvial deposits (Juby 2011, 312).

7.4 Romano-British Period (AD 43 – 410)

7.4.1 It is reported that Romano-British buildings (OA 28) were found approximately 920m to the north-east of the site during 19th-century building work. Whilst recorded as Romano-British it is thought these buildings could be of medieval or even post-medieval date. Finds of Romano-British date, including pottery sherds (OA 30) and ceramic building material (OA 31), have also been found in the north-eastern part of the study area.

7.4.2 No Romano-British finds or features are recorded within close proximity to the site.

7.5 The Medieval Period (AD 410 – 1550)

7.5.1 Early-medieval Period (AD 410 – 1065)

The first mention of Wembley is in a charter dated AD 825, where the place is recorded as Wemba Lea (Weinreb et al. 2008, 996). There is no specific mention of Wembley in the Domesday Book (Powell-Smith 2019).

Chalkhill House (OA 4), the site of an Elizabethan House (demolished in 1963) located approximately 530m north-west of the site, was first referred to as Cenlhylle in a charter of 1044. This would indicate the presence of an earlier, 11th-century building within this area. This is the only early-medieval record returned by the GLHER within the study area.

7.5.2 Later Medieval Period (1066 – 1550)

The medieval settlement of Wembley grew on the top of Wembley Hill, c 1km to the north-west of the site, and was in the parish of Harrow. The village is known to have wooded surroundings, and it is unlikely that it was very large (VCH 1971). Wembley gave its name to a 13th-century family, and in 1212 it was a township. In 1316 it contained two tithings, although this included Tokyngton to the south-east. A medieval settlement known variously as Forty Green (OA 35), Uxendon Forty, Wembley Forty and Prestonforty, was located within Uxendon Manor c 940m to the north-west of the site.

The Free Chapel of St Michael, first mentioned in c 1234-40, was located approximately 850m to the south-west of the site (OA 3). This was mentioned in 1607, although by 1795 it was said to be long destroyed. Excavations in 1986 at the presumptive site of the chapel did not uncover any clear evidence of the building (OA 26), although it did discover a number of shallow scoops containing medieval pottery (OA 2).
7.5.5 The site is located within the south-eastern corner of the historic parish of Harrow, which was defined by the River Brent to the east, and the Lidding/Wealdstone Brook to the north. At the end of the medieval period the site and surrounding area was part of a large open field system which was served by the scattered farmsteads located along the Lidding/Wealdstone Brook (VCH 1971).

7.5.6 Several medieval farms have been recorded in the study area and the closest of these to the site is Chalkhill House (OA 4) located approximately 530m north-west of the site. A farmstead was recorded at this location in 1236 and medieval pottery has been discovered at this location. Medieval farms have also been recorded at Blackbird Hill, 845m to the north-east of the site (OA 5), Forty Avenue, 960m to the north-west of the site (OA 29) and Dairy Farm 700m to the west of the site (OA 6). Dairy Farm was associated with Wembley Manor and was originally located on the north side of Wembley Green, to the south of the brook. It was later re-built to the east of Wembley House. Brancastors Manor, a 14th-century moated manor site (OA 33), is recorded approximately 950m to the north-east of the site. The site of the medieval Manor of Oakington (Tokyngton) (OA 8) is recorded 580m to the south of the site. The Manor of Oakington originated as an estate in the late 13th-century with a house mentioned at this location in 1400, and a manor house from c 1500. Both the farms and the Oakington Manor continued in use into the post-medieval period.

7.5.7 A watermill was recorded at Blackbird Hill (OA 7), approximately 825m north-east of the site, in 1556 and again 1596. It was probably built towards the end of the medieval period continuing in use into the post-medieval period.

7.6 Post-Medieval Period (1550-1900)

7.6.1 At the very beginning of the post-medieval period only six houses are recorded within Wembley, although it was one of the richest hamlets within Harrow (VCH 1971). Wembley Park was granted to the Page family in 1542-3, who became one of the wealthiest families in Middlesex, having previously been in the hands of Kilburn Priory.

7.6.2 During the first half of the 18th-century, the area that later became Wembley Park consisted of agricultural land (Williams et al. 1985, 190). The 1746 Rocque map shows the site in a field within a larger system of landscape divisions (Figure 3). The site is somewhat detached from the nearest known farm buildings along Wembley Hill Road c 950m to the west (soon to be subsumed in Wembley Park), and Oakington/Tokynton, c 650m to the south. The 1769 map of Middlesex by Thomas Kitchin does not show the area as woodland or as a park by this date (Figure 4).

7.6.3 Although Oakington was a manor in c 1500, this was leased as a farm from the 16th-century (OA 8). The medieval farm of Chalkhill House is also shown on the Rocque map (OA 5; Figure 3). This was known as a typical Elizabethan house, rebuilt and added to several times in the post-medieval period. A Tudor floor and pottery of the same date was discovered when the house was demolished in 1963. During excavations in 1986 850m to the south-west of the site uncovered waterlogged timber footing of a long narrow building. This may be the remains of dog kennels referred to on early-19th-century maps (OA 16, 26; not illustrated).
Richard Page (1748-1803) inherited the estate of Wembley in 1771. He chose one of the existing farmhouses within Wembley Park as his new manor, c 950m to the west of the site (Williams et al. 1985, 190). Page employed the famous landscape designer Humphry Repton to create a landscaped park in the area surrounding the new manor. There does not appear to have been any landscape improvements prior to the work of Repton, although Repton does mention the recent removal of hedgerows apparently prior to his work (Williams et al. 1985, 190-1). Repton describes the estate very favourably, stating that: ‘[i]n the vicinity of the metropolis there are few places so free from interruption as the grounds at Wembley… I have seen no spot within so short a distance of London, more perfectly secluded… Wembley is as quiet and retired at seven miles distance, as it could be at seventy.’ (Repton 1794, 9-10). Repton drew up plans for rebuilding Wembley Park Mansion, although these were not carried out.

Repton drew ‘before’ and ‘after’ visions of his landscaped estate at Wembley Park, viewed from Barn Hill to the north (Figure 5). Wembley Park Manor can be seen to the right of the images, first in red, and secondly in redesigned cream. The position of the site, within these images can only be approximated due to the exaggerated topography of the sketches. The site appears to be located on the eastern edge of the former park, located to the left of Repton’s prospects at the bottom of the valley. The creation of the park involved the removal and alteration of the existing hedgerow in order to open up the landscape, the planting of clumps of trees, and the creation of a new drive to the manor. Wooded areas appear to have extended into the northern part of the site, adjacent to Lidding/Wealdstone Brook.

Richard Page died in 1803, and Wembley Park was sold to John Grey (1747-1828). Grey extended and renovated Wembley Park Mansion. Early 19th-century maps appear to show the site as parkland (not illustrated; Williams et al. 1985, fig. 1). The 1864 OS map still shows the site with a park containing trees but no densely wooded areas (Figure 6).

During the 1870s part of the estate was sold for the construction of the Metropolitan Railway. This opened in 1880, passing 150m to the north of the site. In 1889 the remainder of the estate was bought by Sir Edward Watkin, chairman of the Metropolitan Railway Company (Williams et al. 1985, 192). The park was opened as a public pleasure ground with a variety of sports facilities, refreshment rooms, music halls and a boating lake. A band stand and pavilion were located 50m to the south of the site, with footpaths and trees present within the site itself (Figure 7). Construction of the highly ambitious Watkin’s Tower began in 1893, 600m to the south-west of the site (OA 27). This was modelled on the Eiffel Tower but planned to be even taller, with the design reaching 385m in height. The first stage of the tower was completed in 1895, rising to 47 meters high, although construction ceased and the structure was demolished in 1904-07. Wembley pleasure park was popular in the last decade of the 19th-century, attracting 120,000 visitors in 1895 (Grant 2012), serviced by the new Wembley Park station opened on the Metropolitan line in 1893.

20th-Century

Development of a luxury residential suburb in the area around Wembley Park began in the 1900s. The eastern part of Wembley Park was turned into a golf course in the
1900s, with the pavilion to the south of the proposed development site used as a golf club (Figure 8). Wembley Park closed during the First World War, and the vacant area was chosen in 1921 to hold a large exhibition showcasing the British Empire.

7.7.2 Further residential development halted as Wembley Park was redeveloped to hold the British Empire Exhibition of 1924-25. A number of substantial buildings were constructed prior to the exhibition, including the Empire Stadium (later Wembley Stadium; OA 13), the Palace of Arts (OA 12), the Palace of Industry (OA 14), the Palace of Housing and Transport, and pavilions for many of the Empire territories. The India Pavilion, 150m to the south of the site, was among the most impressive buildings, incorporating architectural features from the Jama Masjid Mosque in Deli and the Taj Mahal (OA 9). The Palace of Arts was built of concrete with an austere portico with wings and an attached basilica. The site of the proposed development is located to the immediate east of the Palace of Housing and Transport, and a number of minor buildings relating to the exhibition were present within the site (Figure 9).

7.7.3 The Exhibition witnessed some 27 million visitors, who came to see architectural styles, objects and curiosities from around the world (Grant 2012). Most of the exhibition buildings were pulled down after the event had finished, with the larger buildings being kept as factories and warehouses. An industrial area developed in the vacant parts of the park. However, the area remained as a centre for sporting and entertainment, with the Empire Pool built for the 1934 British Empire Games, later to become Wembley Arena (OA 11). Wembley Arena is Grade II listed, designed by Sir E Owen Williams and has a reinforced concrete frame spanning 240 feet, at the time the largest concrete span in the world.

7.7.4 Wembley Stadium continued to host football matches, and the majority of the 1948 Olympic events were held in Wembley. In the second half of the 20th-century, Wembley Arena became London’s leading rock venue, also hosting a variety of other events. Wembley Stadium became in effect the UK’s national stadium, and was the venue for major sporting events and concerts. The Stadium was replaced with a larger structure, opening in 2007.

7.7.5 The British Empire Exhibition greatly encouraged suburban development in Wembley, with the population expanding some 200% between 1921 to 1931. Three K6 Grade II listed telephone kiosks designed in 1935 are present 750m to the west of the site (OA 15). During the Second World War, 9,000 bombs fell on Wembley, killing 149 and damaging over half the houses (Brent Council, n.d). Following the war, population expanded further and the area became fully integrated within the urban sprawl of Greater London.

7.7.6 In 1935 the site of the proposed development is shown as having a number of railways linking the Palace of Housing and Transport (also known as the Palace of Engineering) to the London and North Eastern Railway to the east (Figure 10). Most of the tracks are not present on the 1957 and 1966 maps, but a single railway is shown across the northern area of the site, flanked by trees (Figure 11). A large number of depots and other industrial buildings were present on the site in 1972 as the area developed as an industrial park (Figure 12). These had been removed by 1991, along with the Palace of Housing and Transport to the immediate west of the site, and the other remaining
buildings belong to the British Empire Exhibition (Figure 13). In 1991 the current Euro Car Parts warehouse is shown within the site. The site does not appear to have witnessed major changes in the past 20 years.

7.8 Undated

7.8.1 No undated finds or features have been discovered during archaeological excavation in the site or study area.

8 Previous Impacts and Survival

8.1.1 The site comprises the modern Euro Car Parts building and a car park and loading bay. It has been subject to successive phases of development since the early 20th-century when it was occupied by several small buildings associated with the British Empire Exhibition. Prior to the 20th-century it formed part of a landscape park designed by Humphry Repton.

8.1.2 The topography of the site suggests that it has been subject to some landscaping. The southern part of the site appears to cut into the natural slope of the hill while the northern part of the site appears to have been artificially raised. The level of truncation caused by this landscaping, is unknown, but it is considered likely that it would have impacted upon any earlier archaeological remains, particularly in the southern portion of the site. Ground works associated with the various phases of 20th-century construction within the site would also have impacted upon any earlier archaeological remains.

8.1.3 The northern part of the site appears to have been artificially raised. The depth and extent of made ground within the site is unknown but the site appears to be substantially higher than the ground to the north of Wealdstone Brook (Plate 14), suggesting that the made ground in this area may be of some depth. Accordingly, there is some potential for previously unknown archaeological deposits to survive below the made ground deposits. The results of any Ground Investigation (GI) work would help to clarify the level of ground disturbance and depth of made ground in the site.

8.1.4 There extant buildings within the site all appear to be modern and no above ground structures relating to the British Empire Exhibition remain within the site. There is some potential for below ground features associated with these structures to survive, particularly in the less developed parts of the site (currently occupied by the carpark and loading bay), however any such remains are likely to have been significantly impacted by the redevelopment of the site later in the 20th century.

9 Archaeological Potential

9.1.1 With the exception of the faunal remains recorded at Wembley Stadium no archaeological find or features preceding the later medieval period have been recorded within the site or surrounding study area. This corresponds with patterns seen elsewhere in the Greater London Area, which suggest that the London Clays were not favourable locations for prehistoric settlement (MOLAS 2000). River Gravel deposits and alluvium are recorded by the BGS on the northern edge of the site,
adjacent to the Wealdstone Brook. These deposits if present within the site have some potential to contain previously unidentified prehistoric remains. The scarcity of Roman and early-medieval remains suggests that settlement was located away from the site in these periods. Given the absence of known remains, the level of 20th-century development, and the possible terracing within the site, there is considered to be a low potential for surviving prehistoric, Roman and early-medieval remains within the site.

9.1.2 Agricultural activity appears to have begun in and around the site at the end of the medieval period, and continued until the end of the 18th-century when the site became parkland. No structures of this period are marked on early maps, and the site was some distance from known settlement locations. Given the level of 20th-century truncation across the site, the site is considered to have a low potential to contain surviving medieval and post-medieval deposits. Should such remains be present they are likely to relate to the former agricultural or parkland usage of the site, such remains would be of local significance.

9.1.3 The major change in the use of the area took place in the early 20th-century when the British Empire Exhibition complex was built in Wembley Park. Minor buildings relating to this are marked on contemporary maps within the site, and there is a moderate potential for archaeological remains associated with these structures to survive. Any surviving elements of these structures would be at most considered to have local significance.

10 POTENTIAL IMPACTS

10.1.1 As discussed in Section 7 the potential for archaeological survival within the site is uncertain, but probably low. Any previously unidentified archaeological remains within the site are likely to have been heavily impacted by previous development and the possible terracing of the site.

10.1.2 The northern part of the site, adjacent to the Wealdstone Brook has the highest potential to contain surviving archaeological deposits, although the ground level of the area appears to have been significantly raised and it is likely that any remains predating the modern period would be situated below the level of made ground in this part of the site.

10.1.3 The current Euro Car Parts Superstore appears to date to the 1980s and is of no historic value. There are no conservation areas, listed buildings or other designated assets in the environs of the site.

11 POTENTIAL FOR FURTHER WORK

11.1.1 This desk-based assessment has identified a low potential for prehistoric, Roman or early-medieval finds or features within the site. There is a low potential for the presence of later medieval and early post-medieval agricultural remains and moderate potential for early 20th-century remains associated with the British Empire Exhibition complex.
11.1.2 The site has been heavily disturbed by various phases of 20th-century development and appears to have been subject to significant landscaping. It is considered to have a low potential to contain surviving archaeological remains.

11.1.3 Given the level of modern disturbance across the site and the low potential for surviving archaeological remains, it is considered unlikely that the Greater London Archaeology Advisory Service (GLAAS) would require further archaeological work within the site.

12 Conclusion

12.1.1 No prehistoric, Roman or early-medieval finds or features have been recorded within the site or its environs. The area appears to have been in agricultural use from the end of the medieval period until the end of the 18th-century when the site formed the eastern edge of a newly landscaped park. Additions were made to the park at the end of the 19th-century when it was opened to the public as a pleasure ground, although no major features are recorded within the site. Significant development first took place in the early 20th-century when Wembley Park hosted the major British Empire Exhibition. Minor buildings belonging to this complex are known within the site. Following the Exhibition, the area reverted to an industrial estate. A major phase of development on the site took place in the late 1960s, and this was replaced with the current Euro Car Parts warehouse in the 1980s.

12.1.2 The area does not appear to have been attractive to early settlement, and there is low potential for the presence of archaeological finds or features predating the later medieval period. There is a low potential for the presence of minor agricultural remains of later medieval and post-medieval date, and a low potential for the existence of minor features relating to the use of the site as a park in the 19th-century. The site has been heavily developed in the 20th-century, and it is likely that significant truncation of any archaeological remains has taken place. Numerous archaeological investigations within Wembley complex have recorded 20th-century made-ground lying directly above the natural London Clay, demonstrating a significant degree of truncation in the area. The site itself appears to have been significantly landscaped. The southern part of the site appears to have been cut into the natural slope of the hill, while the northern part of the site appears to have been artificially raised. These works in addition to the 20th century development would have significantly impacted upon any earlier archaeological remains within the site.

Given the level of modern disturbance across the site and the low potential for surviving archaeological remains, it is considered unlikely that the Greater London Archaeology Advisory Service (GLAAS) would require further archaeological work within the site.
APPENDIX A  GAZETTEER OF KNOWN HERITAGE ASSETS WITHIN THE STUDY AREA

Abbreviations

<table>
<thead>
<tr>
<th>OA Number</th>
<th>Original HER Reference</th>
<th>Preferred HER Reference</th>
<th>Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MLO102947</td>
<td>MLO102947</td>
<td>Bridge Road Palaeolithic Mammalian Fossil</td>
<td>A small assemblage containing hippopotamus remains were recorded as found in the vicinity of the building of Wembley Park Station in the early 1890s. The specimens were collected from 'rearranged London Clay', but may have been deposited by the River Brent which flows nearby. The assemblage is small and consists of a complete left H. amphibius astragalus, an indeterminate H. amphibius molar fragment and an unidentifiable fragment of bone. A Marine Isotope Stage (MIS) of 5e (130,000 - 115,000 BC) has been suggested for the assemblage. No specific location was provided for the assemblage except the mention that it was found during the building works at the new station.</td>
</tr>
<tr>
<td>2</td>
<td>MLO67326</td>
<td>052721/00/00</td>
<td>Southway medieval remains</td>
<td>Trial excavations undertaken by J Mills for the Department of Greater London Archaeology, 1986 recorded a few apparently medieval features, mostly shallow scoops. The excavations were intended to locate the presumptive site of the medieval free chapel of St Michael, Tokyngton (OA 3); no trace was found and it was concluded that it may have lain a little further N. under the road. Excavation: OA 26</td>
</tr>
<tr>
<td>3</td>
<td>MLO68362; MLO14347; MLO19161</td>
<td>052814/00/00; 051042/00/00; 050935/00/00</td>
<td>Free Chapel of St Michael</td>
<td>Free chapel first mentioned c 1234-40 dedicated to St Michael. In 1273 Benedict, rector of chapel of Tokyngton granted a 'messuage wilt a house and 1 acre in Kukukes between the land of ?Frerer (Clerkenwell) on the east and the road from the chapel to the Brent on the W Ilin' was probably the priest house which abutted the lands of Kilburn Priory in 1400. Chapel mention in 1567. Said to be long since destroyed 1795. In 1607 the King granted the chapel of Tokyngton a messuage and barn and land to Sir W Harrick, who passed it to Page family and it descended with Tokyngton Manor. T-shaped building with small buildings to SW shown in 1746 on Roque Map. Trial excavations by Department of Greater</td>
</tr>
</tbody>
</table>
London Archaeology and Mills in 1986 revealed a few sherds of 13th-14th century pottery, although no clear building (OA 2). Excavation: OA 26

<table>
<thead>
<tr>
<th>No</th>
<th>UID</th>
<th>Ref. Date(s)</th>
<th>Site</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>MLO68363; MLO 68360; MLO4611; MLO4377; MLO4389</td>
<td>052815/00/00; 052812/00/00; 050865/00/00; 050756/00/00; 050755/00/00</td>
<td>Chalkhill House</td>
<td>Referred to as Celthyll in a charter of 1044 and mentioned 1236. In 1597 Chalkhill Place, a House, and another messuage is recorded to have been situated in the corner between Forty Lane and Salmon St. Chalkhill family depicted as Eyan Chalkhill tenement, a typical Elizabethan House with main block and projecting wings S of Forty Lane. Rebuilt and added to several times. Tudor pottery and medieval pottery have been found, alongside a Tudor floor during demolition work. Chalkhill House became Kingsgate Private school and was demolished in 1963.</td>
</tr>
<tr>
<td>5</td>
<td>MLO8833</td>
<td>050686/00/00</td>
<td>Farmhouse, Blackbird Hill</td>
<td>Medieval and post-medieval farmhouse at Blackbird Hill, demolished to make way for The Blackbirds public house in 1955. This was renamed the Blarney Stone in the mid-2000’s, and in turn demolished in c 2011.</td>
</tr>
<tr>
<td>6</td>
<td>MLO20941</td>
<td>051064/00/00</td>
<td>Dairy farm, part of Wembley Manor</td>
<td>Medieval and post-medieval dairy farm, part of Wembley Manor. The farmhouse in 1547 stood on Wembley Green &amp; S of the brook, but it was later rebuilt to east of Wembley House. In 1910, when it was offered for sale as building land, it was known as the Curtis Estate.</td>
</tr>
<tr>
<td>7</td>
<td>MLO21694</td>
<td>051067/00/00</td>
<td>Watermill, Blackbird Hill</td>
<td>Water mill erected by Jon Chalkhill before 1596. Positioned to the south of Blackbird Hill. No subsequent reference to the mill is known. Possibly same site as the water mill belonging to Coffers Manor in 1556.</td>
</tr>
<tr>
<td>8</td>
<td>MLO20011; MLO49549</td>
<td>051056/00/00; 051056/01/00</td>
<td>Oakington Manor</td>
<td>Manor originated in estate built up by Barnville family in the late c13th. House mentioned in 1400 but a later manor-house dated from c 1500. From 16th century it was usually leased as a farm. By the 19th century, the manor was known as Oakington Park or Sherrens Farm. The final break up of estate in 20th century included 21 acres &amp; the Manor House conveyed to Wembley Borough Council in 1938 for use as open space.</td>
</tr>
<tr>
<td>9</td>
<td>MLO108866; MLO108866</td>
<td>051056/00/00; 051056/01/00</td>
<td>India Pavilion</td>
<td>Site of the former India Pavilion from the 1924 British Empire Exhibition. The pavilion incorporated architectural features from the Jama Masjid Mosque in Deli and the Taj Mahal. Foundations of the Pavilion may survive on site.</td>
</tr>
<tr>
<td>10</td>
<td>MLO103677; MLO79311</td>
<td>051056/00/00; 051056/01/00</td>
<td>Brent Town Hall; Grade II listed</td>
<td>The Town Hall was built in 1937-39 for the newly formed Wembley Borough Council, following a competition won by the architect Clifford Strange. It became Brent Town Hall when Wembley and Willesden were amalgamated in 1964. Below the entrance front on the south are terraced lawns to the pavement, with lawns, floral displays and shrubs, and axial steps up to the front entrance. North-east of the Town Hall, a small prefab Annexe</td>
</tr>
<tr>
<td></td>
<td>MLO78485; UID: 1078877</td>
<td>MLO78485</td>
<td>Wembley Arena; Grade II listed</td>
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<tr>
<td>11</td>
<td>Formally the Empire Pool. Designed by Sir E Owen Williams and built in 1934 for The Empire Games. It has a reinforced concrete frame of 3 hinged arches spanning 240 feet which was the largest concrete span in the world at that time. The pool was 200 feet long and 60 feet wide with a deck for ice skating. The end of the building opens and used to lead to sun-bathing terraces and lawns. The sides have 15 massive concrete buttresses. The ends are gabled with 20 narrow lights of increasing height from the edges to the centre. Used for 1948 Olympic Games.</td>
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<tr>
<td>12</td>
<td>MLO78486</td>
<td>MLO78486</td>
<td>Palace of Arts</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>MLO78493</td>
<td>MLO78493</td>
<td>Wembley Stadium (Demolished)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Built in 1923 as the Empire Stadium, Wembley Stadium was famous for hosting FA Cup Finals, five European Cup finals, the 1948 Olympics, the 1966 World Cup Final, Final of Euro 96 and the Live Aid concert of 1985. Massive concrete construction with twin domed towers on the long north side. The Demolished in 2003 to make way for a new stadium.</td>
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<tr>
<td>14</td>
<td>MLO79268</td>
<td>MLO79268</td>
<td>Palace of Industry</td>
<td></td>
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<tr>
<td></td>
<td>Warehouses and showrooms, formerly The Palace of Industry exhibition hall at the British Empire Exhibition. 1923-4 by Sir Owen Williams (architect) and Maxwell Ayrton (engineer). Now demolished</td>
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<tr>
<td>15</td>
<td>MLO79310; UID: 1262133</td>
<td>MLO79310</td>
<td>Three K6 telephone kiosks; Grade II listed</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>MLO67327</td>
<td>052722/00/00</td>
<td>Early 19th century dog kennels</td>
<td></td>
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<tr>
<td></td>
<td>Waterlogged timber footings of a long narrow building referred to on early 19th century maps as &quot;dog kennels&quot; were found during excavations by J Mills in 1986. See OA 2 and 3. Excavation: OA 26</td>
<td></td>
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<tr>
<td>17</td>
<td>ELO6719</td>
<td>–</td>
<td>Watching brief: Stadium Piazza</td>
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<tr>
<td></td>
<td>A watching brief was carried put at the Stadium Piazza during the redevelopment of Wembley Stadium, between January and March 2005 by AOC Archaeology. The</td>
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<tr>
<td>ELO</td>
<td>Watching Brief</td>
<td>Archaeological Description</td>
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<tr>
<td>ELO14535</td>
<td>_</td>
<td>Evaluation: 8 Fulton Road</td>
<td>An archaeological evaluation consisting of four trenches was undertaken by Pre-Construct Archaeology. No features or deposits relating to the prehistoric, Roman, Saxon or medieval period were found, but walls, a concrete foundation and tarmac surfaces, were found which are thought to relate to the 20th century Palace of Engineering originally constructed for the 1924 Empire Exhibition.</td>
<td></td>
</tr>
<tr>
<td>ELO14560</td>
<td>_</td>
<td>Watching brief: Wembley south west lands</td>
<td>A watching brief was undertaken by AOC Archaeology in October 2014. The whole site was covered by between 0.85m and 3.30m of made ground, mostly comprising clay and sand and gravels, many of which contain building rubble and some containing landfill. The landfill was generally found in the upper contexts at centre middle of the site and was dated to the 1980/90s. Concrete was identified in five test pits; all along the north and west of the site. Made ground lying directly over London Clay in all but two test pits suggesting the site has previously been horizontally truncated. It is unlikely archaeological features have survived on site.</td>
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</tr>
<tr>
<td>ELO4915</td>
<td>_</td>
<td>Evaluation: 34 Wembley Hill Road, Mahatma Gandhi House</td>
<td>Two trenches were excavated in 1998 by Pre-Construct Archaeology. A sequence of alluvial deposits were found, but no evidence for human activity.</td>
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</tr>
<tr>
<td>ELO7288</td>
<td>_</td>
<td>Watching brief: Wembley Stadium Station</td>
<td>An archaeological watching brief was undertaken between April and July 2005 by Museum of London Archaeology Service. On the South Way in the northern side of the site initial observations indicated that there were modern dump layers of over 1m depth lying over the natural London Clay. No archaeological deposits were observed.</td>
<td></td>
</tr>
<tr>
<td>ELO7384</td>
<td>_</td>
<td>Watching brief: Wembley Stadium</td>
<td>An archaeological watching brief was conducted in 2007 by AOC Archaeology on 5 machine excavated geotechnical test pits at Wembley Station. All five test pits contained sequences comprising made ground overlying over London Clay. It is thought that horizontal truncation took place prior to the deposition of made ground, removing any previously existing subsoil deposits. The horizontal truncation of deposits is thought to have occurred during development of the site during the 20th century. Of the deposits observed, none were deemed to possess any significant archaeological value.</td>
<td></td>
</tr>
<tr>
<td>ELO7839</td>
<td>_</td>
<td>Watching brief: Lake Side Way</td>
<td>An archaeological watching brief was conducted in September 2007 on the W05 site, south of Wembley Stadium, south of Lakeside Way by AOC Archaeology. The watching</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Site Reference</td>
<td>Features</td>
<td>Description</td>
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<tr>
<td>24</td>
<td>ELO7841</td>
<td>Watching brief: Royal Route/Stadium Way</td>
<td>A watching brief was undertaken by AOC in October 2007 on three geotechnical test pits on land to the west of the new Wembley Stadium. All three test pits contained sequences of demolition rubble and made ground overlying natural London Clay. It is thought that horizontal truncation took place to the deposition of the made ground, removing any previously existing subsoil deposits. The horizontal truncation of deposits is thought to have occurred during the development of the site in the early 20th century. The disturbed nature of all the deposits indicates that the potential for archaeological horizons to survive in these areas is very poor. No significant archaeological remains or finds were identified.</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>ELO17485</td>
<td>Watching brief: Engineers Way/Olympic Way</td>
<td>In May 2007 AOC Archaeology was commissioned to undertake an archaeological watching brief at Wembley WO3 during the excavation of nine geo-technical test pits. Of the nine test pits recorded, the natural ground was encountered in six and made ground was seen to the full depth of the other three. All the made ground dated from the early 20th century or later. No finds or features of archaeological significance were recorded. The results suggest that the area has suffered considerable truncation during the 20th century.</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>MLO67326; MLO68362; MLO67326</td>
<td>Trial excavations at the expected site of Chapel of St Michael</td>
<td>Trail excavations by J Mills for the Department of Greater London Archaeology in 1986. Revealed medieval pottery, small subsoil features, and a 19th-century structure. See OA 2, 3 and 16.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>052721/00/00; 052814/00/00; 052722/00/00</td>
<td>Watkins Tower</td>
<td>Partially completed iron lattice tower. The design was for a 358m tall tower, modelled on the Eiffel Tower. Commissioned by Sir Edward Watkin as the centerpiece for his pleasure park at Wembley. Construction began in 1891, but stalled in 1894 when the bottom tier was completed, at 47m high. Demolished in 1907.</td>
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<tr>
<td>MLO</td>
<td>Date</td>
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<td>Description</td>
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<tr>
<td>MLO11290</td>
<td>050298/00/00</td>
<td>SALMON STREET</td>
<td>Roman buildings reported during 19th-century building work, but may be of medieval or post-medieval date.</td>
<td></td>
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<tr>
<td>MLO23253</td>
<td>051057/00/00</td>
<td>FORTY AVE</td>
<td>Medieval to post-medieval farm and tenements. Area re-developed in late 19th to early 20th-century.</td>
<td></td>
</tr>
<tr>
<td>MLO258</td>
<td>050295/00/00</td>
<td>OLD CHURCH LA</td>
<td>Roman pottery sherds found during road widening</td>
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<tr>
<td>MLO263</td>
<td>050299/00/00</td>
<td>SALMON ST</td>
<td>CBM (supposedly Roman)</td>
<td></td>
</tr>
<tr>
<td>MLO68358</td>
<td>052810/00/00</td>
<td>NEASDEN LA</td>
<td>Medieval to post-medieval bridge carrying Kingsbury or Neasden Lane over the River Brent.</td>
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</tr>
<tr>
<td>MLO68864</td>
<td>053070/00/00</td>
<td>TUDOR GDNS</td>
<td>Brancasters Manor, also known as Kinsbury Manor, a 14th-century moated manor house.</td>
<td></td>
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<tr>
<td>MLO74468</td>
<td>054798/00/000</td>
<td>WEMBLEY HILL BRENT</td>
<td>Post-medieval windmill, shown on a map of 1673</td>
<td></td>
</tr>
<tr>
<td>MLO8428</td>
<td>MLO8428</td>
<td>FORTY LANE</td>
<td>Forty Green (also known as Uxendon Forty, Wembley Forty and Prestonforty) a medieval settlement. Partly destroyed by the Metropolitan Railway in the 1880s.</td>
<td></td>
</tr>
<tr>
<td>MLO107306</td>
<td>MLO107306</td>
<td>The Avenue, Wembley Park [Lawns Court], Brent, HA9 9PN</td>
<td>Lawns Court was a speculative housing development in the International or Moderne Style popular in the 1930s. The low-rise blocks are set back from The Avenue, fronted by a communal garden.</td>
<td></td>
</tr>
<tr>
<td>ELO18281</td>
<td>_</td>
<td>Royal Route, Wembley W10: Watching Brief</td>
<td>A watching brief undertaken by AOC Archaeology Group in 2008 on an area to the west of the new Wembley Stadium. No significant archaeological remains or finds were identified. Site heavily truncated by development in the early 20th-century.</td>
<td></td>
</tr>
<tr>
<td>ELO19563</td>
<td>_</td>
<td>First Way [Cannon Industrial Estate] Wembley London HA9 0JD: Watching Brief</td>
<td>A watching brief undertaken by MOLA in 2019. Foundation remains of a red brick structure (a former building within the site) were recorded. Natural clay was observed at between 0.8 and 1.2m below ground level, sealed by a demolition layer of building rubble.</td>
<td></td>
</tr>
<tr>
<td>DLO33101</td>
<td>_</td>
<td>Old Church Lane</td>
<td>An Archaeological Priority Area.</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX B  BIBLIOGRAPHY AND LIST OF SOURCES CONSULTED

Brent Council n.d., Places in Brent: Wembley and Tokyngton. Grange Museum of Community and History and Brent Archive


Powell-Smith, A., 2019, Open Domesday Online,  https://opendomesday.org/


Repton, H., 1794, Sketches and Hints on Landscape Gardening: collected from designs and observations now in the possession of the different noblemen and gentlemen, for whose use they were originally made: the whole tending to establish fixed principles in the art of laying out ground, London: Printed by W. Bulmer and Co., Shakespeare Printing-Office. Viewed http://digital.library.wisc.edu/1711.dl/DLDecArts.ReptonSketches


Figure 1: Site location

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Figure 2: Archaeological features map
Figure 4: 1769 map of Middlesex, by Thomas Kitchin
Figure 5: Humphry Repton's illustrations of Wembley Park 'before' (above) and 'after' (below) his landscaping. View looking south from Barn Hill. After Repton 1794, Plates 14.1-2
Figure 6: 1st edition Ordnance Survey Map 1864
Figure 7: 1896 Ordnance Survey Map
Figure 8: 1914 Ordnance Survey Map
Figure 9: The site within the British Empire Exhibition, 1924-25
Figure 11: 1954-57 Ordnance Survey Map
Figure 12: 1967-72 Ordnance Survey Map
Figure 13: 1988-91 Ordnance Survey Map
Plate 1: Euro Car Parts building, looking north-east towards the site

Plate 2: The car park looking south-west across the site
Plate 3: The loading bay looking south-east across the site

Plate 4: Temporary structure containing a generator, located in the car park
Plate 5: Small brick structure located in the car park

Plate 6: Porta-cabin located in the loading bay area
Plate 7: Shed in the northern part of the site

Plate 8: Culverted Wealdstone Brook to the north of the site

Plate 9: View of the southern boundary of the site, sloping steeply down from Fifth Way
Plate 10: View of the southern boundary of the site, sloping steeply uphill from the loading bay

Plate 11: Northern boundary of the site sloping steeply downhill to the Wealdstone Brook

Plate 12: Grass verge to the west of the Euro Car Parts building
Plate 13: Grass verge in the north-western corner of the site

Plate 14: View looking north from the site across the Wealdstone Brook