

The Paddock Car Park,

Deal Castle

Watching brief report

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Watching brief at the paddock adjacent to Deal Castle

1. Summary

1.1 Plans to rationalise the layout and improve the surface of the car park south of Deal Castle (NGR 637762 152116, centred) required a significant area of the existing grass to be cleared and the excavation of a broad, shallow terrace cut into the gently sloping ground.

1.2 Careful inspection of the area during the clearance work was undertaken by a fieldworker from Canterbury Archaeological Trust. This allowed the recording of more than a dozen buried archaeological features. These comprised eleven pits, two post-holes and a length of gravel pathway. All of these features appeared to be of nineteenth—twentieth-century date with nothing that might be associated with the early occupation of the adjacent castle. There were no traces of any significant structures associated with the Second World War coastal gun battery that stood nearby.

1.3 A small collection of later post-medieval finds was recovered during the work. The bulk of this material consists of glazed chinaware and glass, together with some clay tobacco pipe fragments, a few pieces of broken red brick and roof tile, a small amount of animal bone and some prehistoric flintwork, perhaps derived from elsewhere.

2. Introduction

2.1 In connection with plans to rationalise the layout and improve the surface of the car park adjacent to Deal Castle, Canterbury Archaeological Trust (CAT) was engaged by English Heritage (EH) to maintain a watching brief during the course of the associated groundworks (Frontispiece).

2.2 The site examined occupies a small irregular field or paddock, comprising some 3,300 sq. m in area, on the southern side of Deal Castle, immediately beyond the castle's defensive ditch (Figs 1 & 2). It falls immediately outside the Scheduled area relating to the castle itself (NHLE no. 1013380), but lies within the Deal Middle Street Conservation Area (NGR 637762 152116, centred).

2.3 The paddock is defined on three sides by a hedge, supplemented by railings and is bounded to the north by the ditch of the castle. The shingle beach lies to the east, while Victoria Road and Marine Road lie west and south, respectively (Fig. 2).

2.4 In topographical terms, the paddock occupies a gentle west facing slope, representing the back-slope of the natural shingle ridge which delimits the shore line here. This area stands at an elevation of between 4.50 and 6.20m above OD. The Geological Survey of Great Britain indicates that it is situated above a bedrock geology of the Seaford Chalk Formation, overlain by recent storm beach deposits of sand and gravel (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

2.5 The groundworks for the new car park required two main areas of the existing grass to be cleared and the cutting of a broad, shallow terrace into the sloping ground (Frontispiece, Figs 2 & 3). The larger excavation was roughly L-shaped in plan, with maximum dimensions of about 15m (N–S) by 48.00m (E–W) and was up to 0.35m deep. A smaller area cleared on the eastern side was between 10 and 14 metres across (Figs 10 & 11). More than 200 tonnes of topsoil was removed from these areas. The remaining ground was left essentially undisturbed, laid to protective matting over the existing grass.

2.6 An archaeological presence on site was maintained for a total eight days, between 20 and 27 November, and 11–12 December, 2017. A total of fourteen separate archaeological features was revealed and swift excavation and recording work was required to document these. Discoveries included a series of eleven pits and a length of metalled pathway (see below). Nothing of special

significance was revealed, however, and everything exposed appeared to be of later post-medieval date. No remains which could be associated with the early occupation of the adjacent castle were identified and there were no traces of any major structures associated with the Second World War coastal gun battery that stood nearby (see below).

2.7 The fieldwork generated a limited archive, including thirty-four recorded contexts, four plans, six measured sections and 110 digital photographs. Small collections of pottery, glass, clay tobacco pipe, brick and tile, miscellaneous iron objects and some prehistoric struck flints were recovered. All the field records have been checked and indexed.

3. Planning background

3.1 The site has planning permission for resurfacing of the visitor car park, alterations to vehicular access and the installation of a pay machine and cycle stands. The Local Planning Authority planning reference number for the scheme is DOV/16/01370.

3.2 The Local Planning Authority has granted permission for the development with conditions. Condition 8 states:

8. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded. These details are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

3.3 In this instance the archaeological work involved monitoring, by an archaeological contractor, of all groundworks connected with the development and the recording of any features revealed.

4. Historical and archaeological background (based on Porter 2016)

4.1 The Deal area is generally rich in archaeological remains, although the present site, occupying a geologically recent beach ridge (see above), has a reduced archaeological potential prior to the sixteenth century when Deal Castle was built and the adjacent coastal town started to develop. A detailed heritage statement, reviewing the history of the present site and discoveries made in the immediate vicinity was prepared for English Heritage (Porter 2016). The present report should be read in conjunction with that study.

4.2 Deal Castle, itself was constructed on the orders of Henry VIII in 1539–40, as part of a series of defences overlooking the potentially vulnerable beaches adjacent to the Downs anchorage. The castle stood at the centre of a complex of fortifications and earthworks designed to repulse enemy shipping and impede a landing on this section of the coast. Sandown and Walmer castles were located at either end of this defensive system, to north and south respectively and, linking them to the larger and centrally positioned Deal Castle, was a continuous ditch or fosse with four intermediate earthen bulwarks set at regular intervals.

4.3 The documented history of these Henrician defences suggests that they had been abandoned relatively early: first manned in October 1540, the bulwarks were without guns by 1547 and by 1552 there was an intention to raze them in order to reduce royal expenditure (Porter 2016, 2.6).

4.4 Drawings of the surviving remains of the defences were prepared by William Stukeley in 1725 (Porter 2016, figs 2 & 3) and from these it would appear that the ditch running southwards from Deal Castle probably passed through the area of the present paddock and then onwards towards Walmer Castle.

4.5 The precise nature of this ditch has occasioned much debate among local historians. Early antiquaries regularly considered these earthworks to have been originally thrown up by Julius Caesar, who supposedly landed with his legions at Deal in 55 BC. In reality, it seems more likely that the Tudor defences represent a strengthening and re-working of a naturally formed strip of low-lying wetland running on the landward side of the beach ridge. This has been referred to as the 'Sea Valley' of Deal and Dr Frederic Hardman has previously described something of its use and development over the centuries (Hardman 1938). Modern landscaping and housing development now obscures this coastal feature in many areas.

4.6 The boundaries of the present paddock were formally established during the nineteenth century with the current arrangements in place by 1871. The paddock itself remained as an open space but with a path close to its east boundary, running from a footbridge over the castle ditch to its south-east bastion (Porter 2016, 2.11; Fig. 6).

4.7 During the Second World War, in June 1940, an emergency coastal battery was established on the beach ridge to the south-east of the castle. It comprised two 6 inch Mk 13 guns on naval mountings, with the Battery Observation Post and the Battery Headquarters established at the castle itself (info. from *Kent History Forum*, accessed on line 27.2.18). Each gun emplacement was linked by means of a sunken passage to a buried magazine, positioned some 60ft (18m) to the rear, within the area of the paddock (Porter 2016, figs 10 & 11; Figs 2 & 3).

4.8 The battery was removed very soon after the Second World War, with the underground magazine and linking passages probably being simply backfilled and levelled (Fig. 8). Associated with the battery further inland was a single surface-built Nissen hut, aligned north-south and located in the west half of the present paddock. The site of this structure falls within the area affected by the new car park works but no traces of its base were identified (Figs 2 & 3).

5. Aims and methodology

5.1 Aims

Given the archaeological/historical interest of the area (see above) and as a response to the excavation works necessary, an archaeological input in the form of a watching brief was required. The aim of this watching brief was to:-

- a) record details of any Second World War structures exposed;
- b) recover any historical artefacts revealed;
- c) identify any significant features relating to the Tudor defences or Tudor activity in the area, and to bring the matter to the attention of English Heritage so that further consideration might be given as to the best way to record and preserve such remains;
- d) provide advice and guidance to the ground workers and represent the views of English Heritage;
- e) help safeguard the adjacent Ancient Monument from any accidental damage during the course of the works.

5.2 Methodology

The archaeological fieldwork entailed the close monitoring of all the excavation works required for the new car park (Frontispiece). The main contractor gave every assistance on site. All the reduced surfaces exposed were inspected, with spoil from the excavations being regularly scanned for the

presence and collection of artefacts (Frontispiece, Figs 10 & 11). Archaeological structures and features exposed were recorded in plan and section, and photographed. The location of the principal features revealed was plotted by GPS.

6. The sequence of deposits exposed and recorded features

6.1 Sequence of deposits (Figs 3 & 4)

6.1.1 Beach deposit, Context 1003

Due to the natural fall of the ground and the shallow depth of the excavations, the sequence of deposits present on the site could not be observed in much detail. Two representative sections recorded illustrate the general sequence observed (Figs 3 & 4, Sections 2 & 3). The lowest deposit exposed, revealed over a fairly limited area, was a layer of essentially natural sand and shingle (Context 1003). In detail, this comprised a mixture of pale yellow-brown sand and flint beach pebble. A few intrusive archaeological finds were discovered in the top of this layer, including three pieces of later post-medieval pottery, three fragments of clay pipe stem, five possible prehistoric struck flints and two pieces of animal bone (Table 2).

6.1.2 Subsoil, Context 1002

Overlying the main beach deposit (1003) was a subsoil layer (Context 1002), partially representing the disturbed, upper zone of the underlying beach. Context 1002 comprised a layer of light brown sand with much beach pebble (pebble diameters 0.01–0.08m) and occasional small pieces of chalk. The deposit was up to 0.28m thick and contained fragments of nineteenth- and twentieth-century chinaware, several pieces of vessel glass, including a complete medicine bottle probably early twentieth-century in date, and odd fragments of iron, brick and tile (Table 2).

6.1.3 Topsoil, Context 1001

The subsoil layer (1002) was covered by topsoil (Context 1001), which supported the modern turf. This layer was generally between 0.13 and 0.17m thick and consisted of a dark grey-brown loamy sand with some flint pebbles. It produced a quantity of archaeological material including pottery, glass, clay pipe stem, brick, roof tile, miscellaneous iron objects, a few prehistoric struck flints and a piece of animal bone (Table 2).

6.2 Recorded features (Figs 2–5, 12 & 13; Table 1)

6.2.1 A total fourteen separate archaeological feature was recorded (Fig. 3; Table 1). Most of these were pits of varying shapes and sizes. There were also two post-holes (Fs 1129 & 1131) still containing the bases of wooden stakes, and a length of metalled pathway (F. 1105). Around half these features were recorded in plan without any excavation, the remainder being briefly sampled; only one (F. 1103) was fully excavated.

6.2.2 Line of pits, Fs 1107, 1110, 1112, 1114, 1103, 1116, 1118, 1120 & 1123 (Figs 3, 5 & 13)

A line of at least a dozen roughly circular pits was noted cutting into the surface of the natural beach (1003) along the south side of the site (Fig. 3). The position of nine was recorded (Fs 1107, 1110, 1112, 1114, 1103, 1116, 1118, 1120 & 1123) and it was possible to sample excavate three of these (Figs 3, 5 & 13; Fs 1110, 1103 & 1118). The pits were evenly placed in a row about 2 metres apart along the southern boundary of the plot, all within 1.50m of the current hedge line. Excavation of Fs 1103, 1110 & 1118 showed that each must have had an original depth of between 0.35 and 0.40m and a diameter of 0.70 to 0.80m (Figs 5 & 13).

6.2.3 The fill of each excavated pit was similar, with a lower deposit of a mixed light brown and yellow sand (Fig. 5, Contexts 1102, 1109 & 1121= redeposited natural) compacted onto the base. The upper fills consisted of a dark grey/light brown sand with occasional beach pebble (Fig. 5, Contexts

1101, 1108 & 1117). Occasional finds from these fills included glazed pottery, glass and clay tobacco pipe (Table 2) and suggest that they date to the late nineteenth–twentieth century.

6.2.4 The regular size and spacing of the pits implies that they are all contemporary, with a specific purpose. Perhaps they represent planter pits made for trees or shrubs adjacent to the boundary of the paddock.

6.2.5 Pathway, Context 1104 (Figs 2, 3, 4 & 12)

About 4.60m from the top eastern edge of the car park excavation, the subsoil, Context (1002) was cut by a shallow hollow (F. 1105) containing a linear path made of pea shingle (Context 1104). This was aligned roughly north–south and was traced for a minimum distance of about 11 metres, heading towards the castle ditch (Figs 2, 3 & 12).

The cut for the path (F. 1105) was about 2.50m across with irregular sides varying from sloping to near-vertical and followed the natural break of slope. A single deposit of pea shingle, 0.02 to 0.03m thick (Context 1104) occupied this cut (Fig. 4, Section 4; Fig. 12). This was buried at a depth of between 0.08 to 0.10m below the modern grass. Cleaning of the path’s surface revealed a cattle bone incorporated into its make-up (not removed; Table 2).

Fairly certainly, this section of pathway can be equated with the access path to a wooden footbridge which formerly spanned the castle ditch on the south side (Fig. 6). Both the path and bridge are recorded on large scale Ordnance Survey maps for 1871 and 1897, and also appear on an aerial photograph of 1920 (Historic England Archive Image EPW000640; Porter 2016; Fig. 6). The bridge and footpath, however, had been removed by the time of an aerial photograph dated August 1927 (Historic England Archive Images EPW000640 & EPW019062; Porter 2016; see Fig. 7).

6.2.6 Curving elongated pit, F. 1125 (Fig. 3)

Located within the car park terraced area, this was an irregular elongated pit, located on the west side, not far from pit F. 1127 (see below). As recorded, F. 1125 appeared to have a curving, linear shape, measuring 3.50m (E–W) by 0.70–0.90m (N–S). The uppermost filling of the pit was excavated to a depth of about 0.10m, leaving its lower levels intact. The excavated filling (Context 1124) consisted of a dark grey and brown sand with much shingle and crushed orange and red brick fragments. As exposed, the sides of the pit appeared steep–sloping. The upper filling of this feature was cut by post-hole, F. 1131 (see below).

Feat. No.	Type	Shape	Length (m)	Width (m)	Depth (m)	Fill nos	Finds retained (Y/N)
1103	pit	oval	0.80	0.70	0.34 (min.)	1101, 1102	Y
1105	path cut	linear	11.00 (min.)	2.50	0.02–0.03	1104	N
1107	pit	oval	0.80	0.70	(not exc.)	1106	N
1110	pit	circ.	dia.=	0.64	0.35	1108, 1109	Y
1112	pit	circ.	dia.=	0.70	(not exc.)	1111	N
1114	pit	oval	0.80	0.70	(not exc.)	1113	N
1116	pit	oval	0.80	0.70	(not exc.)	1115	N
1118	pit	oval	0.90	0.85	0.33 (min.)	1117, 1121	Y
1120	pit	oval	0.85	0.75	(not exc.)	1119	N
1123	pit	circ.	dia.=	0.80	(not exc.)	1122	N
1125	pit	irreg.	3.56	0.70–1.00	0.10 (min.)	1124	N
1127	pit	oval	2.00	1.69	0.10 (min.)	1126	N
1129	post-hole	oval	0.20	0.16	0.10 (min.)	1128	N
1131	post-hole	circ.	dia.=	0.18	0.10 (min.)	1130	N

Table 1 Summary of features recorded during the watching brief

6.2.7 *Oval pit, F. 1127*

This large pit lay towards the western side of the terraced car park area. Its full extent was not revealed as it continued under the baulk and kerbing installed for the new car park. As recorded, it appeared to be oval in shape, measuring 1.69 (E–W) by at least 2.00m (N–S). The uppermost filling of the pit was excavated to a depth of about 0.10m, leaving its lower fills undisturbed. The excavated fill comprised a mixture of dark grey sand and beach shingle, with some broken red and yellow brick (Context 1126). Near the surface, this fill contained some modern glass, a leather seal (possibly for a stirrup pump) and barbed wire fragments, suggesting a Second World War or immediately post-war date. The general character of the filling suggested that it was broadly contemporary with F. 1125.

6.2.8 *Post-holes Fs 1129 & 1131*

These two features appeared to be contemporary in date and were situated within and beside pit, F. 1125 (see above). Each comprised a truncated post-hole with the remains of a cleft chestnut stake *in situ*. The fill/packing around each (Contexts 1128 & 1130) consisted of dark grey sand and shingle. Centre to centre, the post-holes were 1.12m apart, on an east–west alignment. They would seem to represent the latest features on this part of the site.

There were no visible signs of any other posts in the area and the stakes had been inserted individually for what must have been a lightweight function – very possibly fencing. Given the dating of the pit (F. 1125) which post-hole F. 1131 cut, these posts are likely to date to after the Second World War and quite probably relate to some sort of localised temporary site fencing.

7. Finds

7.1 A small collection of finds was recovered during the watching brief. The bulk of this material consists of glazed chinaware and glass, together with clay tobacco pipe fragments, a few pieces of broken red brick and roof tile, a small amount of animal bone and some prehistoric flintwork (Table 2).

7.2 The material has been processed according to standard Canterbury Archaeological Trust procedures. It currently remains in the possession of the Trust (Dover Office) but will shortly be transferred to an English Heritage storage facility. Brief notes on the main categories of find are set out below.

7.3 *Prehistoric struck flints* (Table 2)

7.3.1 The bulk of the flint material collected on site as potentially being humanly struck is more probably beach pebble that has been naturally fractured. There are 10 pieces (462g), however, which could represent genuinely struck items. Although few are overly convincing as being prehistoric, none have the appearance of being galletting flakes associated with the construction of the adjacent castle walls.

7.3.2 Most readily recognizable as a prehistoric tool is a fairly thick blade of unpatinated downland flint recovered from the topsoil (Context 1001). This shows traces of retouching along both edges, with rough working on the distal end perhaps indicating that it had been used as an end scraper. In addition, there are another 6 pieces, from Contexts 1001, 1003 (main beach deposit) and 1121 (lower fill of pit, F. 1118), which seem to be genuine struck flakes, all unworked. Although two are on beach pebbles, cortex surviving on the others indicates that they are derived from local downland or bullhead flint sources. Another 3 pieces from Context 1001 (topsoil) could be regarded as small core fragments.

7.3.3 Good prehistoric flintwork is abundant in the Deal region and locally, small assemblages have been recovered from investigations at the South, North and East Marine Barracks, a little further inland to the south (e.g. Wilson 1998 & 1999). Of the genuine prehistoric material recovered on the

present site, a proportion may well have been brought in from elsewhere, perhaps being contained within soil imported for levelling and landscaping purposes.

7.3.4 Four calcined flints (135g) were also recovered from the topsoil, Context 1001. Although such items are regularly discovered on prehistoric sites, there can be no certainty as to the date of the present finds, none of which appeared to have been burnt *in situ*.

7.4 Pottery (Table 2)

7.4.1 The watching brief produced a total of 46 sherds of pottery (493g), from five separate contexts. Nearly three-quarters of this material came from the topsoil layer (Context 1001; 30 sherds) with another smaller group from the subsoil (Context 1002; 9 sherds).

7.4.2 All the pottery appears to date to the nineteenth and twentieth century, with no obviously earlier material. The assemblage largely comprises cream and white glazed chinawares, some with glazed decoration. There are also a few sherds of earthenware but early post-medieval material, contemporary with the original use of the adjacent castle, seems to be absent.

7.4.3 A few individual pieces are of passing interest. A single pot lid recovered from Context 1001 is marked '*Singletons Eye Lotion*', whilst a carefully shaped, green glazed leaf must come from some very ornate decorated plate or dish.

7.5 Glass (Table 2)

7.5.1 A variety of broken vessel glass (1714g) was found across the site, mainly in the topsoil, Context 1001. A range of wine, beer, mineral water and medicine bottles seems to be represented. Amongst the items recovered were three complete or partially complete bottles, along with several other necks and bases, including the base of a wine glass.

7.5.2 All of the vessels represented would appear to be of nineteenth- or twentieth-century date. Of the complete or near-complete vessels, one is a stoppered clear bottle marked 'Ozonic' (a twentieth-century mineral water company based in Thanet) and another is a stoppered clear bottle marked 'D. Lyle Ltd', addressed at Ashford, Strood and Maidstone. These vessels both came from the topsoil (Context 1001) and probably date to the early 1920s. A small brown octagonal sectioned medicine bottle from the subsoil (Context 1002) is again probably from the 1920s.

7.6 Clay tobacco pipe (Table 2)

7.6.1 Seventeen clay tobacco pipe fragments were recovered (41g), mostly from the topsoil across the site (Context 1001). These were all short fragments of broken stem, the longest two being 56mm and 60mm in length, respectively. The filling of pit, F. 1118 (Context 1121) produced a single fragment with a damaged spur and the start of the bowl; this is probably of eighteenth- or nineteenth-century date but too little remains to be more precise.

7.6.2 Amongst the other stem fragments are about half-a-dozen pieces whose overall thickness and wide bore diameter could suggest that they are relatively early, probably seventeenth-century, but the remainder are likely to be later.

7.7 Ironwork (Table 2)

A miscellaneous collection of ironwork, all of nineteenth- or twentieth-century date, was found and a selection retained. A number of distinctive angle-irons were discovered. These were each about 2ft long (0.60m), made of a heavy high-grade iron, having two notches about 3 inches (76mm) from the top on either face. They are of a well-known military type and would have originally been used to support a barbed wire entanglement set at shin height. One of the irons still had barbed wire

attached. Fairly certainly, these present specimens are derived from the Second World War coastal defences that once existed in this area (see above). None of these items was retained.

There are also two brass cartridge cases of spent .303 rifle rounds, no doubt also of Second World War date.

7.8 *Brick and tile* (Table 2)

A few pieces of broken red brick were retained from Context 1002 (subsoil). One of these has a vitrified, green glazed surface. Occasional small fragments of broken peg-tile were also recovered from Contexts 1001 and 1002.

7.9 *Animal bone* (Table 2)

A shattered animal bone was recovered from topsoil (Context 1001), with two other pieces from Context 1003. One other bone fragment was contained within Context 1104, the pea shingle pathway (not recovered). The general lack of bone material, however, gives the general impression that little kitchen waste had ever been dumped across this area.

Context	Pottery	Vessel glass	Clay Pipe stem	Brick & Tile	Misc. Fe.	Struck flint	Animal bone
1001 (topsoil)	30	10	12	6	6	4	1
1002 (subsoil)	9	6	-	5	1	-	-
1003 (beach)	3	-	3	-	-	5	2
1101	3	-	-	-	-	-	-
1102	-	-	-	-	-	-	-
1104 (pathway)	-	-	-	-	-	-	(1)
1108	1	-	-	-	-	-	-
1121	-	1	1	-	-	1	-
1126	-	2	1	-	-	-	-
Total	46	19	17	11	7	10	4

Table 2 Distribution of finds recovered from the watching brief

8. Conclusions

8.1 The groundworks associated with the new car park construction have provided a valuable, if limited, opportunity to archaeologically examine a piece ground immediately adjacent to Deal Castle, an important military establishment from the date of its construction in 1539–40 until the end of the Second World War.

8.2 In the event, little of special archaeological interest was revealed. Careful inspection of the soil stripped from the site produced a relatively limited quantity of artefacts, with a general absence of any material dating from the sixteenth to eighteenth century. This could imply that the area had generally been kept clear of day to day occupation detritus, or that subsequent landscaping has stripped away any earlier deposits and finds. Despite the area being traditionally believed to be the landing site of Julius Caesar, nothing of Roman date was found, whilst the significance of the small quantity of prehistoric flintwork recovered must remain open to some debate (see above, **7.3**)

8.3 A number of sub-surface archaeological features were located. These were mostly pits and post-holes cutting the primary beach or subsoil deposits and all appeared to be of nineteenth- or twentieth-century date. On the eastern side of the site, exposure of a length of north–south aligned gravel pathway (Context 1104) confirms the evidence of early Ordnance Survey maps and aerial photographs, which show a path crossing this area, connecting to a footbridge over the castle ditch (Fig. 6).

8.4 The discovery of a row of possible planter pits close to the southern boundary of the site may relate to an early effort to enclose the area. Contained within the thickness of the present boundary hedge is an intact wrought iron fence which must relate to the subsequent formalisation of the boundary (Figs 6 & 7).

8.5 The shallow depth and relatively limited extent of the groundworks largely precluded any attempt at identifying the line of the great Tudor ditch which supposedly connected Deal Castle with Walmer to the south.

8.6 No clear traces of any of the Second World War structures known to have existed in the area were noted. The underground magazine associated with the 1940 coastal battery would seem to have lain a little to the north of the areas cleared in 2017 (Fig. 3) and consequently was not exposed. Nor were any traces of the surface-built Nissen hut once located to the west of the magazine noted. Recorded pits F. 1125 and 1127, however, fell close to the site of this structure and may have been associated rubbish pits.

8.7 An OASIS entry has been prepared for the present work but no further study of the recorded information is required at this time. The details noted might usefully feed into any future archaeological investigations being planned for the area.

9. Bibliography

British Geological Survey on-line: <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

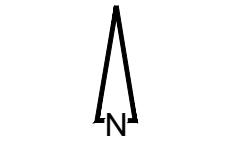
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Fig.1



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SITE ADDRESS Deal Castle, The Paddock Victoria Road Deal Kent	
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DATE 20/02/18	LAST REVISION 16/03/18
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Fig. 1 General location map showing position of investigated site

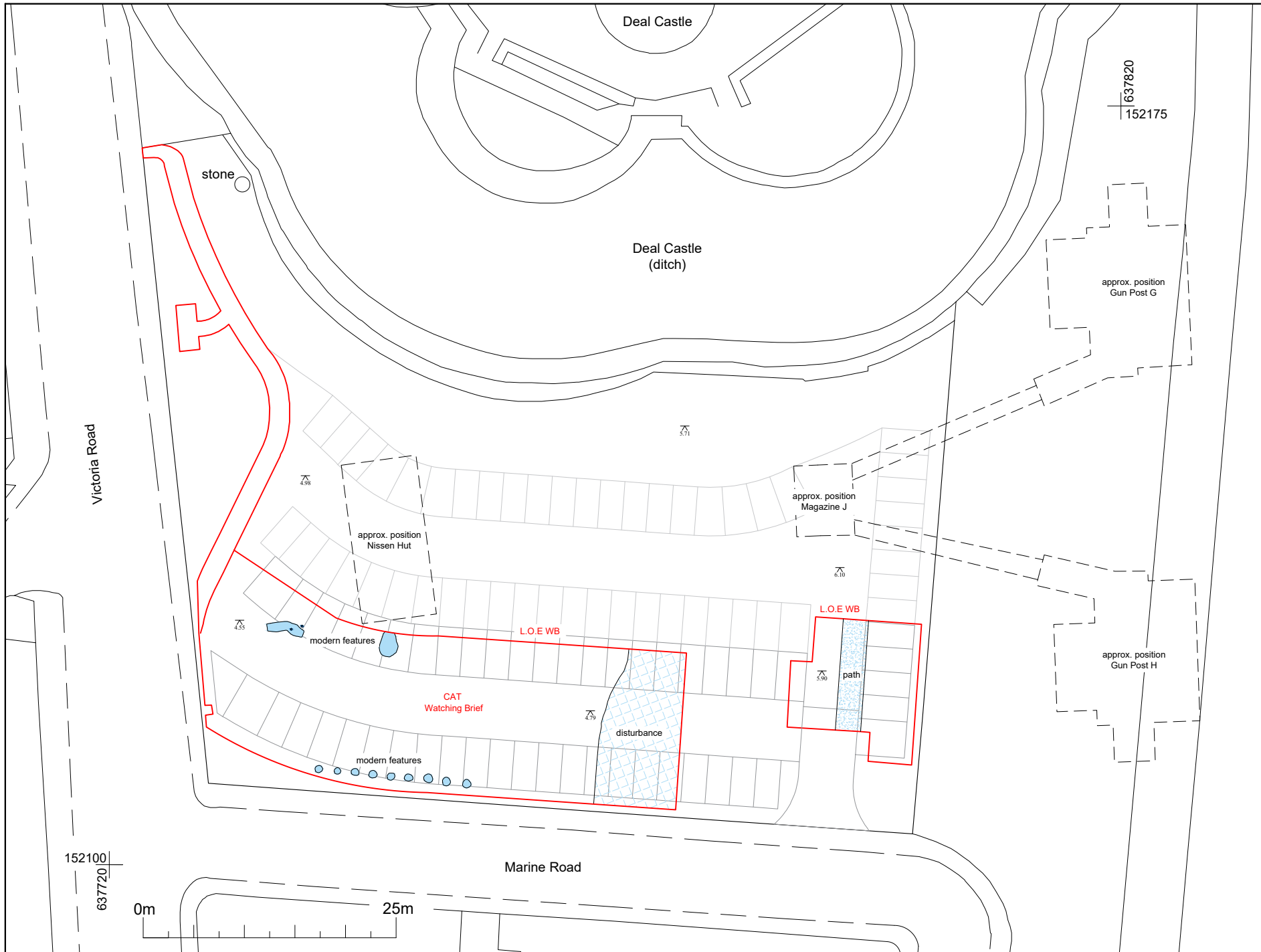



Fig.2

 Extent of watching-brief observed area



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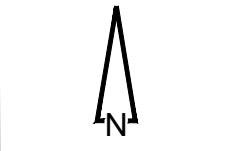
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Fig. 2 Plan showing position of investigated areas and features identified

Fig.3

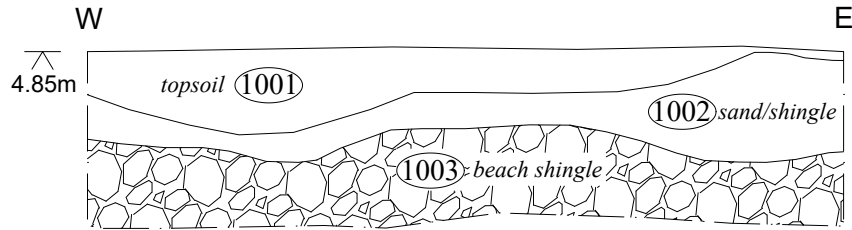


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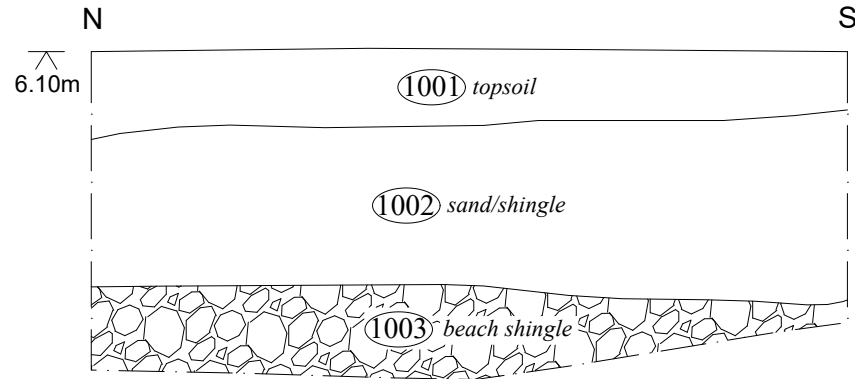
Fig. 3 Detail plan showing investigated features

Fig.4

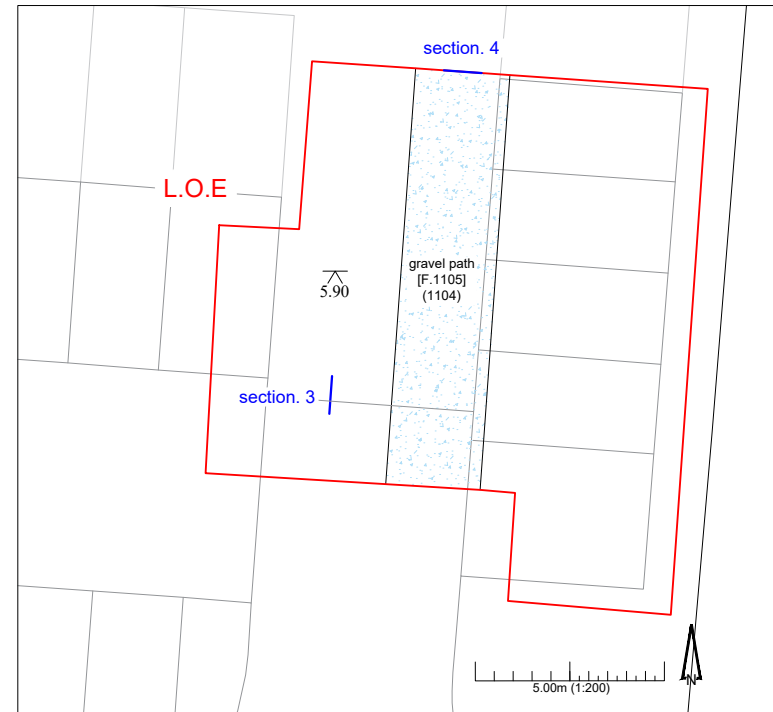
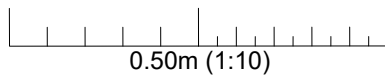
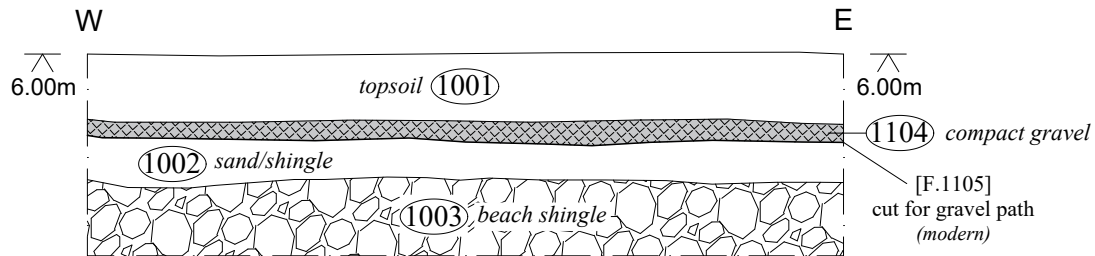
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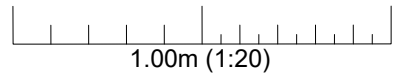
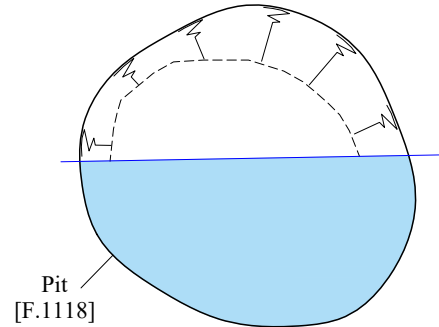
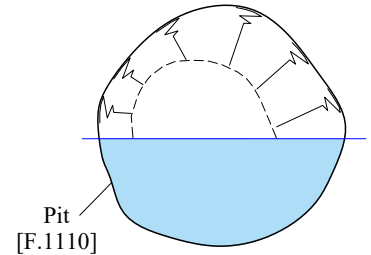
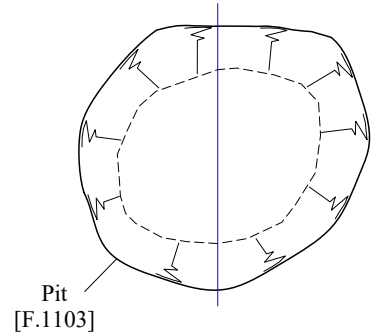
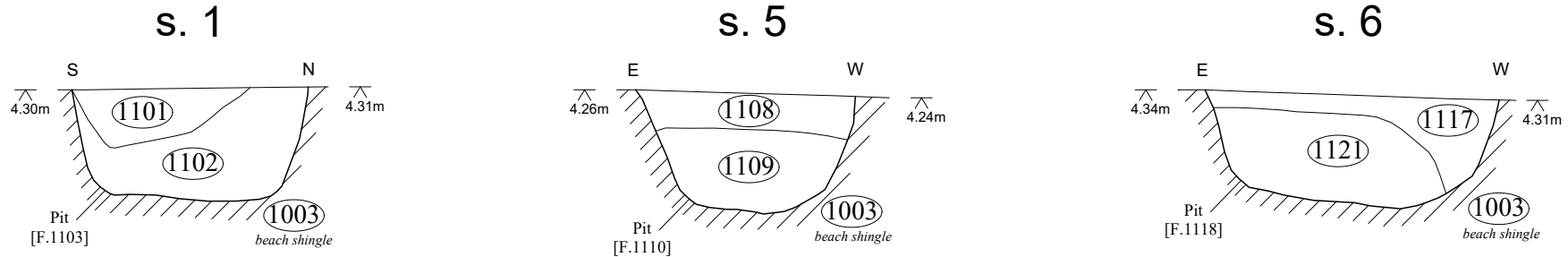
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Fig. 4 Sections through recorded deposits (with inset plan of gravel path, 1104)

Fig.5



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Fig. 5 Plans and sections of investigated pits



Fig. 6 Aerial photograph of 1920 showing footbridge and pathway across paddock on south side of Deal Castle (Historic England Archive Image EPW000333)



Fig. 7 Aerial photograph of 1931 showing open paddock on south side of Deal Castle – note footbridge has been removed (Historic England Archive Image EPW035432)



Fig. 8 Aerial photograph of 1948 showing scars left by removal of Second World War defences and bomb damage to Deal Castle (Historic England Archive Image EAW014345)

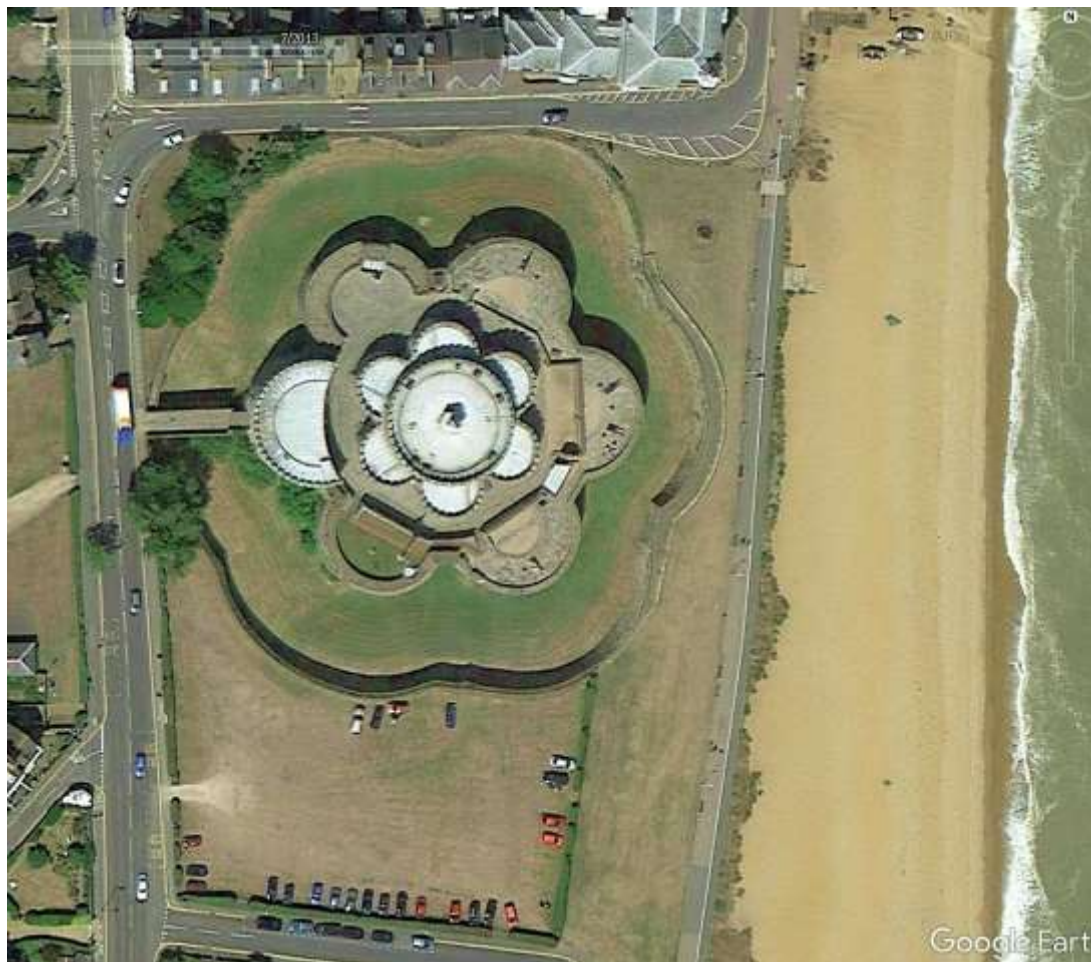


Fig. 9 Google Earth view of Deal Castle in 2013 showing the paddock in use as a car park (©Google Earth)



Fig. 10 Initial machine stripping of topsoil on the east side, looking south (CAT image 0459)



Fig. 11 Excavations for the car park, looking east (CAT image 3440)



Fig. 12 View of gavel path (1104) heading towards castle, looking north. Scales, 20 and 50cm (CAT image 0463)



Fig. 13 Pit F. 1118, half sectioned, looking south. Scale, 50cm (CAT image 0487)

Table 3: Kent County Council HER summary form

Site Name: Deal Castle Car Park		
Site Address: Deal Castle, Car Park, The Paddock, Deal, Kent		
<p>Summary: A watching brief maintained during improvements to the car park south of Deal Castle revealed more than a dozen buried archaeological features. These comprised eleven pits, two post-holes and a length of gravel pathway. All of these features appeared to be of nineteenth—twentieth-century date with nothing that might be associated with the early occupation of the adjacent castle. There were no traces of any significant structures associated with the Second World War coastal gun battery that stood nearby.</p> <p>A small collection of later post-medieval finds was recovered during the work. The bulk of this material consists of glazed chinaware and glass, together with some clay tobacco pipe fragments, a few pieces of broken red brick and roof tile, a small amount of animal bone and some prehistoric flintwork, perhaps derived from elsewhere.</p>		
District/Unitary: Dover	Parish: Deal	
Period(s): Probable prehistoric struck flints. Pits and post-holes containing material of later post-medieval date.		
NGR (centre of site: 8 figures): 637762 152116, centred		
(NB if large or linear site give multiple NGRs)		
Type of Archaeological work (delete):		
Evaluation	Watching Brief	Field Walking
Documentary study	Building recording	Earthwork survey
Excavation	Geophysical survey	Field survey
Geoarchaeological investigation		
Date of recording: November-December, 2017		
Unit undertaking recording: Canterbury Archaeological Trust		
Geology: Seaford Chalk Formation, overlain by recent storm beach deposits of sand and gravel		
Title and Author of accompanying report:		
<i>A watching brief at the Paddock Car Park, Deal Castle, Deal, Kent</i> by Gordon Hutchinson and Keith Parfitt		
Summary of fieldwork results: (begin with earliest period first, add NGRs where appropriate) A number archaeological features, all apparently of later post-medieval date, were recorded. Nothing that might be associated with the early occupation of the adjacent castle was identified. A number of prehistoric struck flint recovered may well be derived from elsewhere.		
Location of archive/finds: Canterbury Archaeological Trust (Dover Office)		
Contact at Unit: K. Parfitt	Date: 21/3/18	



ENGLISH HERITAGE

Deal Castle, Car Park Development

Heritage Statement



NGR TR3776352127

October 2016

Deal Castle, Car Park Development, Heritage Statement

I. Introduction

- I.1 English Heritage proposes to rationalise the layout and improve the surface of the car park at Deal Castle, Deal, Kent. The car park is located to the south of the castle within a small irregular field or paddock, measuring 3,300m² in area and centred roughly on TR3776352127. The paddock is defined on three sides by a hedge supplemented by railings and is bounded to the north by the ditch of the castle. The shingle beach lies to the east, while Victoria Road and Marine Road lie west and south respectively.



Figure I. Aerial view (copyright Google Maps), showing Deal Castle and the car park to its south.

- I.2 Deal Castle is a scheduled ancient monument (NHLE no. 1013380). The scheduled area extends to the counterscarp wall of the castle's ditch. The car park falls within the Deal Middle Street Conservation Area.
- I.3 This heritage statement has been written to support a planning application to improve the arrangements in the car park by introducing new durable surface materials and formalising the parking locations. It provides an account of the historical development of the site; assesses the heritage significance of the car park; shows how that significance has informed and been respected by the proposals; and sets out an archaeological strategy to mitigate potential harm caused by the works.

2. Understanding the Development of the Site

- 2.1 The Geological Survey of Great Britain shows that Deal Castle and the paddock are situated upon bedrock geology of Seaford Chalk Formation dating from 84-89 million years ago whereas the Superficial Deposits are of storm beach deposits of sand and gravel formed up to 3 million years ago. The castle, along with Deal town, sits on a gravel ridge understood to have developed in the later Medieval period.¹

Pre-history

- 2.2 The Kent HER contains records of a limited number of Neolithic and iron age artefacts located within Deal, and several palaeolithic/mesolithic stone axes have been dredged up from the sea near the coast, but none of these are suggestive of a permanent prehistoric settlement.²

Roman

- 2.3 With only two coins, a few potsherds and possible Romano-British ditches found in Deal town there is no evidence that occupation in the area during the Roman period was anything other than rural in character.³

Medieval

- 2.4 Evidence for Saxon occupation in the area is also sparse and is limited to two 6th-century cemeteries located in chalk areas 4km west and 2.5km south of the town.⁴
- 2.5 Deal was listed in Domesday as Addelam and developed about 1.5km inland around the parish church of St. Leonard, founded in c.1180. This area, now known as Upper Deal, remained the nucleus of the settlement and there is no evidence of major settlement upon the coastal gravel ridge before the 16th century. Although by 1530 there seem to have been on the shingle ridge a few wooden storehouses and tenements associated with emerging fishing and maritime trades, the development of this area appears to be a consequence of the construction of Deal Castle (and the other defences of the Downs) in 1539-40.⁵

Post-Medieval

- 2.6 Deal Castle was constructed on the orders of Henry VIII in 1539-40 as part of a series of defences overlooking the potentially vulnerable beaches of the Downs. The castle stood at the centre of a sequence of fortifications and earthworks designed to repulse enemy shipping and impede a landing on this section of the coast. Sandown and Walmer castles were located at either end of these defences, north and south respectively, and between them and Deal Castle was a continuous ditch or fosse

¹ Kent Historic Towns Survey, *Deal Archaeological Assessment Document*, Kent County Council, December 2004,

² Ibid, 4.

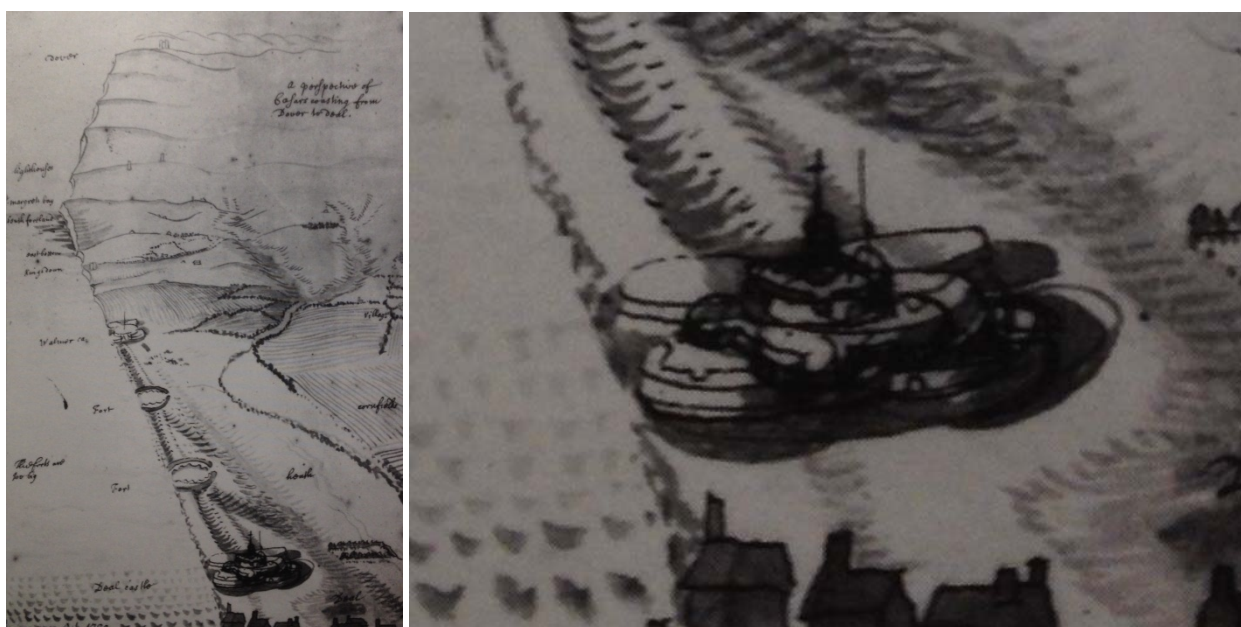
³ Idem.

⁴ Idem.

⁵ Ibid, 5-6.

with four intermediate earthen bulwarks at regular intervals. The documented history of these defences suggests that they were abandoned relatively early: first manned in October 1540, the bulwarks were without guns by 1547 and by 1552 there was an intention to raze them in order to reduce royal expenditure.⁶

- 2.7 Drawings of the remains of the defences prepared by William Stukeley in 1725 suggest that the ditch to the south of Deal Castle ran north-south through the study area. Stukeley's drawing suggests that the ditch ran close to the counterscarp of the castle's ditch, and that it was aligned roughly with the central tower of the castle. Although the precision of Stukeley's alignment must be questioned – his view is an aerial perspective and the depiction of the castle is somewhat confused – the proximity of the ditch to the castle's counterscarp makes perfect sense defensively speaking.



Figures 2 and 3. Stukeley's view of the Henrician defences in the Downs, 1725. Overview looking south from Deal to Walmer (left) and detail showing Deal Castle (right). The site of the later car park lies immediately beyond the castle.

- 2.8 The appearance of the ditch, as depicted by Stukeley, is not confirmed by other early depictions of the castle. A drawing by Wenceslaus Hollar of c.1640 gives no indication of it, nor does an engraving by Samuel and Nathaniel Buck of 1735.⁷ Both illustrations present the castle within open ground, although the Buck engraving shows a picket fence on the south side of the castle.

⁶ Kent HER TR35 SE388; C S Knighton, *Calendar of State Papers, Domestic Series, Edward VI*, HMSO 1992, 685 (p246).

⁷ The Buck brothers' view is from the northwest and focussed on the castle, so the lack of detail regarding the study area is not surprising.

2.9 Despite attempts to prevent development within the line of fire of the castle, Deal town grew up to the north of the castle, achieving corporation status in 1699.⁸ By this time a naval victualing yard had been established directly north of the castle between it and the urban development. By contrast, the land to the south appears to have remained undeveloped. Cartographic evidence of the 18th century shows the castle in isolation from the town, sitting to the east of the Deal-Walmer road, and with the captain's garden on the west side of the road the only closely located feature. Andrews, Dury and Herbert's map of 1769 shows one of the bulwarks of the Tudor linear defences to the south of the castle but there is no indication of the defensive ditch. In contrast to the captain's garden to the west of the castle, no formal boundary is shown around the site of the later paddock / car park. Hasted's map of 1790 shows the recently constructed naval hospital and barracks southwest of the castle but again nothing either within the study area or on its perimeter. The Ordnance Surveyor's field drawing of Deal, prepared in c.1800, also presents the study area as a formally undefined open area, though a rectilinear feature is shown approximately 40m to the south of the current southern boundary.



Figure 4. Detail from Andrews, Dury and Herbert's map of 1769.

⁸ Deal Archaeological Assessment Document, 8.



Figure 5. Ordnance Surveyor's field drawing of Deal, prepared in c.1800.

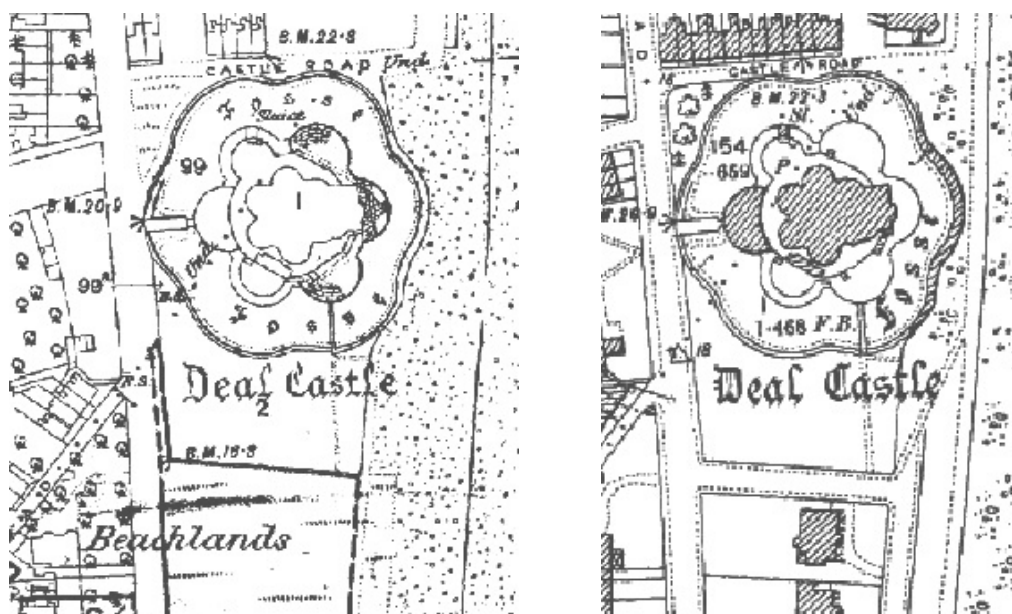
- 2.10 The paddock's boundaries were formally established during the 19th century. A drawing by William Daniel of c.1823 provides a view from the south, across the paddock, and towards the castle. This shows a post and rail fence on the paddock's north, south and east boundaries (the west boundary is out of view). On the north the boundary skirts the castle ditch's counterscarp, while on the east the boundary runs north-south aligned, roughly, with the eastern edge of the castle's southeast bastion, with the foreshore beyond to the east. The paddock is shown empty and it has been suggested that it provided garden or parade ground space. In the foreground of Daniel's drawing, to the south of the paddock is a long single-storey building with pitched roof, axially aligned east-west, with an out-house visible on its northern side.



Figure 6. Deal castle from the south by William Daniel, c.1823. The paddock is shown with a fenced boundary.

- 2.11 Ordnance Survey maps show how the paddock was further defined during the 19th century. The current boundaries had been established by 1871, with residential development occurring to the south of the newly created Marine Road before 1897. The paddock remained an open space but with a footpaths close to its east boundary, running from a footbridge over the castle ditch to its southeast bastion. One of these footpaths ran north-south across the paddock, the other east-west towards the shore. This arrangement can be seen in an aerial photograph taken in April 1920 but the bridge and footpaths had been removed by the time of a subsequent aerial photograph in August 1927.⁹

⁹ Historic England Archive Images EPW000640 & EPW019062.



Figures 7 and 8. Consecutive OS maps, 1871 and 1897 showing the formal delineation of the paddock and arrival of residential development to its south.



Figure 9. Aerial photograph, April 1920. Historic England Archive Image EPW000640.

- 2.12 During World War II, and before February 1941, an emergency 6" gun battery was established southeast of the castle. This comprised two brick-built machine gun posts (disguised as houses) outside the eastern boundary of the paddock, linked by sunken passages to a buried magazine within the paddock.¹⁰ Although sectional information about the magazine has yet to be located, its plan suggests that while the majority of the structure was buried there was an entrance at ground level on its west side, providing access to a flight of stairs down to the body of the magazine. Associated with the battery was a Nissen hut measuring 15.24m x 7.62m (50ft x 25ft), aligned

¹⁰ Historic England Archive MPDEA/0266; Kent HER TR35 SE 384, which notes that the battery is first evident in aerial photographs of February 1941.

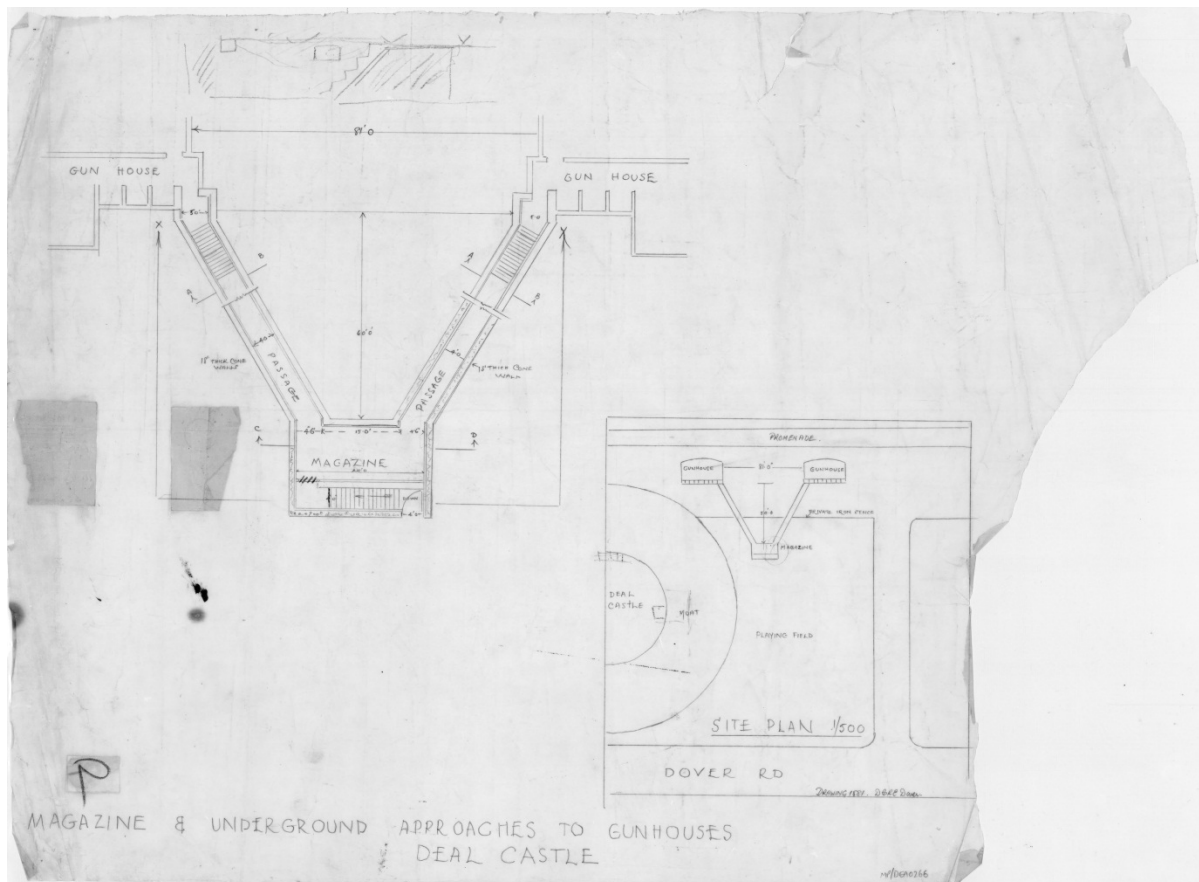


Figure 10. Plan showing magazine and gun posts of emergency World War II battery, HEA MP/DEA0266. (East at top.)

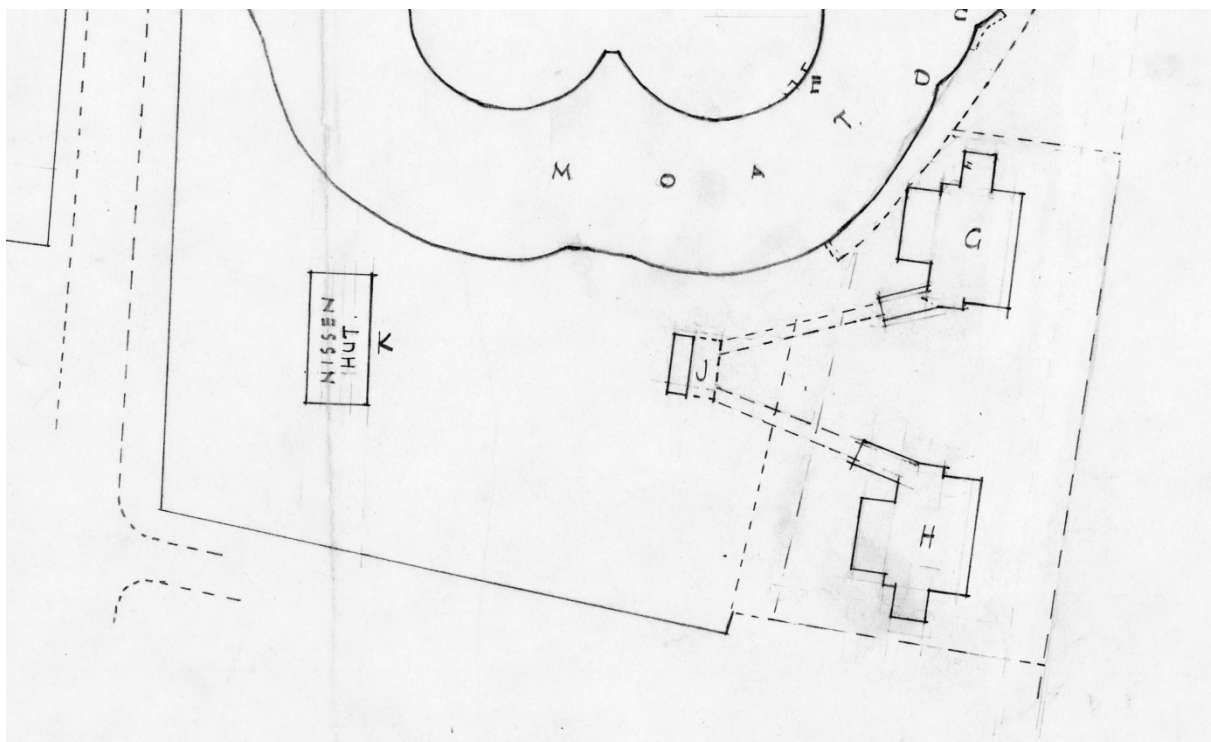


Figure 11. Detail of HEA MP/DEA0050 showing location of gun posts (G & H), magazine (J) and Nissen hut within paddock.

north-south and located in the west half of the paddock.¹¹ A condition report on the castle, made in April 1945, notes that there was extensive barbed wire around the site.¹² A photograph taken in April 1945 from within the castle, looking southeast toward the gun posts, shows anti-tank pimples placed along the length of the rather denuded hedge on the paddock's east boundary. It also shows that the ground within the paddock had become overgrown relative to the ground to the east.¹³

- 2.13 The battery was removed soon after World War II. An aerial photograph of c.1945-46 shows the northern gun post demolished, while an aerial taken in April 1948 shows the structures of the battery completely removed from the paddock and adjacent to it, leaving the ground heavily scarred.¹⁴ The treatment of the magazine is unknown but it is likely that it was in-filled and its western steps buried. Since 1948 the eastern boundary has been restored and a hedge planted on it, and the paddock has remained an open grassed space.



Figure 12. Detail of aerial photograph of c.1945-46, looking northeast across paddock. Note Nissen hut and gun post to the east. The northern gun post has been demolished. The light scar is on the line of the subterranean passage which ran between the north gun post and the buried magazine.

¹¹ National Archives Work 14/30, Report upon condition including war damage and alterations made during military occupation/April 1945.

¹² Ibid.

¹³ Photograph in National Archives AA 056234 2 PT3, dated 17 April 1945.

¹⁴ Historic England Archive image EAW014342.

3. Heritage significance of the paddock / car park

- 3.1 The paddock has been a defined open space since the early 19th century. Although it is unclear how this space was used by the residents of Deal Castle, and it appears to have never been formally laid out as a garden. Its colloquial title, the paddock, suggests it may have been used to keep the captains' horses. The footbridge from the castle's southeast bastion into the paddock, which had become established by the 1870s, and which led to paths running southwards and eastwards across the paddock, suggests that this ground provided a secondary means of access between the castle and its surroundings. The paddock remains an ancillary space in the lee of the castle.
- 3.2 Along with the beach, the paddock is the last surviving piece of open ground in the immediate vicinity of Deal Castle, and makes an important contribution to the castle's setting. It is the only landward area from which the castle can be viewed comfortably and provides a full view of the tiered defences and later architectural features present in the southern-facing elevations of its bastions, lunettes and central tower. The view captured by William Daniel in 1823 survives, even if details of the building have changed. The busy roads which hem in the castle to the west and north make the breathing space provided by the paddock all the more valuable.



Figure 13. View across paddock looking north.

- 3.3 Apart from the opportunities provided by the paddock to view and enjoy the form of the castle, this area also enables understanding of the historic relationship

between the castle and the land about it. When originally constructed in 1540, the castle (and associated defences) stood in open ground and, though the paddock is a relatively tiny survival, along with the beach it is the only place where this relationship can still be understood. It is particularly important for illustrating the squat form of the castle (designed for the exigencies of artillery defence) relative to surrounding land.

- 3.4 For the conservation area in which it sits, the most important contribution made by the paddock is again the open space contained within it. Combined with the captain's garden to the west of the castle, it provides a rare example of open ground within an area which witnessed high-density development from the 17th century onward, but unlike the captain's garden, the lack of development within the paddock is noticeable from public highways which bisect the conservation area. The hedge around the paddock, which restricts direct view into it, reflects a form of boundary delineation shown in historic photographs and an element of the streetscape throughout the 20th century, including during World War II.



Figure 14. View towards looking northeast towards paddock from Victoria Road.

- 3.5 Below ground, the paddock contains high potential for buried remains of the 1940s magazine and its passages, and some potential for evidence related to the footings of the Nissen hut. Evidence related to the Tudor linear defences may be expected to survive below a greater degree of overburden.

- 3.6 The paddock is used as a car park, currently without any formal surfacing or indication of parking bays. As a consequence there has been extensive damage to ground surface in the paddock's northeast corner and while drivers are at liberty to park anywhere within the site, it is usual for places close to the counterscarp of the castle's ditch to be taken first. The combination of ground damage and regular parking directly adjacent to the counterscarp erodes the amenity of the castle and harms the ability of visitors to enjoy its setting.



Figure 15. View across paddock looking northeast, showing the effect on the castle's setting by cars parking close to the counterscarp.

4. The proposed changes to the car park.

- 4.1 It is proposed to remedy the issues of ground erosion and surface damage to the paddock car park by introducing reinforced and durable surface materials. In addition, the layout of parking for 100 cars within the paddock will be formalised, and the primary entrance to the site relocated to the east gate in the south boundary.
- 4.2 Given the importance of the paddock for the setting of the castle, and the potential vulnerability of the setting in the context of the car park proposals, the design has been informed by the requirement to respect the heritage values of both the castle and the paddock.

- 4.3 In terms of overall form, the layout of the car park has eschewed a simple linear arrangement in favour of a curvilinear one which echoes the line of the counterscarp of the castle's ditch. This is not simply a question of responding creatively to the architectural form of the castle; it also allows the parking zone to be kept further away from the counterscarp, leaving a wide margin all around it.
- 4.4 The car park will be arranged to allow for everyday and overflow parking. The former will be contained within the southern half of the paddock, which means that most of the time cars will be parked well away from the castle, much further than is currently the case. It is intended, therefore, that the setting of the castle is improved as a consequence. Overflow parking, for particularly busy days will be within the northern half of the paddock, but still kept further away from the counterscarp than is currently the case.
- 4.5 A further protection of character will be provided by the materials employed. The new surface will consist of a cellular grid structure and retention system. Within the northern half of the paddock, where overflow parking will be contained, this surface will have a grassed finish meaning that this half of the paddock should still be read as an open grassed area. Within the southern half, where everyday parking will be accommodated, a durable surface is required and here it is proposed to fill the cellular structure with locally sourced gravel. This should match tonally the shingle on the adjacent beach.
- 4.6 Within the surrounding streetscape the proposals will have a neutral impact on the special character of the conservation area. The boundary hedge will be retained and will continue to provide a screening for the parking in the paddock. The current entrance to the paddock, in the west boundary, will be closed and the hedge continued across it.

5. Archaeological mitigation strategy

- 5.1 The cellular geogrid surface system proposed for the car park surface may require excavation to a depth of 500mm, although 300mm is considered the more probable maximum depth of disturbance.. This could have an impact on undesignated buried archaeological deposits in the paddock and a mitigation strategy is required. The groundwork will therefore be archaeologically monitored.
- 5.2 The development history of the paddock described in section 2 suggests that the potential for archaeological deposits within it dating from before the castle was constructed is very low. This is due to the relatively late development of the gravel ridge on which the castle and paddock are located, and because the historical nucleus of Deal was focussed before the advent of the castle on the area around the parish church.

- 5.2 The construction of the castle and the associated linear defences were the first major development on the site. Lying adjacent to the castle, there is potential for buried evidence within the paddock associated with the castle's construction, the excavation of the ditch within which it sits and repeated campaigns of repair which would have taken place during its history. Such evidence may include the remains of lime kilns, workshops, accommodation and building materials. Structures associated with construction work will have been short-lived and surviving evidence is likely to be ephemeral.
- 5.3 There is high potential for the survival of buried remains of the Henrician ditch running south of the castle. If Stukeley's depiction is correct, the ditch ran roughly through the centre of the site. Buried features could include evidence for counterscarp protection (the slope up to the north may be an indication of this) as well as the excavation and subsequent infilling of the ditch itself.
- 5.4 Cartographic and pictorial evidence suggests that the study area was maintained as an open, grassed area devoid of development until the 20th century when, in World War II, an emergency battery was established on the east side of the paddock. While the battery's gun emplacements lay outside the paddock, the buried magazine lay within it. This feature almost certainly remains buried in the ground and there is considerable potential for the remains of its western access staircase to survive at shallow depth. There is also potential for evidence associated with the foundations of the Nissen hut in the western portion of the paddock. Nissen huts did not employ substantial foundations, however, and these may have been robbed out as part of the site restoration after 1946.
- 5.5 Taking the top of the castle ditch's counterscarp wall as a datum suggests that there has not been extensive raising of ground surface within the paddock. The ground surface is uneven and scarred by vehicular traffic. Within the northern half of the paddock there is a shallow depression south of the re-entrant angle of the castle ditch, although the ground rises generally towards the castle ditch and, to the east, towards the sea.
- 5.6 There has been no recorded archaeological investigation within the paddock and therefore predicting the probable depth of buried deposits is very difficult. Clearly the greatest potential for survival of features at shallow depth is associated with the World War II structures, particularly the magazine. Evidence related to the Henrician defences might be expected to survive below a greater amount of overburden.
- 5.7 The works will be undertaken using a flat bladed bucket under archaeological supervision until either their maximum depth is achieved or it is certain that a clean,

undisturbed natural substrate has been reached. This will allow opportunity for identification and recording of archaeological features and for the presence of any significant archaeology which might require a change in project design to be raised with interested parties.

- 5.8 At this point preservation by record is considered an appropriate strategy for evidence related to the wartime use of the site, but should evidence associated with the Tudor defences be discovered further archaeological work will be undertaken to sample the ditch fills and identify its profile, thereby mitigating the minor harm directly associated with the works by enhancing understanding of the feature.

6. Conclusion

- 6.1 The proposals are designed to provide Deal Castle with a car park which respects the heritage values of the site and the conservation area in which it sits but which also provides the castle with a visitor facility of practical utility which can sustain the attrition associated with c.40,000 visitors per year.
- 6.2 A casualty of the proposals will be the informality of the existing arrangement whereby visitors essentially park ad hoc in a field. The imposition of formality obviously carries the risk of harm to character as a consequence of planned regularity and the introduction of new materials to the site.
- 6.3 The proposals are designed to mitigate this risk through plan form (curvilinear layout to echo the shape of the castle); through the use of local materials (gravel to echo the beach shingle); and through the restriction of non-grass surfacing to the southern half of the car park. While the gravel will alter the character of the southern half of the paddock, it brings with it the associated benefit of avoiding further unsightly ground erosion. More importantly, by providing a durable surface here, it is possible to retain grass elsewhere and to move the parking further away from the castle than is the case at present.
- 6.4 Although they are undesignated, the archaeological features understood to survive below ground have been taken into account with the project design and a mitigation strategy identified whereby they can be recorded if encountered during works and, in the case of potentially nationally significant features, brought to the attention of interested parties during the work so that further consideration can be given as to how best to record and preserve them.

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