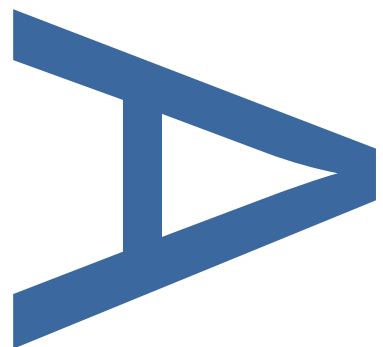
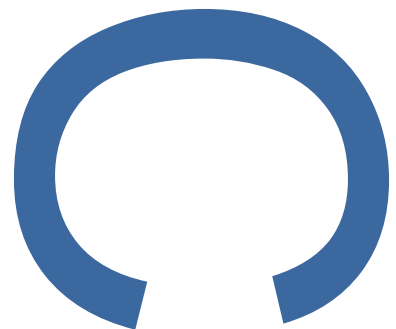


**INTERFACE LAND, CHATHAM,
KENT: AN ARCHAEOLOGICAL
WATCHING BRIEF ON
GEOTECHNICAL WORKS**

**LOCAL PLANNING AUTHORITY: KENT
COUNTY COUNCIL**

SITE CODE: KCDG17

MARCH 2017



PRE-CONSTRUCT ARCHAEOLOGY

INTERFACE LAND, CHATHAM, KENT: AN ARCHAEOLOGICAL WATCHING BRIEF ON GEOTECHNICAL WORKS

Site Code: KCDG17

Central NGR: TQ 76181 69586

Local Planning Authority: KENT COUNTY COUNCIL

Planning Reference:

Commissioning Client: Amec Foster Wheeler

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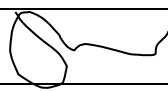
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March 2017

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1 ABSTRACT

- 1.1 This report details the results of an archaeological watching brief on geotechnical investigations for land at Interface Land, Chatham, Kent ME4 4TY. The work was undertaken by Pre-Construct Archaeology Limited, and was commissioned by Amec Foster Wheeler.
- 1.2 The site was split into eastern and western areas, with a total of 25 geotechnical test pits monitored, ten in the Eastern area and fifteen in the Western area. The watching brief was designed to establish if archaeology relating to the use of the dockyard and its associated buildings was present in the test pit locations. If archaeology was present, the test pit would be halted and relocated to prevent damage to heritage assets.
- 1.3 Natural gravel and alluvial riverine deposits were seen at the base of some of the test pits, closest to the river. Sequences of late post-medieval and modern made ground were witnessed across the two sites. No archaeological structures or features other than post-medieval made ground were identified.

2 INTRODUCTION

- 2.1 An archaeological watching brief was undertaken by Pre-Construct Archaeology Limited on land at Interface Land, Chatham, Kent. The site was split into two areas, flanking the visitor's car-park for Chatham Maritime Historic Dockyard, one to the east and one to the west. The sites covered a total area of 55,000m² and were centred at NGR TQ 76181 69586 (Figure 1). The work was carried out on 10th and 11th January 2017 and 17th-20th January 2017.
- 2.2 The eastern site covered approximately 27,000m² and was bounded by the Mast Pond, a Scheduled Monument, to the north-east, by the Ramada Encore Chatham hotel and head offices of the Chatham Maritime trust, to the north-west, Dockyard Road to the south-east and the Brunel Saw mill, (a Grade 1 Listed Building and Scheduled Monument) to the south.
- 2.3 The western site covered approximately 28,000m² and was bounded to the west by the River Medway, to the north by Leviathan Way and the east by Main Gate Road.
- 2.4 Previous archaeological work within the western site includes a watching brief and fabric survey during the demolition of a 19th century slipway (Oxford Archaeology, 1995), a desk-based assessment by CgMs Consulting in 2006, an evaluation by Wessex Archaeology in 2007 and a geophysical survey by Stratascan in 2007.
- 2.5 The archaeological evaluation that was carried out on the site by Wessex Archaeology Ltd recorded evidence of timber and masonry structures dating to the late 18th and early 19th century, despite varied preservation of the archaeological horizon throughout the site (WA 2007).
- 2.6 The sites are located within an area of national archaeological importance
- 2.7 The archaeological watching brief was monitored by Guy Seddon and was project managed by Helen Hawkins, both of Pre-Construct Archaeology Ltd.
- 2.8 The complete archive will be held in the PCA offices until a suitable repository becomes available.
- 2.9 The site was allocated the unique site code KCDG17

3 PLANNING BACKGROUND

3.1 National Planning Policy Framework (NPPF)

- 3.1.1 In March 2012 the Department for Communities and Local Government issued the National Planning Policy Framework (NPPF). It provides guidance for planning authorities, property owners, developers and others on the investigation and preservation of heritage assets.
- 3.1.2 In considering any planning application for development, the local planning authority will be guided by the policy framework set by government guidance, in this instance NPPF, by current Unitary Development Plan policy and by other material considerations.

3.2 Local Policy: Archaeology in Medway: the Medway Local Plan 2003

'Other Important Archaeological Sites

3.4.57 On the basis of information from the Kent Archaeological Sites and Monuments Record, Areas of Archaeological Potential have been identified. These cover broad areas of land which might contain archaeological remains, although there is no indication of their relative importance. It is not the intention of Medway Council to prevent development in such areas, but to provide an opportunity for their importance to be assessed at the earliest possible stage and for development to be designed to minimise destruction as a first preference. Where this approach is not warranted, arrangements for excavation and recording of details should be made, and any important artefacts removed for curating, usually in a museum.

3.4.58 Development within Areas of Archaeological Potential which involves disturbance of below ground deposits could damage or destroy archaeological remains. For this reason, planning applications for development within these sites and others where archaeological remains are believed to be present will be the subject of consultation with the archaeological officer in order to assess the potential archaeological importance of the site. The council will seek to protect important archaeological remains in situ, and to avoid or minimise damage to these deposits. However, where damage is unavoidable, appropriate archaeological investigation will be required in advance of development. In some cases this may take the form of initial evaluation work followed by more formal excavation.

3.4.59 The importance of coastal archaeology should also be borne in mind. There is a need for further survey work to assess coastal archaeology.

POLICY BNE21 ARCHAEOLOGICAL SITES

Development affecting potentially important archaeological sites will not be permitted, unless:

- (i) the developer, after consultation with the archaeological officer, has arranged for an archaeological field evaluation to be carried out by an approved archaeological body before any decision on the planning application is made; and**
- (ii) it would not lead to the damage or destruction of important archaeological remains. There will be a preference for the preservation of important archaeological remains in situ.**
- (iii) where development would be damaging to archaeological remains, sufficient time and resources are made available for an appropriate archaeological investigation undertaken by an approved archaeological body. Such investigations should be in advance of development and in accordance with a specification and programme of**

work approved by the council. Resources should also be made available for the publication of the results of the investigation.

3.3 The site is also subject to Policy S8: Chatham Maritime:

POLICY S8: CHATHAM MARITIME In the Chatham Maritime Mixed Use Zone and on St Mary's Island, as defined on the proposals map, a high quality and innovative development will be sought which will set a standard for the Thames Gateway and create a townscape of note.

The development will:

- Include a factory outlet centre (retail), Class B1 offices, a hotel, land and water-based leisure uses and housing. Tourist facilities and Class A3 uses of a scale commensurate with their location will also be appropriate.
- Create a new transportation framework for the sites, including improved public transport, cycling and pedestrian links to Chatham and Gillingham town centres with a key objective of reducing the need to travel by the private car.
- Promote high quality and innovative design approaches to create a high quality and vibrant environment.
- Promote development which is complementary to the Chatham Historic Dockyard in order to maximise visitor appeal and integrate the site with the wider environment.

Chatham Historic Dockyard:

The 37 hectares of Chatham Historic Dockyard contain the largest concentration of Scheduled Ancient Monuments in Kent. It is the most complete Georgian and Victorian former Royal Dockyard in Britain, and is of European and indeed world significance.

2.5.23 This has long been accepted by the Government, which established the Chatham Historic Dockyard Trust in 1984 when the Royal Navy Dockyard closed. The sustained support of English Heritage has enabled a substantial programme of repairs and refurbishments to the large number of historic buildings and artefacts since the Trust's formation.

2.5.24 The Historic Dockyard is physically central to the regeneration of urban Medway. The basic strategy proposed by the Trust, for a mixed use site, has been supported by the council and this will continue to be the case. The Historic Dockyard is now the location for a substantial number of jobs and small businesses, new homes created both through new development and refurbishment of historic residential property and it is a successful and thriving tourist destination in its own right.

2.5.25 In a formal planning sense, the Historic Dockyard is subject to a wide range of controls as a result of the large number of Scheduled Ancient Monuments and Listed Buildings. New development proposals require planning permission, and these applications are assessed against the range of policies that the local plan contains.

2.5.26 However, a broader framework is required to help underpin the shared ambitions of the Trust and the various agencies. The Historic Dockyard is a Conservation Area, and given the size, scale and significance of the site, a detailed management plan, or framework to establish clearly the conservation and development principles for it, is being prepared. This will be developed by the council in conjunction with the Historic Dockyard Trust, in the first instance, to reflect the Trust's own objectives, together with the national interests represented through English Heritage and the Department of Culture, Media and Sport. This will also provide a further opportunity to ensure that the integration of development proposals between the Historic Dockyard and Chatham Maritime is achieved, and that complementary uses are provided to the benefit of both major developments.

2.5.27 A development framework to guide development will also be prepared, again jointly by the Council and Dockyard Trust. The brief will aim to:

- Establish firm conservation principles for the site as a whole and for the use and re-use of existing buildings and artefacts.
- Establish detailed guidance for individual development sites within the Historic Dockyard.
- Ensure the proper planning of the interface between the Historic Dockyard and the Chatham Maritime area to the north.
- Provide for pedestrian, cycle, vehicular and public transport access to be coordinated with proposals for Chatham Maritime and improve linkages with Chatham town centre.

POLICY S9: CHATHAM HISTORIC DOCKYARD At the Historic Dockyard, Chatham, as defined on the proposals map, development that respects the historic character of the site will be permitted. The standard of urban design must be of the highest order.

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 The archaeological and historical background is taken from the Archaeological Written Scheme of Investigation (Amec Foster Wheeler 2016). The background is split across the two sites.

4.2 Eastern Site

Prehistoric Period

4.2.1 The southern half of the site is located along the original course of the River Medway and a geoarchaeological model produced by Wessex Archaeology as part of their archaeological evaluation in 2007 identified River Terrace Deposits in this part of the site. Additionally, the Medway Valley Palaeolithic Project (Wenban-Smith, 2009) assessed the potential for Palaeolithic remains to be present in the southern part of the site as high.

4.2.2 Two ditches, probably field boundaries (Monument ID KHER: MKE43094), dated to the Iron Age were excavated within one of the archaeological evaluation trenches as part of the 2007 Wessex Archaeology evaluation.

Post-Medieval Period

4.2.3 The area covered by eastern site was developed as part of the historic dockyard during its expansion in the 18th and 19th century. The most significant feature of this period within this site is the Brunel Saw Mill; the mill buildings themselves are still extant and located just outside of the boundary of the site approximately 5m to the south. However the remains of a brick-lined tunnel, which formed part of a canal connecting the mill building to the South Mast Pond which is also a Scheduled Monument (Designation ID 1003414), run northwest to southeast across the site and are part of the scheduled area. A section of this feature was excavated just outside of the boundary of the site during the 2007 archaeological evaluation which showed it had a high level of preservation.

4.2.4 Other buried archaeological features associated with the saw mills and 19th century dockyard within the eastern site include a section of retaining wall (Monument ID HE: 1439656), saw pits (Monument ID KHER:MKE43093, MKE43095), sawyers shed (Monument ID KHER: MKE43092), and the remains of the former dockyard boundary wall.

4.2.5 The former dockyard boundary wall originally formed the eastern boundary of the dockyard before the expansion in the early nineteenth century; from a review of historic maps and drawings it is projected to run through the centre of the eastern site parallel to the northeast to southwest aligned Pembroke Rise. If surviving this wall would be considered of national significance, and any development should seek to retain and preserve, where possible, or to ensure an appropriate scheme of archaeological investigation and recording.

- 4.2.6 The retaining wall was constructed as part of the saw mills to retain the built up platform for the stack yard, which is now the area of open land between the saw mills and police house. It is likely to be of regional or national significance and any development should seek to preserve this feature where possible.
- 4.2.7 Taken as a group the remains of the saw pits and shed would be considered of national significance as they represent the last phases of the historic timber construction methods used at the site before, first, the introduction of the saw mill, and the later change to iron and later steel built ships both in the nineteenth century. One of these group of features, MKE43095, is located in the north-western part of the site which is covered by a restrictive covenant and will be retained as parking; therefore this group is likely to be preserved in-situ. Any development should seek to retain and preserve, where possible, the other saw pits or to ensure an appropriate scheme of archaeological investigation and recording.
- 4.2.8 The geoarchaeological model produced as part of the 2007 archaeological evaluation identified a layer of 'made ground' overburden. Across most of the site this layer is approximately 1-2m in thickness; but in the southern part of the site, to the north of the Brunel Saw Mill it is up to 3.4m in thickness probably as a result of the infilling as this area was subject to extensive quarrying and terracing in the late 19th/early 20th century.
- 4.3 Western Site
- 4.3.1 Prehistoric Period
- 4.3.2 The site is within an area assessed by the Medway Valley Palaeolithic Project (Wenban-Smith, 2009) as having a medium potential for Palaeolithic remains.
- 4.3.3 Post-Medieval Period
- 4.3.4 The extension of the historic dockyard in the 18th century resulted in much of the land that now forms the western site being reclaimed. The geoarchaeological model produced as part of the Wessex Archaeology evaluation identified a layer of 'made ground' overburden across the site, it varies in thickness from 2-3m across the southern half to 1-2m in the north.
- 4.3.5 The former timber river wall which illustrates the extent of the dockyard prior to this reclamation has been shown to run through the centre of western site from southwest to northeast 70m to 150m further inland than the present river wall. Structures and remains associated with this, such as timber piles, beams, and tie-back beams (Monument ID KHER:MKE43097) were found during the 2007 Wessex Archaeology evaluation. This feature is likely to be considered of national significance and any scheme should seek to preserve as much of this feature as possible, consideration should also be given to any effects of drainage on lowering of the water table which may impact upon the survival of the below ground remains. Further works to identify the route and level of preservation of this feature maybe required.

- 4.3.6 Remains of structure and features from the late 18th and 19th century have also be identified and found across the site; on the 'landward' side of the former river wall the remains of several structures, including the former Slipway Number 8, Upper Boat House and Lower Mast House, are shown on historic maps from 1840 and 1879. Further archaeological works would be required to establish the level of survival and significance of these features.
- 4.3.7 Adjacent to the existing river front are the remains of two former slips; the Number 8 Slip (Monument ID KHER:MKE20144), which is a different feature to that described above and was demolished in 1995, and the still extant Number 7 Slip.

5 AIMS AND OBJECTIVES

5.1 The aims and objectives for the site were outlined in the WSI (Amec Foster Wheeler 2016).

- The archaeological monitoring will aim to identify any archaeological features or deposits and characterise these to establish as far as possible within the terms of their nature, date, extent and complexity;
- establish the potential for archaeological remains in the area and undertake preservation by record as appropriate;
- identify the date, approximate form and purpose of any archaeological remains and assets within the application areas, together with their likely extent, localised depth and quality of preservation; and
- prepare a fully illustrated report on the results of the archaeological monitoring that is compliant with all relevant guidance and good practice, including the ClfA *Standard and guidance for an archaeological Watching Brief* (2014).

7 ARCHAEOLOGICAL METHODOLOGY

- 7.1 The Written Scheme of Investigation for the site (Amec Foster Wheeler 2016) outlined the methodology for the archaeological watching brief.
- 7.1.1 Each of the test pits was excavated using a back-acting machine with a toothless bucket to the dimensions of approximately 1m x 2.5m, to a depth of no deeper than 3m. Machine excavation was undertaken in spits under the observation of the attending archaeologist to the first identifiable archaeological horizon, or as far was necessary to expose any archaeological remains within the defined trenches.
- 7.1.2 The majority of the test pits were moved c. 2-3m in various directions. This was to avoid obstructions etc and may also be due to inevitable inaccuracies with GPS set out and overlays on historic maps.
- 7.1.3 There was a high risk of asbestos on the site, and the attending archaeologist was equipped with suitable PPE to mitigate the risk. The potential for asbestos dust meant that no written or drawn records could be made on the site by the attending archaeologist, and the geotechnical contractor from Ground Technology made additional notes instead on the test pit logs. Photographs were allowed as the camera supplied was washable.
- 7.1.4 Levels (OD) for the top of the test pits were provided by the geotechnical contractor on the test pit logs.
- 7.1.5 Pre-Construct Archaeology Limited is a Registered Archaeological Organisation (number 23) with the Institute of Field Archaeologists and operates within the Institute's 'Code of Practice'.

8 ARCHAEOLOGICAL RESULTS

8.1 Test pit locations are shown in Figures 2a and 2b and Test pits photos are located in Appendix 1.

8.2 Phase 1: Natural

8.2.1 On the eastern site, natural ground was reached in only four of the test pits, as the others were halted for various reasons above the depth of expected natural. Natural light brown/white sand was found in ETP4 at 3.4m OD and in ETP6 at 5.4m OD. In ETP7 the natural ground was more clayey and was located at 6.06m OD. In ETP8, orange gravel sand was present at 7.65m OD. ETP 9 and 10 were located on higher ground within trees. ETP9 found a thick chalk layer beneath 0.50m of topsoil and subsoil, at 11.05m OD. The chalk was 2.4m thick and was underlain by a sandy gravelly clay. To the east of ETP9 was ETP10, also on the higher ground. This trench found a service pipe at 1.10m BGL, but the pipe was located directly above a chalky layer at 11.28m OD, which probably correlated to the chalk layer found in ETP9. The eastern site was located on the higher ground away from the riverside and therefore there was little evidence for alluvial deposits in this area.

8.2.2 On the western site, the interventions were located much closer to the river, and therefore alluvial deposits were present above the natural sand and gravel. Sand and gravel was only reached in five of the interventions. In three of the interventions (WTP 11, WTP 14 and WTP15), the natural gravel was located directly below thick deposits of modern made ground, suggesting that the gravel and possible alluvial layers had been truncated. Natural gravel was located at 2.19m OD in WTP11, 1.31m OD in WTP14 and 2.08m OD in WTP15. The three test pits were located close together in the south-eastern part of the site.

8.2.3 In WTP7, natural sand was found at 1.14m OD, with an alluvial layer intact above it. However, the alluvial layer contained brick fragments and so was assigned to the post-medieval period (below).

8.2.4 Clean alluvium was found in six of the test pits, and due to the absence of brick, it was assigned to Phase 1, as it was naturally formed, although it was clearly later in date than the natural gravel. The top of the alluvium was at 1.01m OD in WTP1, 2.34m OD in WTP4, 2.13m OD in WTP5 and 2.92m OD in WTP6. In WTP12, the top of the alluvium was at 1.92m OD and the deposit contained peaty pockets. In all of these interventions, the base of the alluvium was not reached within the confines of the test pits.

8.3 Phase 2: Post-Medieval

8.3.1 On the eastern site, post-medieval (rather than modern) layers were noted in a number of the interventions. More precise dating was not possible due to the asbestos restrictions. In ETP10, the post-medieval made ground was at least 1.20m thick-the test pit was abandoned at this depth due to the presence of a pipe. In ETP4, post-medieval made ground was 2.00m

thick and in ETP 6, the post-medieval made ground was 1.00m thick. In ETP 6, a layer of clay with flint cobbles was present below the made ground, it was unclear if this was natural or not. In ETP7 a layer of probable post-medieval subsoil was present from 0.40m to 1.50m below ground level. This layer was much cleaner, with little cultural material present, than the made ground seen in the other interventions.

8.3.2 On the western site, the sequence was slightly more complex. The earliest post-medieval layer comprised alluvium which contained occasional brick fragments. Whilst the alluvium was formed naturally by fluvial action, the presence of brick fragments indicated that it was formed in a later period to the much cleaner alluvium seen in some of the test pits. Alluvium with brick fragments was seen directly overlying the gravel in WTP13 (top level at 1.61m OD), and directly overlying the sand in WTP7 (top level at 2.39m OD). In WTP 1 the alluvium with brick (top level at 1.91m OD) had a peat layer present at the base of the layer, directly above the clean alluvium. In WTP9, no clean alluvium was reached, but alluvium containing brick and animal bone was present, the top of which was at 2.49m OD. In WTP4, the top of the post-medieval alluvium was at 3.24m OD.

8.3.3 Post-medieval made ground was present in some of the test pits. In WTP10, a 2.4m thick layer of post-medieval made ground was present, at the base of which was a brick wall. Due to the presence of the wall, which was not believed to be modern, the test pit was stopped at this depth (1.48m OD). In WTP12, a subsoil was present which was devoid of finds, but was assigned to the post-medieval period as it sealed alluvium. This layer was 1.55m thick, and the top of it was at 3.47m OD. In WTP5, post-medieval made ground was present between 1.20m and 2.6m below ground level, sealing the natural alluvium. In WTP6 post-medieval made ground was present between 0.65m and 1.40m below ground level, sealing alluvium. In WTP7 post-medieval made ground was present between 0.50m and 1.65m below ground level. In WTP8 post-medieval made ground was present between 0.50m and 2.8m below ground level-the test pit was stopped at 2.8m depth.

8.3.4 No structures or features of post-medieval or earlier date were identified in the test pits, other than a brick wall in WTP10 which was of probable post-medieval date. There was no evidence for the historic structures associated with the Dockyard.

8.4 Phase 3: Modern

8.4.1 Modern made ground and topsoil was present in all of the test pits. The made ground was of varying thickness. Test pits of note included ETP2, where the modern made ground was 1.9m thick over a concrete slab. In ETP3, a concrete and brick wall was found at 0.60m below ground level and so the test pit was abandoned. In WTP1, the modern made ground was 2.4m thick. WTP2 found modern made ground to a depth of 2.57m OD, where the test pit was abandoned. In WTP11, the modern made ground was 2.00m thick and directly overlay the natural gravel, suggesting heavy modern truncation in this area. In WTP12, the modern made

ground was 2.8m thick, again directly over the natural gravel and 2.10m of modern made ground overlay the gravel in WTP15. A brick wall was noted at 2.7m below ground level in WTP10 (assigned to Phase 2), and as WTP10, 11, 12 and 15 were located near to each other, there may have been a large modern or post-medieval intrusion in this area.

9 DISCUSSION AND CONCLUSIONS

- 9.1 The archaeological watching brief carried out during the excavation of the test pits found no evidence for structures associated with the historic dockyard.
- 9.2 The archaeological sequence on the eastern site comprised natural chalk and gravel overlain by post-medieval subsoil and made ground, all capped by modern surfaces and topsoil.
- 9.3 The archaeological sequence on the western site comprised the natural gravel terrace, overlain by alluvium formed before the post-medieval period. In places this alluvium contained pockets of peat. The earlier alluvium was overlain by a thick layer of post-medieval alluvium. Post-medieval made ground sealed the later alluvium. In places, modern and extensive truncation had taken place which had removed all deposits above the natural, and potentially truncated the top of the natural gravel. The sequence on the western site was as expected for an area which had clearly been reclaimed from the river in the post-medieval period.
- 9.4 Several of the test pits were targeted on items seen on historic maps and other archaeological features, as shown in the WSI figures (Amec 2016).
- 9.5 ETP 1 was targeted on the location of the Wessex Archaeology Trench 1. The test pit found 2.10m of modern made ground, suggesting that the test pit was located in the backfill of the trench. ETP3 was located within Wessex Archaeology Trench 2. No evidence for the structures encountered in the trench were seen. The test pit was terminated at 0.60m below ground level due to the presence of a modern wall.
- 9.6 ETP 2 was targeted on a historic railway line, however as it was moved slightly to the west, no evidence for the railway was encountered.
- 9.7 ETP4 was targeted on a sawpit. Only layers of made ground and natural sand were seen in this test pit.
- 9.8 ETP6 was also targeted on a saw pit. Again, there was no evidence present for the saw pit, although the test pit was moved slightly out of the saw pit area.
- 9.9 ETP7 was located to target a historic wall. No masonry remains were found in the test pit.
- 9.10 ETP8 was also targeted on a wall and railway line. This test pit was moved south, off the alignment of both, and found no evidence of any structures.
- 9.11 WTP2 was targeted on a 19th century slipway. The test pit was moved south slightly, away from the slipway and found only modern made ground to 2.57m below ground level.
- 9.12 WTP 5, 6, 7, 8, 9, 10, 13 and 14 were targeted on the historic railway line. No evidence for this item was encountered, although most of the test pits were moved slightly.
- 9.13 WTP11 was targeted on Slipway No. 8. Only modern made ground overlying gravel was found in this test pit.

10 ACKNOWLEDGEMENTS

- 10.1 Pre-Construct Archaeology Ltd. would like to thank Hilary Valler for commissioning and funding the work on behalf of Amec Foster Wheeler and Ben Clarke for management of the geotechnical work and providing additional information.
- 10.2 The author wishes to thank Helen Hawkins for project management and editing this report and Hayley Baxter for preparing the illustrations.

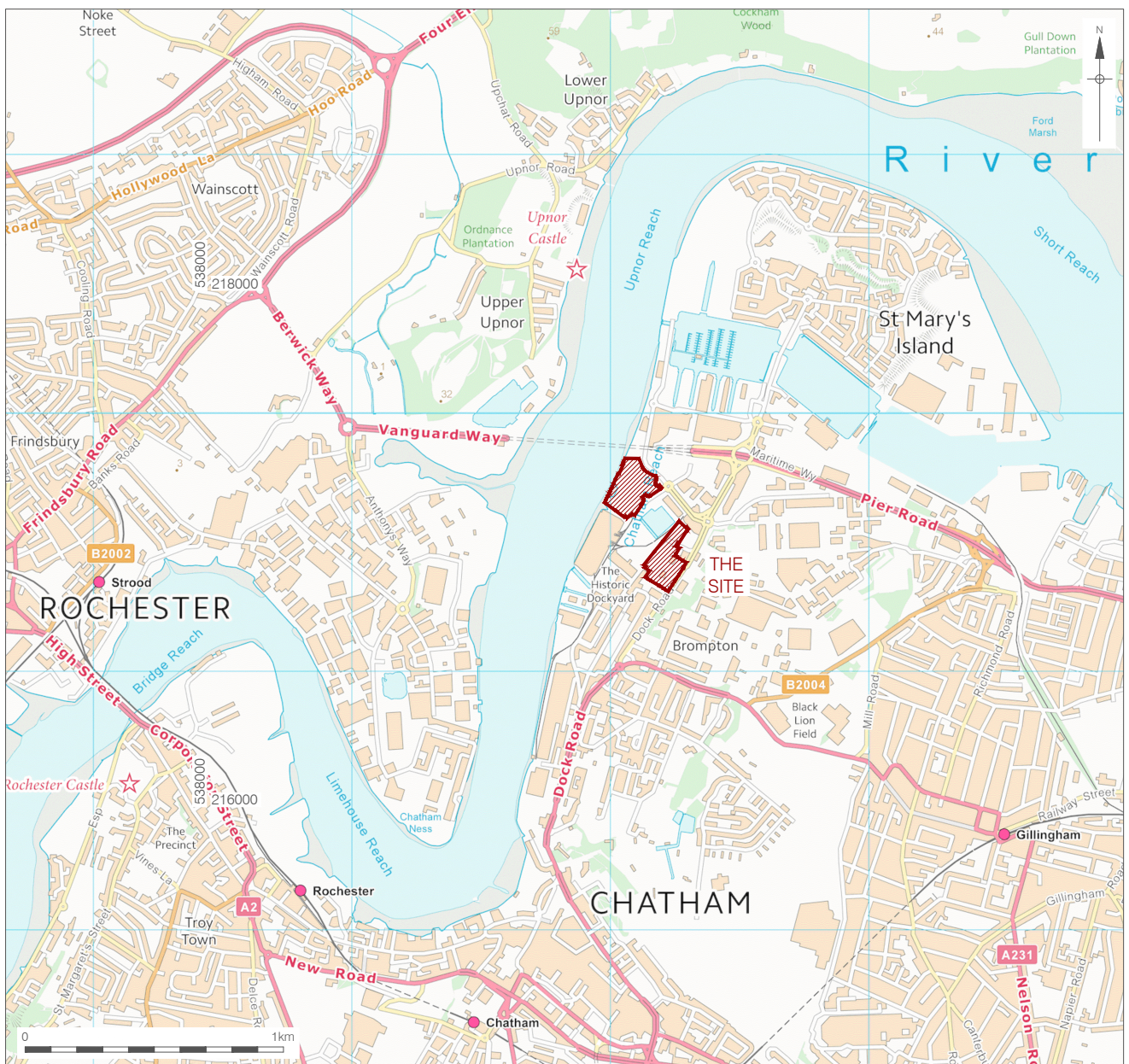
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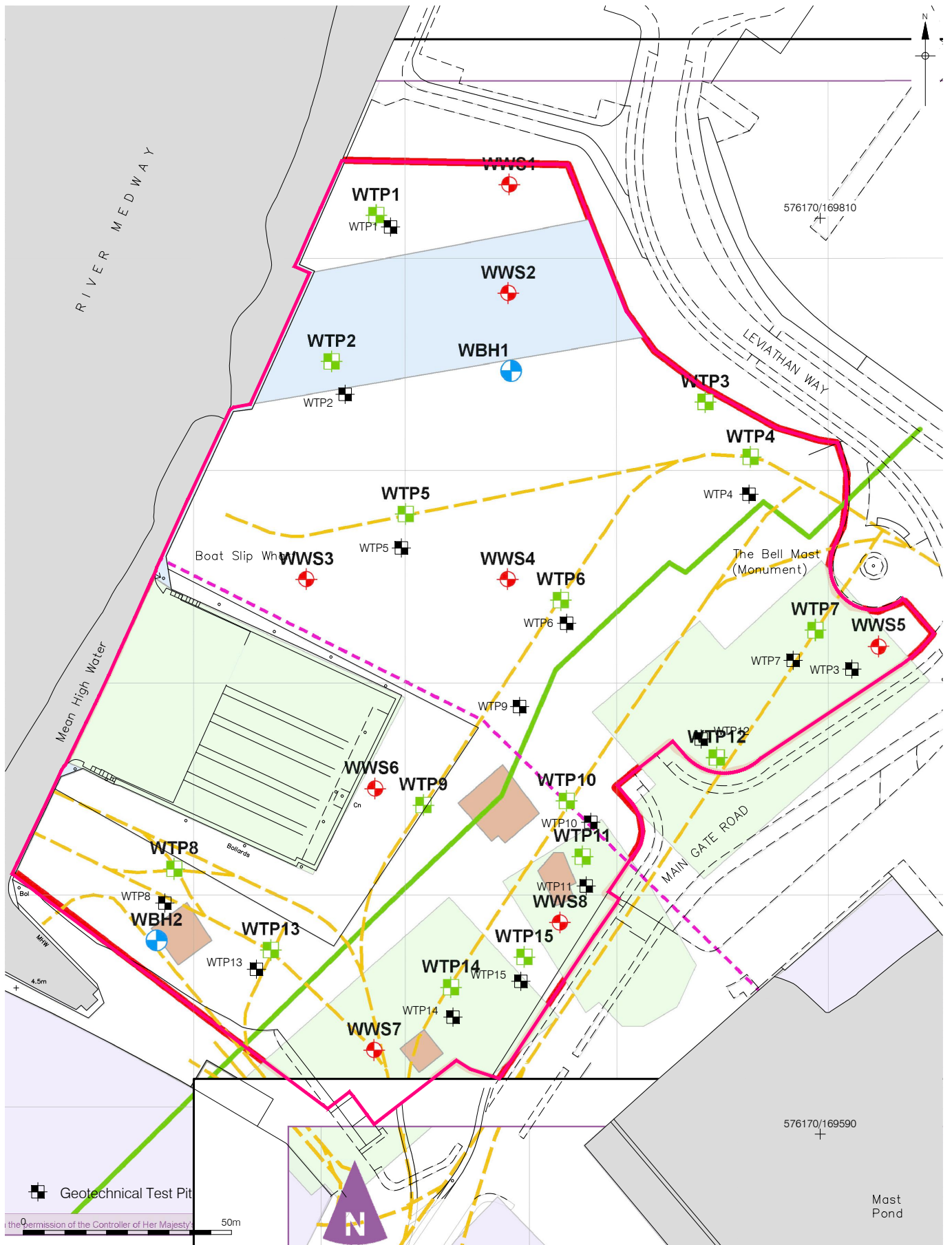
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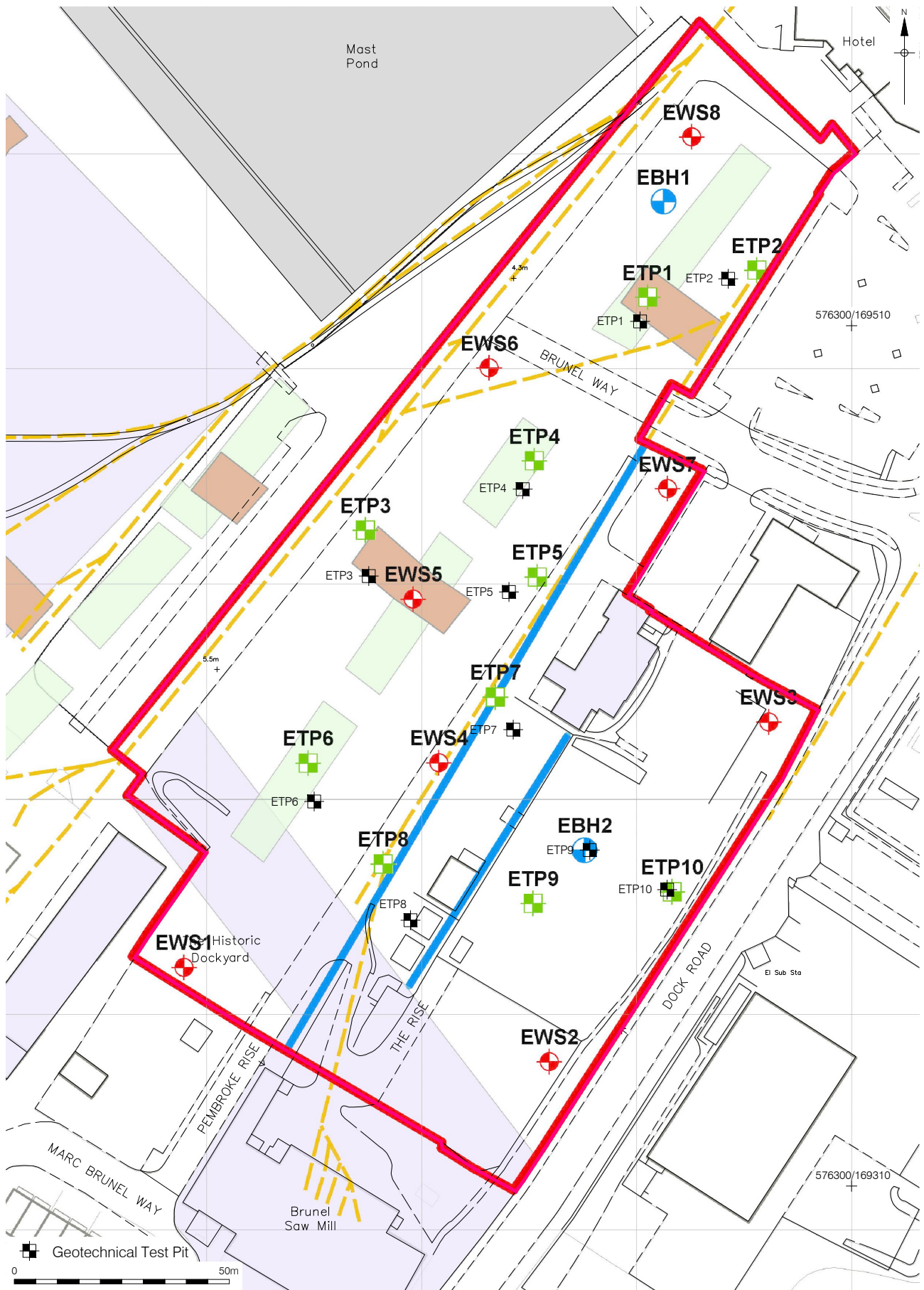
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Figure 1
 Site Location
 1:2,000,000; 250,000 & 25,000 at A4



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Figure 2a
 Detailed Site Location
 Western Site
 1:1,250 at A4



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Figure 2b
 Detailed Site Location
 Eastern Site
 1:1,250 at A4

APPENDIX 1: PLATES



Plate 1: ETP3



Plate 2: ETP 2



Plate 3: ETP4



Plate 4: ETP5



Plate 5: ETP6



Plate 6: ETP7



Plate 7: ETP8



Plate 8: ETP9



Plate 9:ETP10



Plate 10: WTP7



Plate 11: WTP8



Plate 12: WTP11



Plate 13: WTP13



Plate 14: WTP14



Plate 15: WTP15



Plate 16: WTP10

APPENDIX 2: OASIS FORM

OASIS ID: preconst1-277416	
Project details	
Project name	INTERFACE LAND, CHATHAM, KENT: AN ARCHAEOLOGICAL WATCHING BRIEF ON GEOTECHNICAL WORKS
Short description of the project	This report details the results of an archaeological watching brief on geotechnical investigations for land at Interface Land, Chatham, Kent. The site was split into eastern and western areas, with a total of 25 geotechnical test pits monitored, ten in the eastern site and fifteen in the western site. The watching brief was designed to establish if archaeology relating to the use of the dockyard and its associated buildings was present in the test pit locations. If archaeology was present, the test pit would be halted and relocated to prevent damage to heritage assets. Natural gravel and alluvial riverine deposits were seen at the base of some of the test pits, closest to the river. Sequences of late post-medieval and modern made ground were witnessed across the two sites. No archaeological features other than post-medieval made ground were identified.
Project dates	Start: 10-01-2017 End: 20-02-2017
Previous/future work	Not known / Not known
Any associated project reference codes	KCDG17 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Current Land use	Vacant Land 1 - Vacant land previously developed
Monument type	NONE None
Significant Finds	NONE None
Investigation type	"Watching Brief"
Prompt	National Planning Policy Framework - NPPF
Project location	
Country	England
Site location	KENT MEDWAY CHATHAM Interface Lane, Chatham
Postcode	ME4 4TY
Study area	5.5 Hectares
Site coordinates	TQ 76181 69586 51.39736588178 0.532910251943 51 23 50 N 000 31 58 E Point
Height OD / Depth	Min: 1.14m Max: 3.4m
Project creators	

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Amec Foster Wheeler
Project design originator	Hilary Valler
Project director/manager	Helen Hawkins
Project supervisor	Guy Seddon
Type of sponsor/funding body	Unknown
Name of sponsor/funding body	Unknown
Project archives	
Physical Archive Exists?	No
Digital Archive recipient	Kent History Centre
Digital Archive ID	KCDG17
Digital Contents	"none"
Digital Media available	"Images raster / digital photography","Text"
Paper Archive Exists?	No
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	INTERFACE LAND, CHATHAM, KENT: AN ARCHAEOLOGICAL WATCHING BRIEF ON GEOTECHNICAL WORKS
Author(s)/Editor(s)	Seddon G and Hawkins H
Date	2017
Issuer or publisher	PCA
Place of issue or publication	London
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