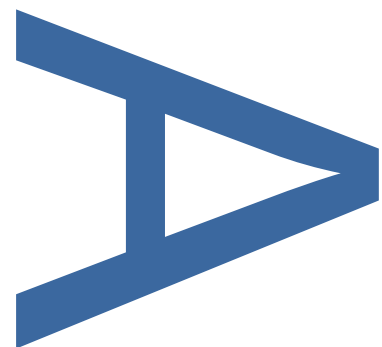
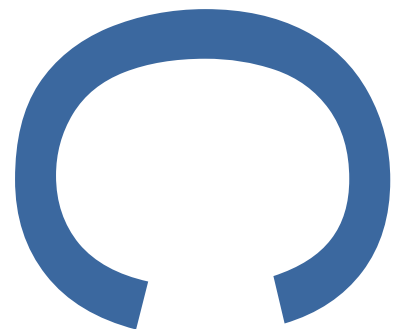


**LAND ADJOINING 88 MEEHAM
ROAD, GREATSTONE, KENT:
AN ARCHAEOLOGICAL
EVALUATION**

**LOCAL PLANNING AUTHORITY: KENT
COUNTY COUNCIL**

**SITE CODE: KMRG18
REPORT NO.: R13500**

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PRE-CONSTRUCT ARCHAEOLOGY

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LAND ADJOINING 88 MEEHAM ROAD, GREATSTONE, KENT: AN ARCHAEOLOGICAL EVALUATION

Site Code: KMRG18

Central NGR: TR 08060 24156

Local Planning Authority: Kent County Council

Planning Reference: Y16/0400/SH

Commissioning Client: Level Architecture

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1 ABSTRACT

- 1.1 This report details the results of an archaeological evaluation conducted by Pre-Construct Archaeology Ltd on Land adjoining 88 Meeham Road, Greatstone, Kent. The site is centred at National Grid Reference TR 08060 24156.
- 1.2 Following the Written Scheme of Investigation prepared by Pre-Construct Archaeology Ltd (Fairman 2018), an archaeological evaluation was carried out between 12th and 16th November 2018 and was completed in accordance with the standards specified by the Chartered Institute of Archaeologists and following the guidelines issued by Historic England and Kent County Council.
- 1.3 Natural marine deposits of sand and beach shingle were located at between 1.78m and 2.51m OD. With topsoil and subsoil horizons representing reclaimed land found between 2.17m and 3.28m OD.
- 1.4 Evidence relating to the former shoreline was identified in the form of beach shingle and layers indicative of storm surges. These natural horizons were overlain by the remains of an extensive sea bank. A single piece of datable ceramic was retrieved from this bank and suggested a 19th century date range. No evidence for earlier phases of embankment were identified below the extant bank.
- 1.5 Marine deposits and bank were sealed by subsoil and topsoil horizons forming the current day land-surface.

2 INTRODUCTION

- 2.1 An archaeological evaluation, commissioned by Level Architecture, was undertaken on land adjoining 88 Meeham Road, Greatstone, Kent, National Grid Reference TR 08060 24156. between 12th and 16th November 2018. It was undertaken in advance of the construction of 13 dwellings with associated infrastructure, landscaping and ground reduction. The depth of foundations is listed as 1.20m.
- 2.2 The site comprised a roughly rectangular block of undeveloped land accessed via a road linked to Victoria Road. Meeham Road forms the eastern boundary, with residential properties fronting onto Meeham Road forming the southern boundary. The western boundary is formed by a caravan park, with the coastal area known as Romney sands located less than 0.2km away to the east. The central NGR for the site is TR 08060 24156.
- 2.3 The Written Scheme of Investigation prepared by Pre-Construct Archaeology Ltd (Fairman 2018), detailed the methodology by which the evaluation was to be undertaken. The WSI followed the Historic England (Historic England GLAAS 2014) and Chartered Institute for Archaeologists guidelines (CIFA, 2014) in addition to Kent County Council trial trenching requirements (Manual of Specifications Part B). The evaluation was supervised by Dan Britton and the project was managed by Amelia Fairman for Pre-Construct Archaeology Ltd. The project was monitored by Ben Found (Archaeology Officer, Heritage Conservation, Kent County Council).
- 2.4 The site was given a unique site code KMRG18. The complete archive comprising written, drawn and photographic records will be deposited with the local receiving museum.

3 PLANNING BACKGROUND

A full planning background is laid out in the site-specific Desk-Based Assessment, (Bower 2018), below are the salient points.

3.1 National Planning Policy Framework

3.1.1 In March 2012, the government published the National Planning Policy Framework (NPPF), which replaced existing national policy relating to heritage and archaeology (Planning Policy Statement 5: Planning for the Historic Environment (PPS5)). This document was subsequently revised in July 2018.

3.1.2 In summary, current national policy provides a framework which protects nationally important designated Heritage Assets and their settings, in appropriate circumstances seeks adequate information (from desk-based assessment and field evaluation where necessary) to enable informed decisions regarding the historic environment and provides for the investigation by intrusive or non-intrusive means of sites not significant enough to merit in-situ preservation.

3.2 Local Planning Policy: Shepway District Council

3.2.1 The study aims to satisfy the objectives of the Shepway District Council, which fully recognises the importance of their heritage for which they are the custodians. The Shepway Core Strategy Local Plan which was adopted on 18 September 2013 is currently under review and a more in-depth document entitled “Places and Policies Local Plan” submitted in February 2018.

3.2.2 The following passages are of relevance to the subject site:

POLICY BE6 Using powers over the control of demolition and other development control powers, the District Planning Authority will refuse permission for redevelopment which would harm the character of groups of historic buildings up to and including early 20th Century buildings of distinctive or uniform architectural style. Permission will only be granted for developments which would reflect and contribute to that style.

Archaeology

8.17 Archaeological remains provide evidence of the development of civilisation and are of great value for their own sake, for purposes of education, leisure, and tourism. Shepway District’s location on the Channel coast has made it an important point of departure and arrival between this island and the continent for thousands of years. Its proximity to mainland Europe has also meant that the District has played a vital role in defence of the realm. The variety of archaeological remains found in the District reflect this importance embracing tumuli on the North Downs escarpment; Bronze Age

settlements at the foot of the Downs; the Folkestone East Cliff Roman Villa; remains of Roman and Norman fortresses; Saxon churches; Napoleonic defence in the form of Martello Towers and the Royal Military Canal. A list of Scheduled Ancient Monuments is appended. (Appendix 7)

8.18 The District Council is responsible as the owner of a number of scheduled ancient monuments, including Martello Towers 3 and 25, parts of the Royal Military Canal, and the Folkestone Roman Villa which it holds in trust as part of the East Cliff and Warren Country Park. While constrained by the availability of finances, the Council is committed to the conservation, enhancement and interpretation of monuments in its care. The Council has refurbished and opened to the public Martello Tower 3 as a Visitor Centre and has carried out substantial works of improvement to Martello Tower 25 at Dymchurch.

8.19 In accordance with Central Government advice as contained in PPG16 “Archaeology and Planning”, when dealing with proposals for development which would affect nationally important archaeological remains (whether scheduled as Ancient Monuments or not) and their settings, the District Council will presume in favour of their physical preservation in situ. Where remains are not considered to be of national importance or in situ preservation is not considered to be justified, a programme of excavation, recording and publishing of information gathered may be an alternative. This process of excavation and recording will be achieved either by obligations entered into under Section 106 of the Town and Country Planning Act 1990, or through the use of conditions attached to planning permission in respect of the development proposed.

8.20 In all cases where development proposals are likely to affect archaeological remains, developers are urged to consult with the District Council as early as possible, and preferably before applications are submitted, to avoid possible costly delays at later stages in the planning process. Developers may be required to submit assessments of the archaeological importance of sites and the impact of their development proposals on that archaeology as information in support of planning applications.

3.3 Site Specific Planning Constraints

3.3.1 There are no Listed Buildings, as defined by the Planning (Listed Buildings and Conversation Areas) Act 1990 within the proposed development area.

4 GEOLOGY AND TOPOGRAPHY

4.1 Geology

4.1.1 The British Geological Survey (<http://www.bgs.ac.uk/>) identifies the underlying bedrock geology on site to be part of the Hastings Beds Formation; a sedimentary bedrock composed of sandstone, siltstone and mudstone formed approximately 134 to 145 million years ago in the Cretaceous Period. This is overlain by Storm Beach Deposits composed of gravels formed up to 3 million years ago in the Quaternary Period.

4.1.2 Natural deposits observed on site comprised upper beach deposits of mixed sand and shingle from a depth of 2.90m OD.

4.2 Topography

4.2.1 The site is accessed via a road linked to Victoria Road approximately 0.1km north from the site. Meeham Road forms the eastern boundary, with residential properties fronting onto Meeham Road forming the southern boundary. The western boundary is formed by a caravan park, with the coastal area known as Romney sands located less than 0.2km away to the east.

4.2.2 Within the boundaries noted the site occupies an area of low-lying reclaimed land originally bisected northwest to southeast by a prominent earthwork. This earthwork rising to 5.22mOD. To the north of this earthwork land surface is approximately 2.65mOD, to the south of the earthwork land surface was approximately 2.92mOD.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

A full archaeological and historical background is laid out in the site-specific Desk-Based Assessment, (Bower 2018), below are the salient points.

5.1 Prehistoric

5.1.1 While there is no recorded prehistoric activity specifically located within the 1km search radius of the study site, there have been noted find spots and sites within the nearby environs of local area. Salt working sites dating to the Bronze Age period are known to be located within the Romney Marsh area, which was mainly inundated until the Iron age period.

5.2 Roman

5.2.1 Although there is no activity which has been identified within 1km search radius of the study site, which remained intertidal into the Roman Period, there is evidence for parts of the marsh being occupied by AD 100-200.

5.3 Early Medieval to Medieval

5.3.1 As with previous periods, the medieval period also lacks evidence for activity within a 1km search radius of the study site. From this period onwards however, the marsh as a whole saw an increase in new settlement, resource exploitation and defence building. Viking raids on the Kent coast also characterised this period, with Romney Marsh listed amongst those attacked, with the Vikings wintering on Thanet Island (now formed by the eastern extent of Kent).

5.3.2 The earliest historical reference to Romney Marsh appears in a grant dated to approximately 795 AD, from King Offa to archbishop Janibert, when it was referred to as Merscware. By the late 9th century, it appears again in the Anglo-Saxon Chronicle, albeit with a slightly spelling Merscwarum. The first use of Rommene, or Romney appears to have been in 895 AD, within grant of land belonging to Archbishop Plegmund, entitled Wesingmersc and described as lying near the river called Rumeneia.

5.3.3 Although there were improvements to the marsh area, it was still very much affected by the sea, with instances of catastrophic destruction occurring during the reigns of Edward I and Edward III. These instances which had not only caused massive destruction to life and property, also caused silting which obstructed boat traffic and in turn trade to the area. With this in mind three specific defensive measures were either constructed or reinforced during the medieval period; a wall between Appledore and Snargate, the Rhee wall between Snargate and Romney... and the Dymchurch Wall. Eventually the combination of natural sanding and manmade measures caused the area to build up and become the modern-day Romney Marsh.

5.3.4 Salt production had continued to be a dominant industry in the area with salt mounds being a common sight, together with ditches (seen as cropmarks), which are thought to have facilitated water movement for the salt industry. Fishing was also an important activity in Romney Marsh; with harbours likely to contain bones and evidence of processing.

5.4 **Post-Medieval**

5.4.1 Prior to the 1870s Littlestone was an area largely comprised of drainage channels and marshland. Symonson's Map of 1596 (not reproduced) depicts the eastern part of the marsh being drained into what was then Littlestone Bay, so called after a relatively small promontory stone at the end of the bay, which ultimately gave its name to the village. As the study radius is located within this area of Romney marsh it is not surprising that archaeological evidence is sparse until the late post medieval period.

5.4.2 As previously mentioned, the search radius covers an area which comprised of marshland intersected by artificial inland drainage channels and sand banks nearer the coast. Therefore, it is not surprising that the first entry on the KHER are Watermills with associated mill ponds, dams and sluices, which are also noted in various locations within Kent. Six possible ponds have been identified within the 1km survey radius, by the South-East Rapid Coastal Zone Assessment Survey. Four of which were centred at TR 0794 2354 and are visible across an area measuring approximately 80m north to south and 50m east to west. The fifth and sixth were centred at TR 0739 2426 and were positioned approximately 63m apart. Aerial photographs of both areas revealed that three of the ponds centred at TR 0794 2354 had been covered by housing development and both ponds centred at TR 0739 2426 are no longer visible.

5.4.3 As previously mentioned, the local population of the marsh would grow crops, much like the rest of Kent, which was well known for its' haymaking. Evidence of this was identified in the South-East Rapid Coastal Zone Assessment Survey, which noted a group of nine possible post-medieval stack stands centred at TR 0737 2352 on 1946 aerial photographs. The stack stands were visible as mounds located to the west of the northern end of Dunes Road, New Romney. The group extended across an area measuring approximately 286m south-east to north-west, and a maximum of 53m south-west to north-east. They consisted of perfectly circular mounds, and range in size from three to seven metres in diameter. The later 1959 aerial photograph of the same area showed that the mounds had been levelled and were not visible even in crop mark form.

5.4.4 Numerous wreck sites are noted throughout the Kent Area. The study site is no exception to this, having a total 24 individual ship wrecks, with the earliest occurring in 1620 and the latest in 1909. There are two possible explanations for these numerous wrecks are. The first explanation relates to the sandbanks which lay relatively close to the shore line and prior to recent mapping and radar technologies would have made this

particular area of coastline difficult to navigate. A second possible explanation is the act of wrecking, which was common place around the south coasts of England and was largely due to the aforementioned sand and shingle banks.

- 5.4.5 The practice of wrecking was ensconced in law in June of 1278 when Edward I enacted Cinque Ports Charter. The charter not only recognised the importance of Hastings, Romney Hythe, Dover, Sandwich, Winchelsea and Rye, it also granted special privileges, one of which was the right to claim any wreckage found on the sea or on shore. This meant that the entirety of the South Kent coastline was under the Cinque Ports direct control. Killing survivors or deliberately faking signals, help or other forms of deception, in order to salvage from the wreck of a ship was not part of the remit. Nonetheless, it was well recorded that Cinque Portsmen were directly responsible for wrecks in the area.
- 5.4.6 In 1515, Henry VIII created the Fellowship of the Cinque Ports Pilots or Lodesmen (one who leads the way). They operated under the auspices of the Court of Lodemanage, part of the Court of Admiralty and were presided over by the Lord Warden. Following the King's decree, all ships, except those with native masters and mates, had to use a licensed pilot to navigate the Channel, Thames and Medway estuaries safely to port. Thus, the chances of being wrecked in the Channel decreased, but also put a strain on the livelihoods of many along the coast, who had once lived by these means.
- 5.4.7 Coastal defence became particularly important during the post medieval period, due to the increase in trade and wealth at the Kent Ports. An example of this, is the construction of the Royal Military Canal in Romney Marsh and Martello Towers along the coast from Rye to Eastbourne, where a redoubt was sited. A cast iron cannon set on a wooden gun carriage on Littlestone Road and a volunteer rifle range, both due north of the survey site is possible remnant of theses coastal reinforcements.
- 5.4.8 Parts of Romney Marsh were and still are an extremely fertile area of land and as such were farmed extensively from the post medieval period onwards. The fertility of the area is due to the combination of land management which has taken place since the early medieval period and rich natural alluvial deposits caused by nearby riverine estuary. One such example of past farming activity within the search area is a field barn, which originally belonged to an isolated farmstead that has since been completely demolished.
- 5.4.9 The increase in trade around the Kent coast had gone hand in hand with an increase in wrecks and as such better safety measures were put in place. These measures included the construction of coastguard stations, lifeboat stations, rocket apparatus and lighthouses. The Kent coast line in particular contains a number of Coastguard and lifeboat stations which are located relatively close together than other English coastlines. Three examples of these measures are present in the search radius; a Watch House located on the Seafront at Littlestone (now converted for private use), a coastguard

station and lifeboat station all three of which were associated with one another and situated near what was originally Coastguard Cottages.

5.4.10 The 1841 tithe map and first ordnance survey of 1877 of the area are similar to that of the late sixteenth century Symonson Map, with the study area depicted as being within Littlestone Bay, surrounded by sand beaches and marshland intersected by artificial drainage channels. Both maps illustrate the southern limits of study site (the development area) as lying off the shoreline within the sea.

5.4.11 Littlestone in its current guise did not exist until the 1880s, when Sir Robert Perks - a property developer - and a surveyor, Henry Tubbs attempted to construct a resort for the gentry. By the time of the 1899 ordnance survey map, the Grand Hotel, depicted northwest of the study site, had been built. Additional developments within the immediate area include the construction of a Methodist church, Littlestone golf course and a row of terrace houses which formed part of what was originally envisioned for the village. Numerous new streets had also been laid out since 1877 including Victoria Road which bounds the northern limits of the study site. The development area itself is illustrated as lying within what may be reclaimed land as the shoreline is now illustrated to encompass all but the far south-western limits of the site.

5.4.12 In 1884 the independent Lydd Railway Company constructed a railway line from Appledore to Dungeness, which stopped at New Romney & Littlestone (with on-Sea being added in October 1888), it was hoped that this would benefit the village as there would be an increase in passenger traffic from the proposed new cross channel port being developed at Dungeness.

5.4.13 The Ordnance Survey map of 1907 illustrates the subject site as lying completely within open ground. This presumably reflects further ground reclamation activities in the southern limits of the development area since the late 19th century. Two areas of raised land bisect the northern and southern limits of the site and may represent former flood defences or trackways.

5.4.14 Unfortunately, the Dungeness port was never constructed, and passenger traffic continued to decline from the late 1940s onwards. The decline was exacerbated due to the popularity of buses and privately-owned motor cars and the line was eventually closed.

5.5 **Modern**

5.5.1 From the 1930s onwards, leisure activities and holidays were on the increase, with the Kent coast seen as a desired destination. Initially the line between Lydd, New Romney and Dungeness were served by one locomotive, which had created some unusual workings in order to service the two branches and often required some trains serving Dungeness

to reverse back to Lydd Town before proceeding on to New Romney. The increase in passenger traffic obviously demanded a less convoluted route and therefore the line between Hythe and New Romney was realigned and opened in 1927 and an extension to Dungeness was opened in two years later 1929. These new lines would serve the newly established Littlestone holiday camp which would run until the 1980s. The camp itself is gone and has been replaced by a caravan park known as Romney Sands with most of the old holiday camp buildings having been demolished over the years.

5.6 **Second World War**

5.6.1 The railway lines were closed to public use during the Second World War and requisitioned by the War Department, heavily armoured trains with regular patrols were allocated to the Ashford - Hastings - New Romney group of lines as they were seen as a target for attacks. At the same time a miniature armoured train was constructed and used on the line making the only one in the world at that time. It was also used during the building of PLUTO (Pipe Line Under the Ocean) which fuelled the Allied invasion force. The railway was reopened to the public in 1946 with the Dungeness section opened by Stanley Laurel and Oliver Hardy in 1947.

5.6.2 The closeness of Romney Marsh to the continent, its flat shores and hinterland, and easily accessible beaches, meant that the Marsh has been considered to be in the front line whenever invasion has threatened. Consequently, this was certainly the case in the Second World War when Romney Marsh was the planned invasion site of Operation Sea Lion, Germany's invasion plan of United Kingdom in 1940.

5.6.3 Following the evacuation of the British Expeditionary Force (BEF) from Dunkirk, Britain was faced with the imminent threat of German invasion. Improving the nation's home defences therefore became a matter of urgency. A hurried campaign of coastal battery construction began the same month, while responsibility for overseeing the task of building defences capable of resisting the German threat was given to the newly appointed Commander-in-Chief of Home Forces, General Sir Edmund Ironside.

5.6.4 The worry of invasion and attack was not unfounded, in August of 1940 Germany's Luftwaffe began to attack radar stations and RAF bases, which resulted in the famous dog fights between British and German fighter over the Kent skies. A testament to this is three crash sites located in the 1km, search radius.

5.6.5 With the very real threat of air invasion immediate and constant aerial attack from the Luftwaffe, British forces had no option other than to defend the country from fixed positions located behind the invasion beaches. It was hoped that these defences would be able to withstand attack for long enough to allow the Royal Navy to sail south from Scapa Flow in order to get amongst the German invasion fleet, while the two

armoured formations that had remained in Britain during the Dunkirk debacle would launch counter-attacks against those German units that had managed to get ashore.

5.6.6 The defended 'Coastal Crust' therefore represented the outermost layer of Ironside's system of defence in depth. Should the Germans have succeeded in breaching this layer before British armoured units arrived, they would have been confronted by a network of fortified static 'Stop Lines' along rivers and other natural obstacles, which encircled the major cities and industrial areas with antitank (AT) defences. The top tier of Ironside's hierarchy of defences was the General Headquarters (GHQ) Line, a series of linked linear AT obstacles and hardened fortifications which ran east from the Somerset coast towards Reading, thence to Farnham towards Penshurst in Kent, from which it turned northward following the River Medway towards the north Kent coast. North of Rochester the line crossed the Hoo peninsula, reaching the Thames at Higham Marshes. The line continued across south Essex towards Chelmsford, before following the River Cam into Cambridgeshire.

5.6.7 Arrays of passive and active structures were constructed between 1939 and 1941, in order to both impede invasion forces from the sea and defend against airborne attack. The passive structures included; anti-tank blocks (cubes, cylinders, upended pipes, dragon's teeth, pimples and girders), road blocks, barbed wire, beach scaffolding, anti-tank ditches, anti-aircraft ditches, tank traps, slit trenches, minefields barrage balloon sites and anti-aircraft batteries. Vulnerable shorelines such as the Littlestone area of Romney Marsh were defended in this way and as such are well represented within the 1km search radius.

5.6.8 The Ordnance Survey map of 1945 illustrated no significant development to the subject site or its immediate vicinity since 1907. Land south of Victoria Road has since been sub-divided into further plots, and a new site boundary now extends along the western limits of the subject site. Development also appears to the south of the study site in the form of a series of detached properties with surrounding gardens.

5.7 **Post second World War**

5.7.1 Littlestone continued to expand with major growth in housing and road construction from the 1950s onwards, although the site itself has remained devoid of significant development.

5.7.2 The Ordnance Survey map of 1958 illustrated minor changes within the subject site to 1945. The land boundary appears to have shifted slightly west and the raised areas previously depicted on the early 20th century maps is illustrated again extending across the southern limits of the site.

5.7.3 By 1966-75 formerly open areas to the north of the subject site have been developed. Numerous detached and semi-detached, named, properties appear within gardens

between Victoria Road and Queens Road. Despite the construction of additional properties to the south of Victoria Road the subject site remains undeveloped.

5.7.4 An example of the increased infrastructure within the area is a 20th century George VI pillar box, located northwest of the site on Warren Road.

5.7.5 The Ordnance Survey map of 1979-90 illustrated no changes or significant developments within the subject site since 1966-75. Victoria Road has however since been extended to the west and additional development constructed on both sides of the new road. Other developments within close proximity relate to additional residential properties and reflect population growth. Since this date further development has encroached upon the northern limits of the study site with a new access road (Prime View) and additional new streets and housing constructed off Meehan Road and other subsidiary streets along the eastern boundary of the study site (see Figure 2).

6 ARCHAEOLOGICAL METHODOLOGY AND OBJECTIVES

- 6.1 The purpose of the archaeological investigation was to determine the presence or absence of surviving features at the site and, if present, to assist in formulating an appropriate archaeological mitigation strategy. All works were undertaken in accordance with the guidelines set out by Historic England and the Institute of Field Archaeology, in addition to trial trenching specifications as specified by Kent County Council (KCC Manual of Specifications Part B).
- 6.2 As outlined in the Written Scheme of Investigation (Fairman 2018), the evaluation aimed to address the following issues:
- 6.3 To record the nature, extent, date, character, quality, significance and state of preservation of any archaeological remains affected by the investigation.
- To assess where appropriate the ecofactual and palaeo-environmental potential of archaeological deposits and features from within the site.
 - To establish the extent to which previous development and/or other processes have affected archaeological deposits at the site
 - To establish the likely impact on archaeological deposits of the proposed development.
 - To report on the results of the investigation.
- 6.4 In addition, the evaluation will seek to address the following research questions:
- To set the site and its potential archaeological remains into the context of the wider landscape.
 - To confirm the presence or absence of prehistoric remains;
 - To confirm the presence or absence of Roman remains;
 - To confirm the presence or absence of Saxon activity;
 - To confirm the presence or absence of medieval activity;
 - To investigate the cartographically documented earthwork, to assess construction techniques, dating and survival of earlier archaeological horizons below this.
 - To investigate whether the former coastline can be identified archaeologically.
- 6.5 Two targeted evaluation trenches were excavated to facilitate these objectives. Trench 1 targeted the remnant shoreline, and Trench 2 targeted remnants of land reclamation earthworks (see Figure 5).

-
- 6.6 The prevailing ground conditions at the time of machining prevented Trenches 1 and 2 being excavated to the depth as prescribed in the WSI (Fairman 2018). A combination of loose sand and high-water table produced unstable trench edges. As such excavation of trenches did not exceed 1m. Natural horizons were also markedly higher than anticipated, therefore not requiring either trench to extend to the original specifications of up to 2.4m below ground level.
- 6.7 All excavation of the low-grade overlying deposits was undertaken using a tracked 360° mechanical excavator using a toothless ditching bucket, under the constant supervision of a qualified archaeologist.
- 6.8 Machine excavation continued in spits of 100mm at a time until the natural ground was exposed.
- 6.9 Following machine excavation, relevant faces of the trench that required examination or recording were cleaned using appropriate hand tools. The majority of the investigation of archaeological levels was by hand, with cleaning, examination and recording both in plan and in section.
- 6.10 All archaeological features (stratigraphical layers, cuts, fills, structures) were evaluated by hand tools and recorded in plan at 1:20 or in section at 1:10 using standard single context recording methods. Features were evaluated so as to characterise their form, function and date.
- 6.11 All trenches were left open for over 48 hours to allow any features to weather out.
- 6.12 The recording systems adopted during the investigations were fully compatible with those developed out of the Department of Urban Archaeology Site Manual, now published by the Museum of London Archaeological Service (MoLAS 1994) and with PCA Site Manual (Taylor and Brown, 2009). The site archive was organised to be compatible with the archaeological archives produced in the Local Authority area.
- 6.13 A full photographic record was made during the archaeological investigation consisting of a digital photographic archive that was maintained during the course of the archaeological investigation.
- 6.14 The complete archive produced during the evaluation and watching brief, comprising written, drawn and photographic records, will be deposited with the local receiving museum with site code KMRG18.

7 THE ARCHAEOLOGICAL RESULTS BY TRENCH AND SITE BOUNDARY OBSERVATION

The study site where the two trenches were located had been subject to significant horizontal truncation. Both Trenches 1 and 2 revealed sequences of marine deposits characterised as sand and beach shingle. In Trench 2 these marine deposits were sealed by subsoil and topsoil deposits which served to preserve a moderately sloped beach.

7.1 Trench 1

7.1.1 The earliest deposit observed in Trench 1 consisted of natural beach gravels within a loose sandy matrix at a height of 1.98mOD, recorded as [3]. The deposit contained very occasional fragments of marine molluscs consisting of Common Cockles (*Cerastoderma edule*) and Dog Welk (*Nucella lapillus*)

7.1.2 Deposit [3] was sealed by a marine beach deposit of laminated mid, light grey loose sand, recorded as [2], found at a height of 2.27mOD. The layer contained very occasional fragments of marine mollusc consisting of Common Cockle (*Cerastoderma edule*), prickly Cockle (*Acanthocardia echinate*), and small Venus Clam (*Venerids*).

7.1.3 Deposit [2] was in turn sealed by a marine beach deposit of fine light grey sand found at a height of 2.77mOD. The latter contained very occasional whole and fragmentary Common Cockle (*Cerastoderma edule*), small Venus Clam (*Venerids*) and Dog Welk.

7.2 Trench 2

7.2.1 Due to severe flooding from ground water Trench 2 was subject to water management controls in the form of a rolling dam.

7.2.2 The earliest deposit recorded in Trench 2 was observed in the southern end of Trench 2. A marine deposit comprised of soft blue grey silty sand, containing occasional small rounded pebbles, was found at 2.09mOD and recorded as [9].

7.2.3 In the north of Trench 2 another early deposit, this time in the form of a marine beach deposit comprised of mid reddish-brown beach gravels within a firm yellow sand matrix was revealed at a height of 2.49mOD. The latter was recorded as [10].

7.2.4 Due to severe flooding the relationship between deposits [9] and [10] could not be established with any certainty.

7.2.5 Deposits [9] and [10] were sealed by a sterile marine beach deposit of soft yellowish-brown sand displaying distinct reddish-brown mottling, recorded as [8]. The deposit was found at a height of 2.33mOD and seen throughout Trench 2.

7.2.6 Deposit [8] was sealed by marine beach deposit [7]. The latter was comprised of loose yellowish grey sand containing occasional small to medium rounded and sub angular

beach gravel. Deposit [7] also exhibited a thin lens of beach shingle representative of a storm surge [27], such storm derived shingle being confined to the northern limits of the trench (Section 6, Figure 3). Deposit [7] was found at a height of 2.77mOD in the north of the trench and dropped off to a height of 2.43mOD to the south forming a distinct beach gradient which levelled out to a flat surface at its lowest point in the southern end of the trench. This represents the terminal beach phase as seen in trench 2.

- 7.2.7 The lowest extent of [7] the flat beach surface was sealed by deposits [6] and [5].
- 7.2.8 Deposit [6] was formed of a moderately soft, dark grey silty clay indicative of a channel that cut through marine deposits in a roughly NE-SW direction and represents a primary deposit associated with salt marsh run off. (see Figure 3)
- 7.2.9 Deposit [6] was in turn sealed by deposit [5]. The latter comprised a loose brownish yellow sand containing subangular pebbles. Deposit [5] was confined to the channel described by [6] and is taken to represent a secondary salt marsh run off deposit.
- 7.2.10 Both the terminal beach deposit [7] and salt marsh run off deposits were sealed by topsoil generated following the establishment of land reclamation earthworks further to the east of the site.

7.3 **Observation of Study Area: Western Boundary**

- 7.3.1 Previous landscaping of the site had left an informative section running along the western boundary of the study area incorporating the remains of land reclamation earthworks. As such this western section was recorded in addition to the trenches prescribed in the WSI as Sections 7 and 8 (see Figure 4).

7.4 **Section 7**

- 7.4.1 The earliest deposit observed in Section 7 was [23] a loose whitish grey sand standing proud of the sands making up the terminal natural beach phase with [7]. Encountered between 2.62mOD and 2.98mOD this deposit has been levelled and sealed by a thin layer of storm surge beach shingle [22].
- 7.4.2 Following the deposition of [22] an irregular mound had been raised to a height of 3.52mOD. Constructed of sterile, loose white grey sand, the layer was recorded as [21]. This deposit bears a marked similarity to deposit [23] and should be regarded as being derived from the same source. Though there is no direct evidence it is likely both deposits [23] and [21] are sourced from local sand.
- 7.4.3 This initial mound of sand was later enlarged with deposits of loose light grey gravels [19] raising the core of the embankment to a height 5.08mOD

-
- 7.4.4 Comparable gravel deposits [14] were identified to the south of the bank and were interpreted as being laid down to form a protective ledge along the seaward edge of the embankment. These would have provided a raised breaker to seaward side of the bank, thereby causing wave energy to dissipate prior to making contact with the main earthwork during storm surges. Any direct constructional relationship between material forming the main embankment [19] and this protective ledge was destroyed by intrusive bioturbation [16].
- 7.4.5 The toe of the mound to the north, as formed by deposits [19], [21] and [23] was reinforced by a deposit of well-rounded gravels and sand [20].
- 7.4.6 The earthwork appeared to have been subjected to significant erosion and or bioturbation predominantly on its seaward, southern face. These processes were identified in cuts [13] filled by [12], [16] filled by [15] and [18] filled by [17]. All fills represented natural silting as opposed to deliberate infilling.
- 7.4.7 A layer of topsoil and turf [11] was observed sealing deposits forming the embankment.
- 7.5 **Section 8**
- 7.5.1 The earliest deposit observed in section 8 was a marine beach deposit comprised of loose whiteish grey sand with very occasional small to medium sized sub angular pebbles. Recorded as [25], encountered at a height of 2.98mOD
- 7.5.2 Beach deposit [25] was sealed by a recently formed subsoil [24] composed of a light grey brown soft sandy silt, containing very occasional medium sized subangular pebbles. Encountered at a height of 3.28mOD.
- 7.5.3 This subsoil in turn was sealed by a thin layer of topsoil and turf [11]. Encountered at a height of 3.52mOD.
- 7.5.4 Pronounced bioturbation in the form of rabbit warren [27] (filled by [26]) was observed to truncate all deposits represented by Section 8.

8 ARCHAEOLOGICAL RESULTS BY PHASE

8.1 Phase 1: Natural Deposits

8.1.1 The natural deposits encountered throughout the site were predominantly marine beach deposits. Forming a succession of gravel beach shingle, mixed sands and gravel, and finally sand beaches. With a definitive relic beach line [7] being observed in Trench 2.

8.2 Phase 2: Post Medieval

8.2.1 This was a phase of significant landscape modification, and entailed the erection of a sizable and well thought out embankment as part of a historical program of land reclamation.

8.2.2 The initial phase of construction was centred around the mounding up of locally sourced sand into a low embankment. This initial construction phase potentially stalled by a storm surge which deposited a thin lens of beach shingle, represented by [22].

8.2.3 The continued construction of the embankment shows signs of considered forethought and design. Incorporating as it does a wave breaking ledge extending from its leading seaward face.

8.2.4 It was noted during recording that the construction of the embankments, being of sand and gravel, produced a highly friable core susceptible to erosion. As such it is surmised that the final phase of construction consisted of turfing the embankment.

8.3 Phase 3: Modern

8.3.1 Modern features and horizons were noted across Trench 2 and within the sections as topsoil, subsoil and evidence of a recent rabbit warren.

9 RESEARCH QUESTIONS AND CONCLUSIONS

9.1 Research Objectives

The Written Scheme of Investigation (Fairman 2018) highlighted a set of specific objectives to be addressed by the investigation:

To confirm the presence or absence of prehistoric remains

9.1.1 No prehistoric remains were observed in the study area.

To confirm the presence or absence of Roman remains

9.1.2 No Roman remains were observed in the study area.

To confirm the presence or absence of Saxon activity;

9.1.3 No Saxon remains were observed in the study area.

To confirm the presence or absence of medieval activity

9.1.4 No evidence of medieval activity was observed in the study area.

To investigate the cartographically documented earthwork, to assess construction techniques, dating and survival of earlier archaeological horizons below this.

9.1.5 Two converging earthworks were cartographically depicted to pass into the western boundary of the site, to form one continuous bank on a north-west south-east alignment. Unfortunately landscaping works prior to archaeological attendance prevented the convergence point from being investigated. An upstanding section however enabled the southern and northerly earthworks to be recorded in section. Section 7 assessed the southerly, and apparently more substantial of the earthworks and section 8 attempted to examine any traces of the northerly bank (see Figure 4). The locations of these can be seen in Figure 5.

9.1.6 No traces of earlier archaeological horizons were identified below the southern extant earthwork (see Figure 4, Section 7). A clear section through the earthwork demonstrated a construction sequence of an initial sand and gravel mound to form a low embankment. A storm surge potentially stalled construction, which was followed by the installation of a wave breaking ledge extending from the seaward face.

9.1.7 It was noted during recording that the construction of the embankments, being of sand and gravel, produced a highly friable core susceptible to erosion. As such it was surmised that the final phase of construction consisted of turfing the embankment.

9.1.8 No firm traces of a former embankment were identified in Section 8 which intended to target the northerly embankment. However, there was extensive disturbance in this area due to faunal activity. It is possible, that if the former embankment had been built using comparable materials to the former, i.e. friable sands, that the looser material had been targeted for burrowing activities.

9.1.9 Satellite imagery below illustrates the site prior to landscaping and the modern impact on the embankments. The lighter colour of the earth in the adjacent field clearly demarcates the former alignment of both banks and shows the underlying sands following levelling activities and/or weathering.



Satellite imagery of site, reproduced with acknowledgement to bing maps (bing.com)

To investigate whether the former coastline can be identified archaeologically.

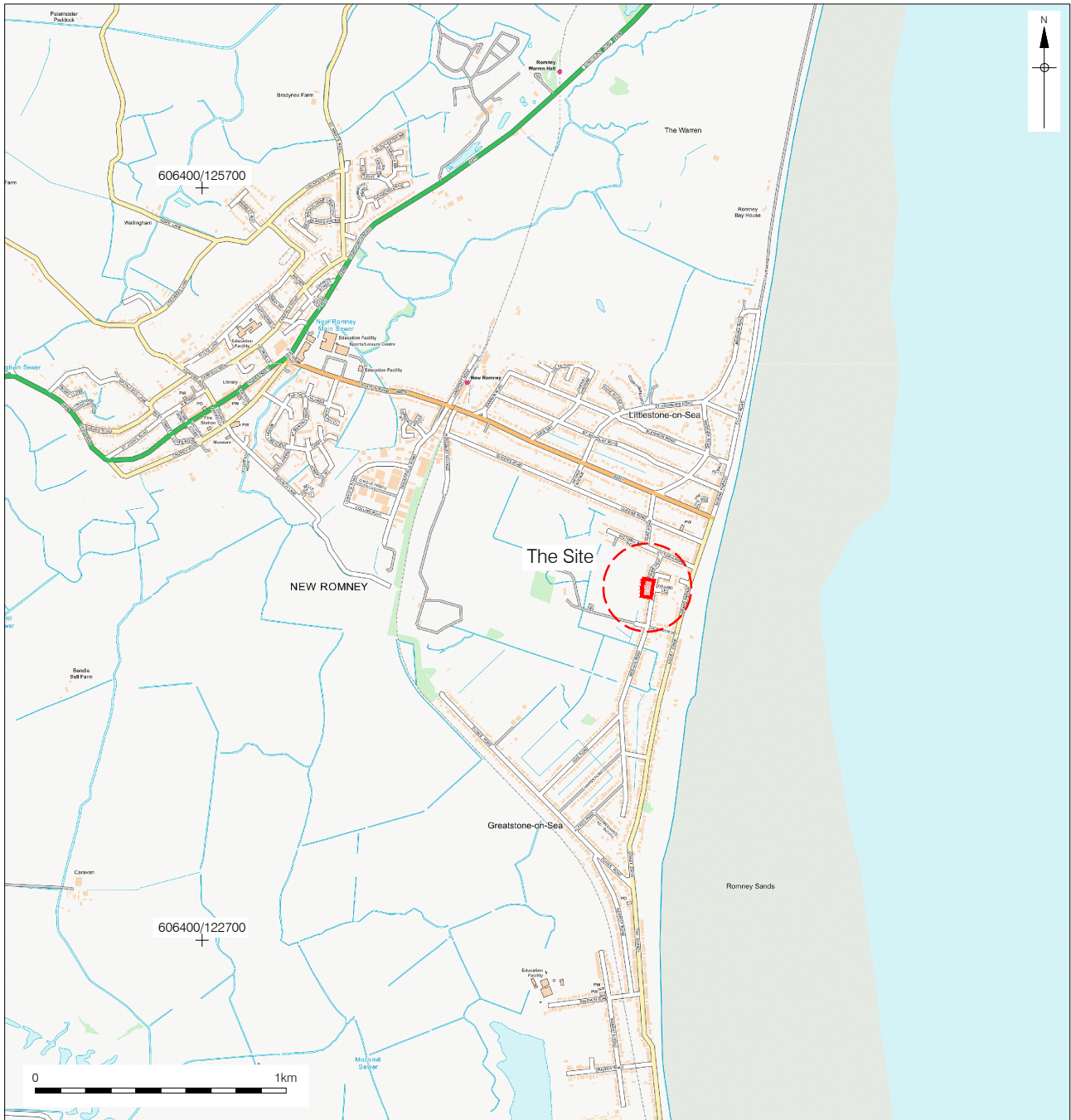
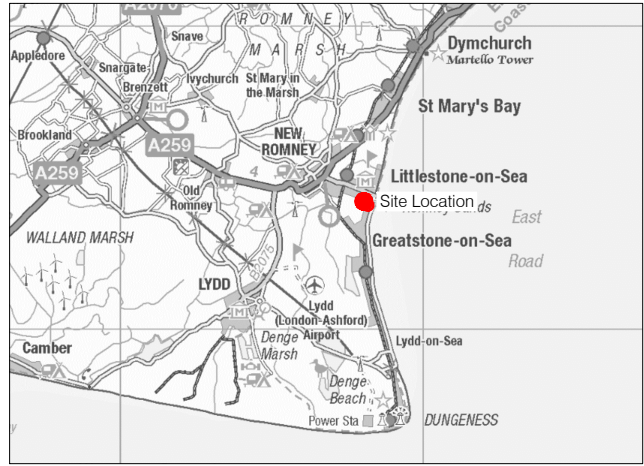
9.1.10 Unfortunately rising water within the trenches impeded the excavation and examination of geological deposits. However, deposits interpreted as beach gravels were identified in both trenches. Deposits consistent with a storm surge were also identified in Trench 2 (which was targeting the former coastline, see Figure 5). Significantly, the latter deposits were identified in the north of the trench, i.e. within the area cartographically illustrated as shoreline. Combined with additional natural deposits, the terminal beach phase was identified archaeologically within Trench 2.

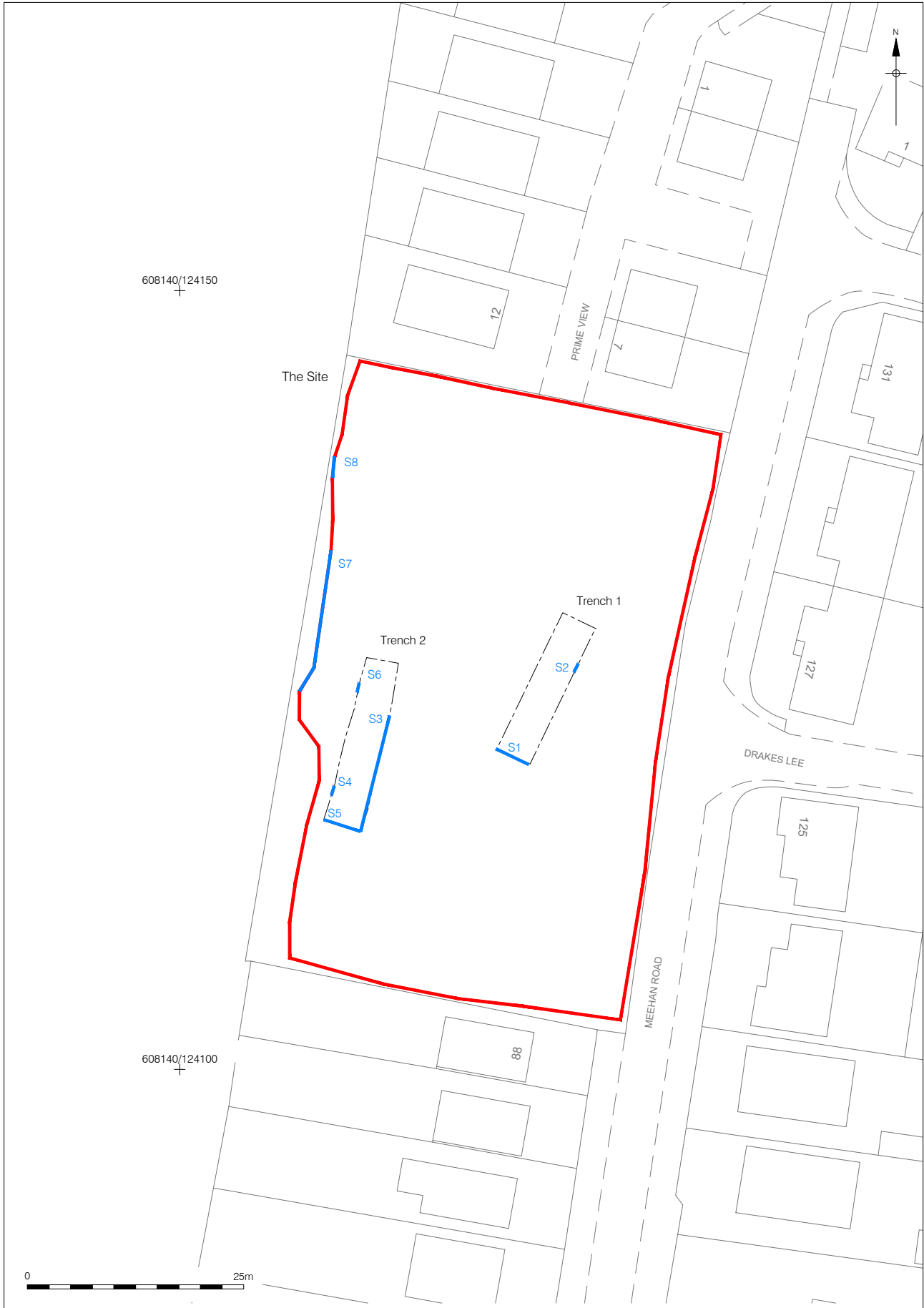
10 ACKNOWLEDGEMENTS

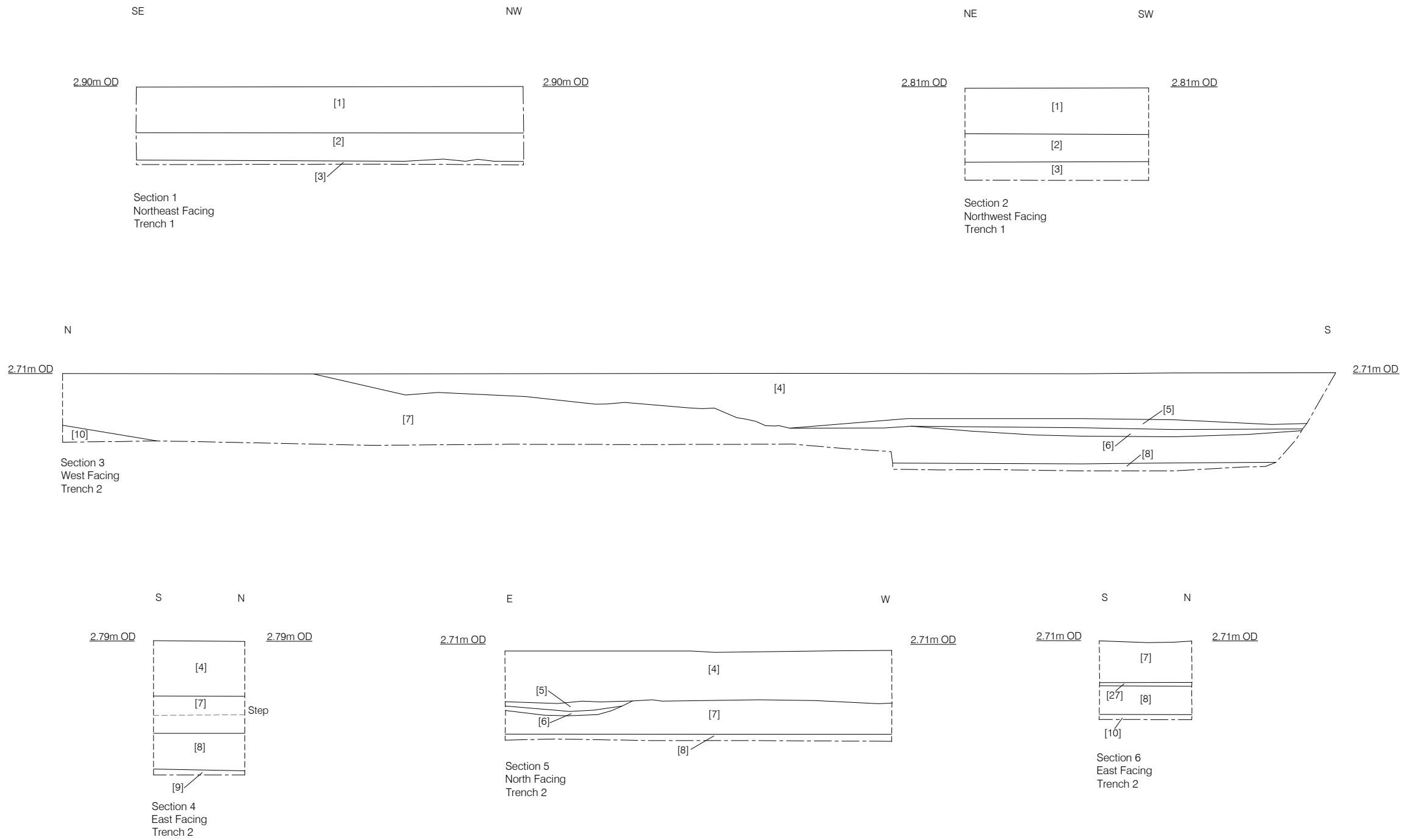
- 10.1 Pre-Construct Archaeology Limited would like to thank Level Architecture for commissioning the archaeological work on behalf of their client IDS Ltd.
- 10.2 We also offer our thanks to Ben Found of Kent County Council for monitoring the site.
- 10.3 The author would also like to thank: Amelia Fairman for project managing and editing this report; and Aiden Turner and James Heathcote for their work on site.

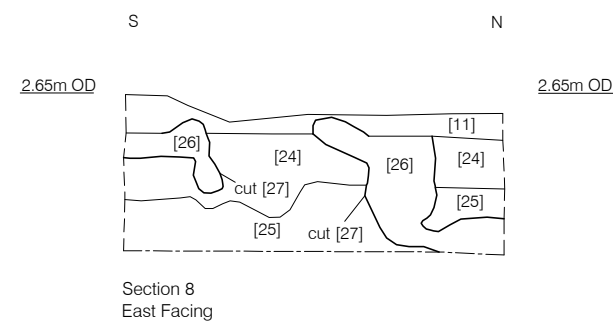
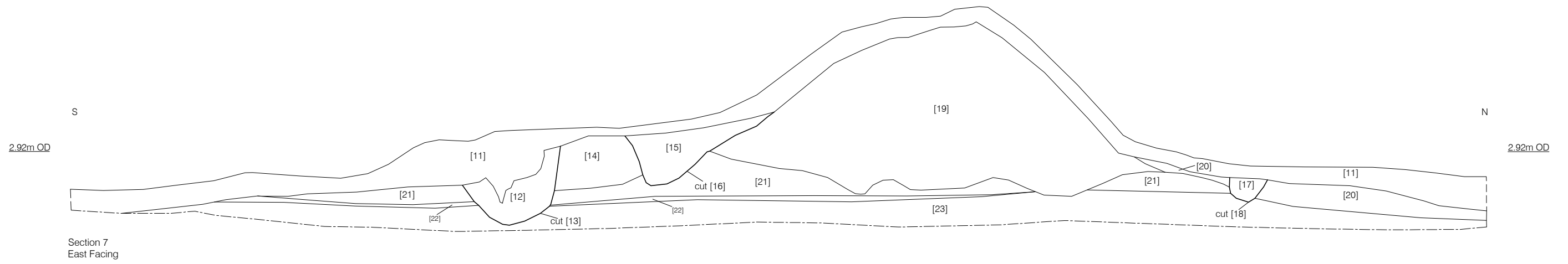
11 BIBLIOGRAPHY

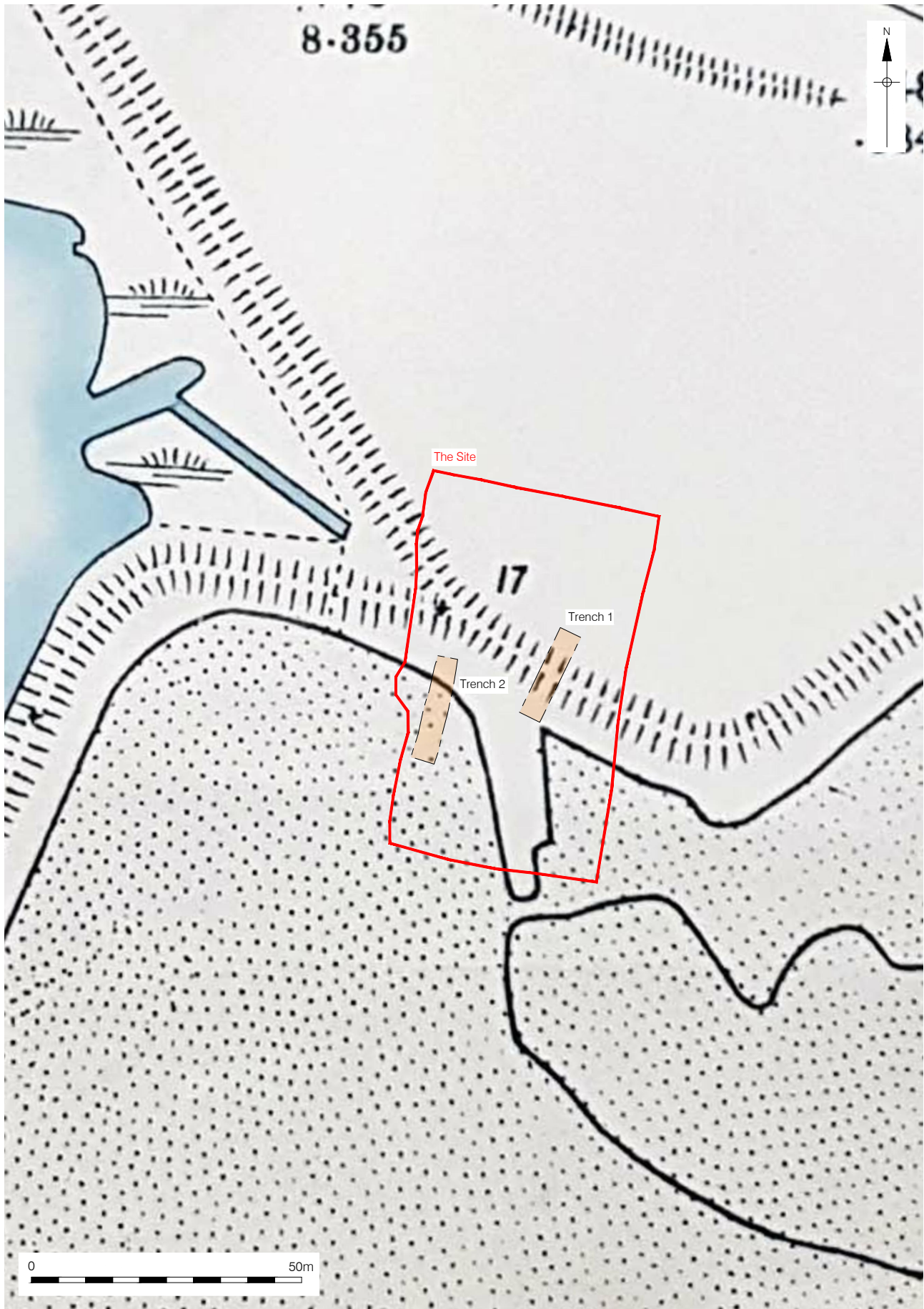
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PLATES:



Plate 1: View to east Trench 1, 1m scale



Plate 2: View to south, Trench 2, 1m scale, natural gravels



Plate 3: View to west, Trench 2, 1m scale



Plate 4: View to west, limit of excavation/Section 7, 1m scale



Plate 5: View to north-west, limit of excavation/section 7 showing embankment

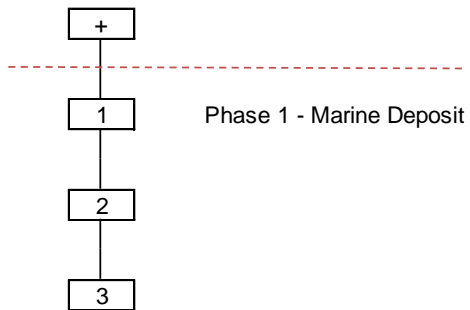
APPENDIX 1: CONTEXT INDEX

Site Code	Context	CTX Type	Trench	CTX Interpretation	CTX Category	CTX Length	CTX Width	CTX Depth	CTX Levels_high	CTX Levels_low	Phase
KMRG18	1	Natural	1	Sandy beach deposit	Natural	17.4	4.2	0.5	2.77	2.27	KMRG18-PH1
KMRG18	2	Natural	1	Sandy beach deposit	Natural	17.4	4.2	0.3	2.27	1.98	KMRG18-PH1
KMRG18	3	Natural	1	Shingle beach deposit	Natural	17.4	4.2	0.2	1.98	1.78	KMRG18-PH1
KMRG18	4	Layer	2	Sandy silt top soil	Horticultural	11.06	4.4	0.56	2.77	2.17	KMRG18-PH3
KMRG18	5	Natural	2	Sandy beach deposit	Natural	5.5	1.4	0.1	2.51	2.01	KMRG18-PH1
KMRG18	6	Natural	2	Silty clay beach deposit	Natural	1.28	4.3	0.06	2.49	2.47	KMRG18-PH1
KMRG18	7	Natural	2	Sandy beach deposit	Natural	13.44	4.4	0.76	2.77	2.43	KMRG18-PH1
KMRG18	8	Natural	2	Sandy beach deposit	Natural	3.16	4.4	0.4	2.33	1.76	KMRG18-PH1
KMRG18	9	Layer	2	Silty clay alluvial deposit	Alluvial	2	2	0.02	2.09	2.01	KMRG18-PH1
KMRG18	10	Natural	2	Sand and shingle beach deposit	Natural	1	4.2	0.18	2.49	2.4	KMRG18-PH1
KMRG18	11	Layer	LOE	Peaty sand top soil	Horticultural	16.9		0.1	5.24	3.22	KMRG18-PH3
KMRG18	12	Fill	LOE	Bioturbation	Natural Silting	1.15		0.93	3.58	3.12	KMRG18-PH2
KMRG18	13	Cut	LOE	Bioturbation	Other	1.15		0.93	3.58	2.65	KMRG18-PH2
KMRG18	14	Layer	LOE	Dump deposit, part of sea bank	Dump	1		0.65	3.72	3.58	KMRG18-PH2
KMRG18	15	Fill	LOE	Fill of tree throw/natural feature	Natural Silting	1.75		0.66	3.98	3.72	KMRG18-PH2
KMRG18	16	Cut	LOE	Cut of tree throw/natural feature	Other	1.75		0.86	3.98	3.12	KMRG18-PH2
KMRG18	17	Fill	LOE	Fill of [18]	Natural Silting	0.44		0.7	3.22	3.18	KMRG18-PH2
KMRG18	18	Cut	LOE	Cut of tree throw/natural feature	Other	0.44		0.7	3.22	2.92	KMRG18-PH2
KMRG18	19	Layer	LOE	Deposit forming sea bank	Dump	6.22		2.1	5.08	2.98	KMRG18-PH2

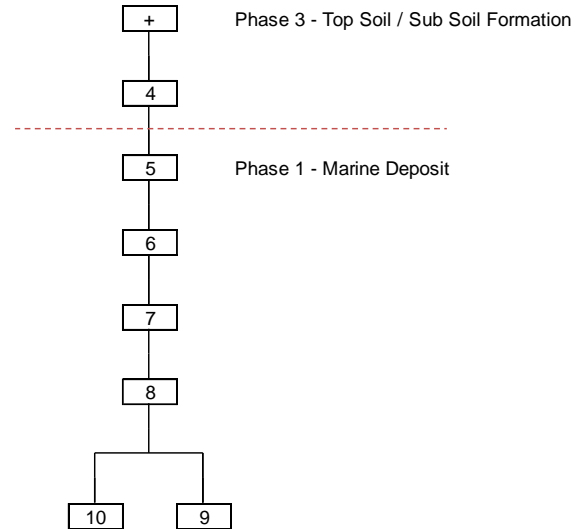
Site Code	Context	CTX Type	Trench	CTX Interpretation	CTX Category	CTX Length	CTX Width	CTX Depth	CTX Levels_high	CTX Levels_low	Phase
KMRG18	20	Layer	LOE	Deposit forming part of sea bank	Dump	2.76		0.2	3.18	2.82	KMRG18-PH2
KMRG18	21	Layer	LOE	Sand at base of sea bank	Natural	11.4		0.5	3.52	3.02	KMRG18-PH2
KMRG18	22	Layer	LOE	Sandy gravel layer	Natural	9.7		0.06	3.02		KMRG18-PH2
KMRG18	23	Layer	LOE	Sandy beach deposit	Natural	16.9		0.36	2.98	2.62	KMRG18-PH1
KMRG18	24	Layer	LOE	Subsoil	Make-up	2.5		0.56	3.28	2.82	KMRG18-PH3
KMRG18	25	Natural	LOE	Sand deposit	Natural	2.5	1	0.56	2.94	2.52	KMRG18-PH1
KMRG18	26	Fill	LOE	Fill of [27]	Natural Silting	2.06		0.46	3.26	2.52	KMRG18-PH3
KMRG18	27	Cut	LOE	Bioturbation	Other	2.06		0.46	3.26	2.52	KMRG18-PH3

APPENDIX 2: PHASED MATRIX

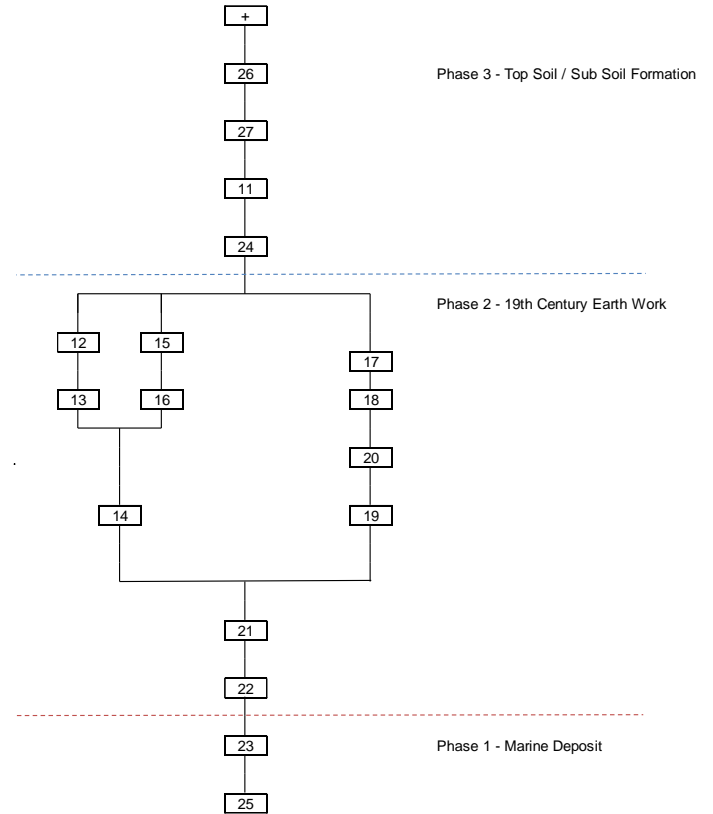
Trench 1



Trench 2



LOE Section



APPENDIX 3: OASIS FORM

OASIS ID: preconst1-335843

Project details

Project name	Land adjoining 88 Meham Road, Greatstone, Kent: An Archaeological Evaluation
Short description of the project	An archaeological evaluation was carried out between 12th and 16th November 2018 consisting of two trenches. Natural marine deposits of sand and beach shingle were located at between 1.78m and 2.51m OD. With topsoil and subsoil horizons representing reclaimed land found between 2.17m and 3.28m OD. The natural deposits were surmounted by the remains of a defensive sea bank. A single piece of datable ceramic being retrieved from this bank. Marine deposits and bank were sealed by subsoil and topsoil horizons forming the current day land-surface.
Project dates	Start: 12-11-2018 End: 16-11-2018
Previous/future work	Not known / Not known
Any associated project reference codes	KMRG18 - Sitecode
Type of project	Field evaluation
Site status	None
Current Land use	Vacant Land 2 - Vacant land not previously developed
Monument type	NONE None
Significant Finds	NONE None
Methods & techniques	"Targeted Trenches"
Development type	Urban residential (e.g. flats, houses, etc.)
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)

Project location

Country	England
Site location	KENT SHEPWAY FOLKESTONE Land adjoining 88 Meeham Road, Greatstone, Kent
Postcode	TN28 8NY
Study area	2834 Square metres
Site coordinates	TR 08060 24156 50.97852989037 0.964299443942 50 58 42 N 000 57 51 E Point
Height OD / Depth	Min: 1.78m Max: 2.51m

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
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Project brief originator	PCA
Project design originator	Amelia Fairman
Project director/manager	Amelia Fairman
Project supervisor	Dan Britton
Type of sponsor/funding body	Developer
Name of sponsor/funding body	Level Architecture

Project archives

Physical Archive Exists?	No
Physical Archive recipient	PCA
Physical Archive ID	KMRG18
Digital Archive recipient	PCA
Digital Archive ID	KMRG18
Digital Contents	"none"
Digital Media available	"Images raster / digital photography"
Paper Archive recipient	PCA
Paper Archive ID	KMRG18
Paper Contents	"none"
Paper Media available	"Context sheet", "Plan", "Section"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
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Author(s)/Editor(s)	Britton, D
Date	2018
Issuer or publisher	Pre-Construct Archaeology Ltd
Place of issue or publication	London
Description	Grey lit eval report in pdf format with PCA covers

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