



# ANPR Parking Management Scheme Canterbury, Kent

## Archaeological Watching Brief

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## Summary

An archaeological watching brief was carried out between October 2018 and April 2019 during groundworks conducted within seven council-owned car parks located across central Canterbury. The groundworks formed part of a scheme to enable the provision of a new ANPR (Automatic Number Plate Recognition) parking management system.

Significant archaeological remains of medieval date were exposed at three locations. These comprised part of the former medieval city wall at St Radigund's Car Park, part of the medieval castle bailey wall at Castle Row Car Park, and two segments of masonry walls potentially relating to the former Dean's Bridge at Queningate Car Park.

Five of the locations had evidence for intensive post-medieval activity. This comprised a range of brick-built walls, floors, and levelling and demolition deposits, and could be equated with buildings shown on the Ordnance Survey maps of Canterbury published in 1874. These included: former properties fronting St Radigund's Street at St Radigund's Car Park; the former Eagle Brewery complex and later Payne-Smith school at Longport Car Park; the gasometer associated with the former Canterbury gasworks at Castle Row Car Park; the former Dane John Place terrace at Watling Street Car Park; and the former Star Brewery complex at Queningate Car Park.

No archaeological features were recorded at Miller's Field Car Park or Pound Lane Car Park, where observed deposits comprised post-medieval ground levelling and cultivated garden soils.

The archaeological works successfully met the principal objective: to ensure the preservation by record of the buried archaeological resource where the scheme would result in its permanent loss. Full investigation of the recorded archaeological remains was constrained by the limited depth and extent of the monitored groundworks. As a result, the recovered data, while contributing to the heritage knowledge of the city of Canterbury and the historic significance of each site, was not considered to hold sufficient research potential to warrant further analysis or publication.

## Acknowledgments

The archaeological watching brief was commissioned by Chris Maw, Principal Engineer, East Kent Engineering Partnership, on behalf of Canterbury City Council. Groundworks were carried out by Ovenden Allworks Ltd.

The work was monitored by Rosanne Cummings, Archaeological Officer, Canterbury City Council and Maria Buczak, Assistant Inspector of Ancient Monuments for Kent and Sussex, Historic England.

The CAT archaeological programme was managed by Richard Helm. Fieldwork was conducted by Annie Partridge, Dale Robertson and Jess Twyman.

Survey was undertaken by Paul-Samual Armour. Post-excavation data processing and reporting was conducted by Dale Robertson and Tania Wilson.

# 1 Introduction

## 1.1 Project background

- 1.1.1 Canterbury Archaeological Trust (CAT) were commissioned by Canterbury City Council (CCC) to undertake an archaeological watching brief during installation of a new ANPR (Automatic Number Plate Recognition) parking management system at seven public carparking facilities within central Canterbury.
- 1.1.2 The installation works comprised groundworks for the provision of new pay ports, barrier gates and associated cable runs. The depths of groundworks were anticipated to vary between a nominal depth of 250mm and 600mm below ground level (bgl).
- 1.1.3 All seven car parks are located within the Canterbury Area of Archaeological Importance (AAI) as designated under section 35 of the *Ancient Monument and Archaeological Areas Act 1979* (revised 1983). Canterbury Archaeological Trust (CAT) has been appointed by the Secretary of State as the Investigating Authority for the Canterbury AAI.
- 1.1.4 Two of the car parks (Castle Row Car Park, Canterbury CT1 2PT and Watling Street Car Park, Canterbury CT1 2UD) are located within Scheduled Monuments and, consequently, required Scheduled Monument Consent prior to commencement of the groundworks.
- 1.1.5 The archaeological works followed a written scheme of investigation (WSI) submitted (CAT 2018a) for approval to CCC's Archaeological Officer, and where Scheduled Monument Consent was a requirement, to Historic England (CAT 2018b and 2018c). The WSIs were prepared following consultation of the National Heritage List for England (NHLE on-line), the Kent Historic Environment Record (KHER on-line), the CCC/CAT Urban Archaeological Database (UAD), and CAT's own publications, unpublished reports and archives.
- 1.1.6 Holman's Meadow Car Park, Canterbury CT1 3JB, initially included as part of the proposal (CAT 2018a), was subsequently dropped from the programme of works and is not reported on here. Instead, monitoring was requested in response to modification of an existing ANPR car park system at Pound Lane, Canterbury CT1 2BZ.

## 1.2 Objective

- 1.2.1 The principal objective of the watching brief as set out in each WSI (CAT 2018a, 2018b and 2018c) was to ensure the preservation by record of the buried archaeological resource where the scheme would result in its permanent loss. This would be achieved by monitoring all groundworks and by excavating, recording, and analysing any archaeological remains that would be disturbed by the proposed scheme.
- 1.2.2 Specific objectives to be addressed by the overall watching brief were to:
  - a) determine the depth below existing ground level, nature, character, date, state of preservation and importance of the archaeological resource;
  - b) understand the nature, character, date and extent of Roman, Anglo-Saxon, medieval and post-medieval activities present on each site;
  - c) place and assess any archaeological remains revealed within the context of other archaeological investigations in the immediate area and within the setting of the historic urban landscape.
- 1.2.3 The watching brief would therefore contribute to:
  - a) an understanding of the construction chronology of the city of Canterbury and how key elements of the archaeological narrative (deposits and finds) relate to each other spatially, functionally and chronologically;
  - b) add to the heritage knowledge of the city of Canterbury, and the historical significance of each site; and
  - c) provide a resource for future research and education.

### 1.3 Methodology

- 1.3.1 The procedure and methodology followed during the watching brief was set out in detail in the approved WSI for each car park. The watching brief was conducted in accordance with the relevant accepted professional standards as set out by the Chartered Institute for Archaeologists (CIfA 2014a and CIfA 2014b).
- 1.3.2 The archaeological work comprised the monitoring of all groundworks required for the scheme.
- 1.3.3 The installation of pay stations and inspection pits involved excavation to a maximum depth of 600mm bgl. Trench excavation for ducting extending between the barrier system and pay stations involved excavation to a maximum depth of between 350mm and 550mm bgl. Works associated with realignment of roadside kerbs involved excavation to a maximum depth of 250mm bgl.
- 1.3.4 The extent of all groundworks and exposed archaeology was mapped using a GNSS/GPS (Leica Viva GS08) connected to Ordnance Survey correctional data via Leica Smart Net. A positional accuracy of within  $\pm 50\text{mm}$  (3D) was obtained using the ETRS89 to OSGB conversion via the OSTN02 projection and the OSGM Geoid.
- 1.3.5 Following machine excavation, all exposed surfaces were inspected by an archaeologist. All exposed features and structures were recorded in plan and section. Where archaeological remains were encountered above the agreed formation level, machine excavation was temporarily halted to allow the remains to be investigated further, and where necessary, excavated by hand. All groundworks were monitored to ensure ground disturbance was minimised to prevent damage to any archaeology present.
- 1.3.6 Where hand excavation was required, all features, deposits and structures were excavated stratigraphically in accordance with normal professional practice. Recording of contexts was undertaken using *pro forma* CAT recording sheets. All hand drawn plans and sections were drawn on A3 drafting film at appropriate scales. A full DSLR photographic record was maintained at each stage of the archaeological works.

### 1.4 Health, Safety and Welfare

- 1.4.1 Health, safety and welfare provisions followed CAT (2019) 'Company Policy and Procedural Manual for Health, Safety and Welfare'.
- 1.4.2 Site investigation works were conducted in accordance with a project specific risk assessment and method statement (RAMS; CAT 2018d). All CAT operatives were inducted on site safety procedures by Ovenden Allworks.
- 1.4.3 All CAT operatives hold valid CSCS safety cards. CAT is a member of Constructionline and is AcclaimSSIP accredited.

### 1.5 Project archive and data processing

- 1.5.1 The project archive has been prepared in accordance with relevant Historic England and Archaeological Archives Forum guidelines (HE 2015; AAF 2011).
- 1.5.2 All fieldwork records have been collated, checked for consistency and a full digital copy made. Hand drawn plans and sections have been scanned and digitised using AutoCAD 2019. Photographic records have been catalogued and cross-referenced with trench records.
- 1.5.3 All retained artefacts recovered during the project have been processed, catalogued and packaged in accordance with the United Kingdom Institute for Conservation's guidelines (UKIC 1990). The finds have all been washed and marked where appropriate.
- 1.5.4 Bulk finds are contained by context in polybags and stored within 'standard' ( $0.4 \times 0.3 \times 0.2\text{m}^3$  with 0.1m deep lift off lid, capacity  $0.03\text{m}^3$ ) or 'half sized' ( $0.4 \times 0.3 \times 0.1\text{m}^2$  with 0.1m deep lift off lid, capacity  $0.015$  cubic metres) brass wire-stitched museum boxes (1.9mm double kraft-lined, pH 6.5–8) supplied by the Ryder Box Co.
- 1.5.5 Registered small finds are stored in sealable plastic containers, with silica gel and a humidity indicator strip, as required.

1.5.6 A summary of the project archive, by each car park locality, is presented in Table 1.

Table 1. Project archive

Type	Description	St Radigund's	Millers Field	Longport	Castle Row	Watling Street	Queningate	Pound Lane	Total
Fieldwork Records	Daily record sheets	-	-	5	4	5	11	3	28
	Context register	2	1	1	1	1	1	1	8
	Context records	30	8	18	20	16	25	4	112
Survey data	Primary drawings (A3 sheets)	8	1	-	-	-	-	-	9
	Annotated drawings sheets	1		1	1	1	1	-	5
	Digital survey data (.dwg)	1	1	1	1	1	1	1	7
Photography	Photographic register sheets	3	1		1	1	1	1	8
	Digital images (.jpg)	112	30	86	69	70	148	-	515
Finds	Bulk find record	-	-	1	-	-	-	-	1
	Registered small find record	-	-	1	-	-	-	-	1
Environmental	Bulk soil sample	-	-	-	-	-	-	-	0

1.5.7 A digital copy of the complete project archive has been compiled under the project name ANPRC WB 18 using the CAT Integrated Archaeological Database (IADB), a secure password protected online resource available at: [http://iadb.canterburytrust.co.uk/portal\\_main.php?DB=CAT](http://iadb.canterburytrust.co.uk/portal_main.php?DB=CAT).

1.5.8 The physical archive is presently held on behalf of Canterbury City Museums at the offices of CAT (92a Broad Street, Canterbury, Kent CT1 2LU).



## 2 St Radigunds Car Park, CT1 2AA

### 2.1 Location

- 2.1.1 St Radigunds Car Park, CT1 2AA (NGR 615038 158275), is located on the north side of Canterbury, outside the city wall. The car park measures approximately 172m long by 80m wide. It is bounded by the Great Stour River to the north-west, St John's Primary School to the north, St Radigund's Place to the east, and by residential and commercial properties fronting St Radigund's Street to the south.
- 2.1.2 The existing ground is surfaced by tarmac and is fairly flat, with an elevation of 7.17m OD in the north-east, rising gently to 7.90m OD in the south-west.
- 2.1.3 Underlying geology is recorded as superficial deposits of alluvial clay, silt, sand, and gravel, formed above Seaford Chalk Formation (BGS on-line).

### 2.2 Heritage potential

- 2.2.1 The line of the Roman and medieval city walls (NHLE 1003554) extends immediately south of the car park. Sections of both the Roman (KHER TR15 NE1579, NW2078 and NE1516) and medieval wall with associated bastions (KHER TR15 NE1596, NE1635, NE1636, NE2195, NW2196 and NW2244), have been recorded along St Radigund's Street.
- 2.2.2 The site of St Radigund's Hospice (NHLE 1005131), a medieval hospital founded in the thirteenth century, is situated between the car park and the rear of 16 St Radigund's Street. Archaeological investigation identified late Roman and early medieval deposits and feature, as well as features related to the construction, occupation and development of a hospice founded by St Radigund's Abbey (Dover) in the late thirteenth century (KHER TR15 NE1903; Bennett and Lane 2016). Surviving medieval fabric has been identified within the standing boundary wall between 16 and 17 St Radigund's Street (Austin 2017).
- 2.2.3 A possible Roman cremation burial, comprising 'a black urn containing calcined bones, a bottle and saucer' was recorded at a location north-west of Northgate and south-west of St John's Hospital during works undertaken to the main sewer in 1868 (KHER TR15 NE1524).
- 2.2.4 A medieval midden pit was found at a location near Kingsmead Primary School and probably represents refuse disposal from properties fronting Northgate and Duck Lane (KHER TR15 NE1094).
- 2.2.5 Excavations on the north side of Duck Lane in 1994 identified a large medieval ditch, potentially acting as a drain between the city ditch and river (KHER TR15 NE1716). Earlier Roman deposits and features, comprising a loam soil, gravel metalling and gullies, were also identified at a depth of 1.8m bgl (KHER TR15 NE1548). The remains of medieval and later timber-framed buildings and rubbish/cess pits were also located following the frontage of Duck Lane (KHER TR15 NE1684).
- 2.2.6 Potential medieval ceramic pipes were observed to the rear of 17 St Radigund's Street in 1774 and might relate to a former bathhouse (Kent HER TR15 NE174) located in the site of the former St Radigund's Hospice and closed in 1829 to make way for the Dolphin public house.
- 2.2.7 Maps and aerial images suggest that the area remained largely undeveloped during the post-medieval period. Sections of the city wall were demolished in 1791 to lay a new road giving access to the St Radigund's bathhouse (Frere *et al* 1982, 97), and in 1830 to make way for a new street to link Church Lane and Duck Lane (now the eastern end of St Radigund's Street) (*ibid*, 102). Development within the area occupied by the present car park was limited to buildings extending along the new St Radigund's Street frontage.

### 2.3 Results

- 2.3.1 The archaeological works at St Radigund's Car Park were conducted between 3 October and 15 November 2018 and comprised monitoring of groundworks for the installation of a new barrier island at the entry/exit onto St Radigund's Street, adjustment of an existing kerb line by the entrance/exit point to provide pedestrian access, and the laying of below ground ducting between the barrier island and new pay stations.
- 2.3.2 A summary of recorded contexts is shown in Table 2.

Table 2. St Radigund's Car Park context summary

Context	Type	Summary description	Depth bgl (m)
1100	Layer	Tarmacadam surface and Type 1 bedding.	0–0.13
1101	Floor	Brick surface, single course unfrogged red bricks laid as stretchers on edge with no mortar.	0.13–0.21
1102	Layer	Compact, mid grey silty clay bedding layer, common small chalk and mortar flecks.	0.21–0.24
1103	Layer	Coarse, mid green grey sand bedding layer.	0.24–0.29
1104	Fill	Loose, dark grey brown, silt loam, fill of cut 1105.	0.21–0.46+
1105	Cut	Cut for utility trench (0.32m wide x 0.45m+ deep).	0.21–0.46+
1106	Wall	Brick wall, 4+ courses, unfrogged red bricks bonded with light grey lime mortar with charcoal flecks (0.34m wide x 0.33m+ high).	0.13–0.46+
1107	Layer	Compact, light yellow brown mortar layer, abundant small to large subangular chalk and flint fragments.	0.24–0.46+
1108	Wall	Brick wall, 5+ courses, unfrogged red bricks bonded with dark grey lime mortar with charcoal flecks (0.45m wide x 0.38m+ high). Equal to 1501.	0.18–0.56+
1109	Layer	Compact, dark grey brown silty clay layer, abundant small to large CBM (brick/peg-tile), subangular chalk and flint fragments and occasional coal. Equal to 1210, 1306, 1402, 1503, and 1600.	0.11–0.55+
1210	Layer	Compact, dark grey brown silty clay layer, abundant small to large CBM (brick/peg-tile), subangular chalk and flint fragments and occasional coal. Equal to 1109, 1306, 1503, 1402, and 1600.	0.10–0.27
1211	Layer	Moderate, dark grey brown silty loam, abundant CBM (brick/peg-tile), common mortar flecks, coal and bottle glass.	0.27–0.53
1212	Layer	Compact, mid red brown silty loam layer, abundant ash and rare small CBM fragments.	0.53–0.70
1213	Layer	Compacted, very pale grey chalk layer, common small to medium subangular flints, rare small CBM (brick) and slate fragments.	0.70+
1300	Floor	Brick surface, single course unfrogged red bricks, no mortar.	0.11–0.20
1301	Floor	Brick surface, single course unfrogged red bricks laid as stretchers on edge with light yellow sand bonding.	0.20–0.32
1302	Layer	Moderate light yellow green sand layer, common small mortar and CBM fragments.	0.32–0.35
1303	Layer	Moderate, dark grey brown silty loam, abundant CBM (brick/peg-tile), common mortar flecks.	0.35–0.50
1304	Wall	Brick wall with chalk and flint foundation, 3 courses unfrogged red stock bricks bonded with very pale yellow soft mortar, above mixed chalk and flint rubble footing (0.38m wide x 0.40m+ high). Fill of 1305. Possibly equal to wall 1403.	0.11–0.51+
1305	Cut	Cut for foundation trench, wall 1304.	0.11–0.51+
1306	Layer	Compact, dark grey brown silty clay layer, abundant small to large CBM (brick/peg-tile), subangular chalk and flint fragments and occasional coal. Equal to 1109, 1210, 1503, 1402, and 1600.	0.11–0.51+
1400	Fill	Loose, light yellow grey, Type 1 mixed aggregate, fill of cut 1401	0.06–0.60+
1401	Cut	Cut for utility trench (0.80m wide x 0.54m+ deep).	0.06–0.60+
1402	Layer	Compact, dark grey brown silty clay layer, abundant small to large CBM (brick/peg-tile), subangular chalk and flint fragments and occasional coal. Equal to 1109, 1210, 1306, 1503 and 1600.	0.06–0.15
1403	Wall	Brick wall, 1 course unfrogged red stock bricks bonded with very pale yellow soft mortar (0.38m wide x 0.09m+ high). Possibly equal to wall 1304.	0.15–0.45+
1404	Wall	Chalk and flint wall foundation, aligned E–W (1.32m long x 0.88m wide x 0.15m+ high), roughly coursed chalk block with occasional subangular to subrounded flint nodules, bonded with light yellow brown mortar.	0.45–0.60+
1501	Wall	Brick wall, 5+ courses, unfrogged red bricks bonded with dark grey lime mortar with charcoal flecks (0.45m wide x 0.32m+ high). Equal to 1108.	0.14–0.46+
1502	Cut	Cut for foundation trench, wall 1501.	0.14–0.46+
1503	Layer	Compact, dark grey brown silty clay layer, abundant small to large CBM (brick/peg-tile), subangular chalk and flint fragments and occasional coal. Equal to 1109, 1210, 1306 and 1600.	0.14–0.46+
1600	Layer	Compact, dark grey brown silty clay layer, abundant small to large CBM (brick/peg-tile), subangular chalk and flint fragments and occasional coal. Equal to 1109, 1210, 1306 and 1503.	0.13–0.49
1601	Layer	Moderate, dark grey brown silty loam layer, rare small CBM fragments.	0.37–0.76+

2.3.3 Significant archaeology was represented by a remnant of the medieval city wall (1404), partially exposed on the frontage of St Radigund's Street. The wall was aligned east to west and had a visible length of 1.32m and a surviving width of 0.88m; its south face had been truncated by a modern utility trench (cut 1401, fill 1400). The wall was formed of roughly coursed chalk blocks, with occasional subangular to subrounded undressed flint nodules and a hard light yellow brown mortar. The upper surface survived at 0.45m bgl (7.45m OD) and was exposed to a maximum depth of 0.60m bgl (7.30m OD).

- 2.3.4 Compacted deposits of light yellow brown mortar mixed with abundant chalk and occasional flint fragments, recorded at a depth of 0.24m bgl (1107, S5 and S6), and 0.70m bgl (1213, S9), respectively, located immediately north of the St Radigund's Street frontage, were potentially derived from the demolition and levelling of the medieval wall in the late eighteenth and early nineteenth centuries.
- 2.3.5 The medieval wall demolition material was in places overlain by a sequence of further levelling deposits. This comprised a compact mid red brown silty layer containing ash and rare small fragments of ceramic building materials (CBM) (1212, S9), recorded at a depth of 0.53m bgl, and a deposit of moderate dark grey brown silty loam with abundant CBM, mortar flecks, coal and bottle glass (1303, S7 and S8), recorded at depths of 0.35m and 0.53m bgl, respectively.
- 2.3.6 A series of brick walls (1106, S5; 1108, S6; 1304, S7; 1403, S11; 1501, S4), exposed at a depth of between 0.11m and 0.18m bgl, stood in slots cut into the levelling deposits. These walls were formed of unfrogged red stock bricks, bonded with either a dark grey lime mortar or very pale yellow soft mortar. A utility trench (1105, S5), backfilled with a loose dark grey brown silt loam (1104, S5) and containing an iron water pipe, extended along the south face of wall 1106.
- 2.3.7 Two areas of brick flooring (1101, S5; and 1301, S7), formed of unfrogged red stock bricks laid as stretchers on edge without visible bonding, potentially represented contemporary external yard surfaces. Brick floor 1101 abutted the south face of brick wall 1106 and sealed utility trench 1105, and was exposed at a depth of 0.13m bgl; brick floor 1301 abutted the south face of brick wall 1304 and was exposed to a depth of 0.20m bgl. A single course of unfrogged red stock bricks, laid directly above brick floor 1301, as stretchers on face with a light-yellow sand bonding, potentially represented later resurfacing (1300, S7). Both the brick walls and brick floors correspond with nineteenth-century properties established along the St Radigund's Street frontage, as shown on the First Edition 1:500 Ordnance Survey of 1874.
- 2.3.8 At the rear of the street frontage, and extending to the north, was a uniform deposit of moderate dark grey brown silty loam (1601, S1, S2 and S3), with rare fragments of CBM. The deposit, encountered at a depth of 0.37m bgl and extending to below 0.76m bgl, represents a cultivated garden soil.
- 2.3.9 This deposit was overlain by a compacted layer of dark grey brown silty clay, containing abundant CBM, chalk and flint fragments, and occasional coal (1109, S6; 1210, S9; 1306, S7; 1402, S11; 1503, S4; and 1600, S1, S2 and S3), encountered at a depth of between 0.06m and 0.14m bgl, and extending to below 0.55m bgl. The deposit continued to the street frontage and was interpreted as demolition debris and ground levelling associated with establishment of the St Radigund's Car Park, sealed by a Type 1 aggregate bedding deposit for the existing tarmac car park surface (1100).

## 2.4 Finds

- 2.4.1 No finds were retained during the monitoring works at St Radigund's Car Park.
- 2.4.2 However, late post-medieval pottery was recorded as present in deposits 1109, 1211 and 1306, including fragments of a salt-glazed ink-well and white porcelain. Post-medieval CBM, comprising unfrogged red stock bricks and roof tile (1109, 1210, 1211, 1212, 1213, 1302, 1303, 1306, 1402, 1503, 1600, 1601) and post-medieval bottle glass fragments (1211) were also noted.

## 2.5 Environmental

- 2.5.1 No soil samples were collected for environmental assessment during the monitoring works at St Radigund's Car Park.

## 2.6 Discussion

- 2.6.1 A surviving segment of the former medieval city wall, probably of late fourteenth-century date was recorded on the frontage of St Radigund's Street. The monitoring works confirmed that a segment of the city wall survived *in situ* at a relatively shallow depth (0.45m bgl) below the existing ground level, and that the city wall's projected alignment on the frontage of St Radigund's Street is accurate.
- 2.6.2 The investigation also identified deposits associated with the demolition and levelling of the city wall in the late eighteenth and early nineteenth, along with brick walls and external brick yard floors representing former buildings fronting St Radigund's Lane in the later nineteenth century. To the rear of the street frontage was a uniform silty loam soil likely representing cultivated gardens.

## 3 Miller's Field Car Park , CT2 7EF

### 3.1 Location

- 3.1.1 Millers Field Car Park, CT2 7EF (NGR 614771 158277), is located outside of the city wall to the north of Pound Lane, on a roughly triangular island surrounded by branches of the Great Stour River. The car park is bounded to the east by The Causeway, and to the south and west by a public park.
- 3.1.2 The existing ground is surfaced by tarmacadam and is fairly flat, with an elevation of between approximately 7.6m OD to 8.0m OD.
- 3.1.3 Underlying geology is recorded as superficial deposits of alluvial clay, silt, sand, and gravel, formed above Seaford Chalk Formation (BGS 2019).

### 3.2 Heritage potential

- 3.2.1 Riverside timber revetments of possibly Roman or medieval date have been identified at Dean's Mill, The Causeway (KHER TR15 NW2053). A mill is known to have existed here at least since the early medieval period (KHER TR15 NW2278).
- 3.2.2 The former course of the Roman city wall is situated to the south of Miller's Field Car Park. Evidence of the wall has been identified at 16 Pound Lane (KHER TR15 NW2062).
- 3.2.3 To the south-east of the car park, at 35 Pound Lane, a drainage trench dug in 1902 revealed a Roman cremation burial, contained within a complete glass jug, and a number of Roman samian vessels (KHER TR15 NW2127 and NW 285). A Roman cremation burial dated to the late second/early third century AD, and an inhumation burial dated to the third century AD, were both recorded at 30 North Lane (KHER TR15 NW2068).
- 3.2.4 To the south of the car park, a section of the river was canalised as early as AD 1200 for the working of the Dean's Watermill (KHER TR15 NW2273).
- 3.2.5 Late fourteenth-century medieval city wall foundations have been identified at 16 Pound Lane (KHER TR15 NW2193), while excavation at 13–15 Pound Lane located a change of angle in the Roman and medieval city wall (KHER TR15 NW109). Further evidence of the medieval city wall, including a tower dated c 1380–90, has been located at 19 Pound Lane (KHER TR15 NW2194 and NW 2245). Remnants of the Roman mortared flint core were also uncovered. This tower is one of two on the northern wall that flanked the 'water-lock': a triple series of arches (with portcullises) that carried the wall over the River Stour to the north.
- 3.2.6 A tannery, and the remains of timber-framed buildings and pits, have been excavated to the west of the car park, at North Lane (KHER TR15 NW620, NW 618, NW 2338). The earliest remains of the tannery were flint and mortar foundations dated to the fourteenth century (KHER TR15 NW481 and NW 2338). The structure was totally rebuilt in the fifteenth century and was eventually demolished in the seventeenth. Medieval remains were also recorded to the north-west of Miller's Field Car Park, on the frontage of North Lane (KHER TR15 NW2316).
- 3.2.7 Early Ordnance Survey maps and aerial images do not suggest previous development within the site boundaries.

### 3.3 Results

- 3.3.1 The archaeological works in Miller's Field Car Park were conducted between 4 and 10 October 2018.
- 3.3.2 The works comprised machine excavation of a new barrier island footprint to a depth of 0.55m bgl at the car park entry/exit points onto The Causeway, and approximately 26m length of duct trench, between 0.4m and 1.0m wide by 0.50m deep, extending between the new barrier island and pay station.
- 3.3.3 A summary of recorded contexts is shown in Table 3.

Table 3. Miller's Field Car Park context summary

Context	Type	Summary description	Depth bgl (m)
2000	Layer	Tarmacadam surface.	0.00–0.11
2001	Layer	Type 1 aggregate bedding.	0.11–0.17
2002	Layer	Mid grey brown sandy clay, common charcoal, mortar, CBM and chalk.	0.19–0.34
2003	Layer	Mid orange brown firm sandy clay, common CBM and charcoal.	0.26–0.39
2004	Layer	Mid brown loose sandy clay silt, common subrounded to angular flint, CBM, oyster shell, clay tobacco pipe fragments, occasional post-medieval pottery.	0.31–0.50+
2005	Layer	Dark grey moderate silty clay.	0.15–0.23
2006	Layer	Dark grey clay silt with abundant mortar fragments.	0.22–0.32
2007	Layer	Dark greenish blue grey moderate silt with lenses of dark grey silty clay, occasional CBM fragments, clinker, small ragstone fragments and chalk.	0.20–0.50+

- 3.3.4 At the east end of the duct trench (S1) the earliest deposit, encountered at a minimum depth of 0.31m bgl (7.45m OD), comprised a mid brown loose sandy clay silt (2004), with common subrounded to angular flint, post-medieval CBM, oyster shell, clay tobacco pipe, and fragments of late post-medieval pottery (not retained).
- 3.3.5 Deposit (2004) was overlain by a mid orange brown firm sandy clay (2003), up to 0.07m thick, with common post-medieval CBM and charcoal flecks.
- 3.3.6 Deposit (2003) was overlain by a mid grey brown sandy clay (2002), up to 0.14m thick, with common charcoal, mortar, post-medieval CBM and chalk flecks.
- 3.3.7 Along the remainder of the duct trench, the earliest deposit comprised a dark greenish blue grey moderate silt with lenses of dark grey silty clay (2007, S2, S3 and S4), encountered at a minimum depth of 0.20m bgl (7.72m OD). The deposit contained occasional post-medieval CBM fragments, clinker, small ragstone fragments and chalk.
- 3.3.8 Deposit 2007 was overlain by a dark grey clay silt (2006, S2), up to 0.09m thick. This was overlain by a dark grey moderately silty clay (2005), up to 0.08m thick.
- 3.3.9 Both deposits (2005) and (2002) were overlain by one of Type 1 aggregate (2001), up to 0.09m thick, which formed a bedding layer for the present tarmacadam surface (2000).

### 3.4 Finds

- 3.4.1 No finds were retained during the monitoring works at Miller's Field Car Park.

### 3.5 Environmental

- 3.5.1 No soil samples were collected for environmental assessment during the monitoring works at Miller's Field Car Park.

### 3.6 Discussion

- 3.6.1 No significant archaeological deposits or features were encountered within the monitored groundworks at Miller's Field Car Park. The earliest layers comprised late post-medieval deposits possibly associated with ground levelling and consolidation.

## 4 Longport Car Park, CT1 1DU

### 4.1 Location

- 4.1.1 Longport Car Park, CT1 1DU (NGR 615453 157628), is located on the east side of Canterbury, outside the city wall (figure 4). The car park is bounded by Longport to the north, Lower Chantry Lane to the east, Ivy Lane to the south and residential properties to the west.
- 4.1.2 The existing ground is surfaced by tarmacadam and is fairly flat, with an elevation of between 14.7m to 16.1m OD.
- 4.1.3 Underlying geology is recorded as superficial Head deposits of clay and silt, overlying Margate Chalk Formation (BGS 2019).

### 4.2 Heritage potential

- 4.2.1 Longport Car Park is located just south of the Scheduled Monuments (and World Heritage Site) of St Augustine's Abbey, founded c AD 598 (NHLE 1016844). Evaluation within the southern part of the abbey grounds in 1995 identified chalk wall foundations of post twelfth-century buildings (KHER TR15 NE433), a potential ditch (KHER TR15 NE434), and a compacted gravel layer (KHER TR15 NE435), the last corresponding in alignment and position to a driveway entrance of the former Kent and Canterbury Hospital, established in the grounds of the abbey in 1793 and demolished in 1974 (KHER TR15 NE720).
- 4.2.2 Medieval quarries have been identified on the south side of Ivy Lane (KHER TR15 NE1695) and on the east side of Chantry Lane (KHER TR15 NE39).
- 4.2.3 To the south-east of the car park, on the east side of Lower Chantry Lane, a medieval chantry chapel had been established in 1264 by Hamo Doge (KHER TR15 NE55).
- 4.2.4 Early post-medieval buildings (KHER TR15 NE440) have been investigated on the east side of Lower Chantry Lane.
- 4.2.5 Early to mid-seventeenth-century maps indicate several buildings previously existed within the car park's area, fronting Longport and Lower Chantry Lane. Later maps confirm the same, with development also noted on Ivy Lane, in the south-west part of the site. By the mid nineteenth century, development was shown within the whole area of the car park. The Eagle Brewery was established at 25 Longport, at sometime between 1834 and 1840, and was closed down sometime between 1882 and 1895 (KHER TR15 NE1193). The brewery is clearly marked on the 1874 First Edition Ordnance Survey, shown as a long rectangular complex set perpendicular to Longport. Part of the former brewery site, fronting onto Lower Chantry Lane, was occupied by the Payne-Smith School, established here in 1896. In 1942 the school building was destroyed in a bombing raid. The area presently occupied by the car park is shown as a largely empty plot on aerial images from the later 1940s to 1960s following post-war demolition and clearance. The car park reached its present extent with the demolition of Union Row, off Ivy Lane, and adjacent former malt house, a remnant of the Eagle Brewery buildings, in 1975.

### 4.3 Results

- 4.3.1 The archaeological works in Longport Car Park were conducted between 6 and 14 December 2018.
- 4.3.2 The works comprised monitoring of the installation of a new barrier island, widening of the existing entrance/exit onto Longport, removal of an existing kerb extension and installation of removable bollards across the existing entrance on Chantry Lane, plus the excavation of approximately 92m of connecting duct trench, measuring between 0.50m and 0.80m wide by up to 0.55m in depth.
- 4.3.3 A summary of recorded contexts is shown in Table 4.

Table 4. Longport Car Park context summary

Context	Type	Summary description.	Depth bgl (m)
3000	Layer	Tarmacadam surface.	0–0.20
3001	Layer	Bedding deposit of compacted brick, tile and flint demolition material.	0.15–0.78+
3002	Layer	Buried tarmacadam surface.	0.34–0.45

Context	Type	Summary description.	Depth bgl (m)
3003	Layer	Bedding deposit of compacted brick and tile demolition material.	0.41–0.65
3004	Wall	Red stock brick wall.	-
3005	Wall	Red stock brick wall.	-
3006	Wall	Red stock brick wall.	-
3007	Wall	Red stock brick wall.	-
3008	Wall	Red stock brick wall.	0.16–0.75+
3009	Wall	Red stock brick wall.	0.17–0.78+
3010	Wall	Yellow stock brick wall.	-
3011	Wall	Yellow stock brick wall.	-
3012	Wall	Yellow stock brick wall.	-
3013	Wall	Yellow stock brick wall.	-
3014	Layer	Dark brown compact silty clay with common CBM, flint, chalk/mortar and coal fragments.	0.63–0.68+
3015	Floor	Concrete surface abutting walls 3010 and 3011.	0.59–0.63+
3016	Floor	Rough yellow sandstone paving.	0.46–0.52
3017	Layer	Mid orange yellow compact silty clay with common chalk, mortar and flint.	0.52–0.57+
3018	Wall	Red stock brick wall.	0.23–0.46+
3019	Wall	Red stock brick wall.	0.15–0.43
3020	Floor	Concrete surface.	0.18–0.34
3021	Fill	Fill of cut 3022.	0.15–0.76+
3022	Cut	Cut for utility trench.	0.15–0.76+

4.3.4 Observations were recorded in four areas.

4.3.5 Area 1 comprised a section of duct trench (S5, S6, S7 and S8) approximately 31.8m in length, extending parallel to Longport Street. The trench was machine excavated to a depth of as much as 0.78m bgl (ie, to 14.18 m OD or above). The earliest deposit comprised a dark brown compacted silty clay soil (3014) with common small fragments of post-medieval CBM, mortar, chalk, flint and coal fragments, encountered at a depth of 0.63m bgl (15.48m OD). Deposit (3014) was truncated by five brick walls (3004, 3005, 3006, 3007 and 3008), formed of unfroged red stock bricks bonded with a soft white lime mortar. Walls 3004 and 3005 measured 0.28m wide and were aligned north to south. Wall 3006 measured 0.21m wide and was aligned north to south. The full width of walls 3007 and 3008 could not be determine: they were aligned east to west. All five walls survived to heights of between 0.16m and 0.20m bgl and extended below the base of excavation. Wall 3007 was abutted on its east end by a mid orange-yellow compact silty clay (3017), with common large fragments of chalk, mortar and flint, at least 0.05m thick, exposed at a depth of 0.52m bgl (14.45m OD). This was overlain by a single course of rough dressed rectangular yellow sandstone paving slabs (3016), up to 0.06m thick, exposed at a depth of 0.46m bgl (14.52m OD). Both the sandstone paving (3016) and brick walls (3004, 3005, 3006, 3007 and 3008), and earlier deposit (3014) were overlain by a layer of compacted brick rubble (3001), up to 0.61m thick, with mortar, tile and flints. A utility trench (3022), filled by (3021), cut into deposit (3001) against the north face of wall (3008). The trench was in turn overlain by the present tarmacadam surface (3000).

4.3.6 Area 2 comprised a section of duct trench (S4 and S5) approximately 17.7m in length, extending from Area 1 to the south-east. The trench was machine excavated to a depth of 0.67m bgl (14.72m OD). The earliest deposit encountered comprised a dark brown compacted silty clay soil (3014) with common small fragments of post-medieval CBM, mortar, chalk, flint and coal fragments, encountered at a depth of 0.64m bgl (15.01m OD). Deposit 3014 was cut by two brick walls (3012 and 3013) formed of yellow stock bricks bonded with a hard yellow lime mortar. Both walls measured 0.50m wide and were aligned east to west. A deposit of compacted brick rubble and tile (3003), up to 0.22m thick, exposed at a depth of 0.41m bgl (15.23m OD) abutted the north face of wall (3013). This was overlain by a tarmacadam surface (3002), up to 0.08m thick, exposed at depth of 0.34m bgl (15.31m OD). Both the tarmacadam surface (3002) and walls (3012) and (3013), and earlier deposit (3014) were overlain by a layer of compacted brick rubble (3001), here up to 0.18m thick, which in turn was overlain by the present tarmacadam surface (3000).

4.3.7 Area 3 comprised a section of duct trench (S1, S2, S3 and S4) approximately 42.6m in length, extending from Area 2 to the south-west, parallel with Lower Chantry Lane. The trench was machine excavated to a depth of 0.78m bgl (15.26 m OD). The earliest deposit comprised a dark brown compacted silty clay soil

(3014) with common small fragments of post-medieval CBM, mortar, chalk, flint and coal fragments, encountered at a depth of 0.52m bgl (15.48m OD). Deposit 3014 was cut by four brick walls (3009, 3010, 3011 and 3023). Brick walls 3011 and 3010 were formed of yellow stock bricks bonded with a hard yellow lime mortar, comparable to brick walls 3012 and 3013. Brick wall 3010 measured 0.50m wide. Brick wall 3011 measured 0.29m wide. Both walls were aligned east to west and were situated 5.99m apart, and had a concrete surface (3015), of unknown thickness, extending between, exposed at a depth of 0.59m bgl (15.23m OD). Brick walls 3009 and 3023 were formed of unfrogged red bricks bonded with a light white lime mortar. Brick wall 3009 measured 0.29m wide. Brick wall 3023 measured 0.13m wide. Both walls were aligned east to west and were situated 6.6m apart. Both concrete surface 3015 and brick walls 3009, 3010, 3011 and 3023, and earlier deposit 3014 were overlain by a layer of compacted brick rubble (3001), here up to 0.61m thick, which in turn was overlain by the present tarmacadam surface (3000).

- 4.3.8 Area 4 comprised a new barrier island located at the Longport Car Park entrance (S9, 10 and S11). The trench was machine excavated to a depth of 0.45m bgl (14.37 m OD). The earliest deposit comprised a dark brown compacted silty clay soil (3014) with common small fragments of post-medieval CBM, mortar, chalk, flint and coal fragments, encountered at a depth of 0.26m bgl (14.51m OD). This was cut by brick walls 3018 and 3019, formed of unfrogged red stock bricks bonded with a soft white lime mortar. Brick wall 3019 was overlain by compacted brick rubble (3001). This was in turn overlain by the present tarmacadam car park surface (3000).

## 4.4 Finds

- 4.4.1 A limited quantity of finds was recovered during monitoring works at Longport Car Park (Table 5). Bulk finds comprised an assemblage (BF1) of twenty fragments of late post-medieval stoneware pottery plus and two ceramic screw bottle stoppers recovered from deposit (3014). The only registered small find was a ceramic electrical cable holder (SF1), also recovered from deposit (3014).

Table 5. Longport Car Park, finds summary

Find reference	Site	Context	Material	Type	Date	Quantity
BF1	Longport	3014	Ceramic	Pottery	Early modern	22
SF1	Longport	3014	Ceramic	Electrical cable holder	Early modern	1

- 4.4.2 A number of the stoneware pottery sherds were transfer printed with 'SIDNEY HOLDEN, CANTERBURY' and 'ALSO AT (M)ARGATE AND WHITSTAB(LE)' and 'MIN...' and 'BEE...'.  
 4.4.3 These relate to a soft drink manufacturer and brewery registered at 25 Longport Street as 'Henry Holden Soda Water and Lemonade Manufacturer' (1884), 'Henry Holden Mineral Water Manufacturer' (1889) and 'Sidney Holden Mineral Water Manufacturer' (1917).

## 4.5 Environmental

- 4.5.1 No soil samples were collected for environmental assessment during the monitoring works at Longport Car Park.

## 4.6 Discussion

- 4.6.1 The earliest archaeology at Longport comprised of a soil deposit (3014) extending across all four of the monitored areas. Finds recovered from this deposit were indicative of a late nineteenth- to early twentieth-century date.  
 4.6.2 A total of thirteen brick walls appeared to cut into deposit (3014). A number of these walls can be equated with buildings shown on the 1874 First Edition Ordnance Survey and represented properties fronting onto Longport Street and Lower Chantry Lane, including buildings which appear to relate to the Eagle Brewery registered at 25 Longport Street. These included all of the walls formed of red stock bricks (3004, 3005, 3006, 3007, 3008, 3009, 3010 and 3023), along with associated sandstone paved surface (3016) and a bedding deposit (3017) abutting wall (3007).  
 4.6.3 The four walls formed of yellow stock bricks (3010, 3011, 3012 and 3013), and associated concrete floor (3015), plus tarmacadam surface (3002) potentially represent a later phase of development following closure of the brewery, probably the subsequent foundation of the Payne-Smith School.



- 4.6.4 The deposit of brick rubble (3001) extending across all of the monitored areas is likely to be associated with demolition and clearance of bomb-damaged structures in the immediate post-war period, prior to use of the cleared and levelled area as a car park.

## 5 Castle Row Car Park, CT1 2PT

### 5.1 Location

- 5.1.1 Castle Row Car Park, CT1 2PT (NGR 614617 157444), is located on the south side of Canterbury, a little within the city wall. The car park is bounded on the west by Castle Street, to the east by Castle Row, to the south by a public footpath with houses and gardens beyond, and to the north by a community centre (Age Concern) and property boundaries.
- 5.1.2 The existing ground is surfaced by tarmacadam and has a gentle incline to the north and south-east, with an approximate elevation of between 13.4m OD and 14.0m OD.
- 5.1.3 Underlying geology is recorded as superficial Head deposits of clay and silt overlying Seaford Chalk Formation (BGS on-line).

### 5.2 Heritage potential

- 5.2.1 Castle Row Car Park is situated within the bounds of Canterbury Castle, a Scheduled Monument (NHLE 1005194). The scheduling encompasses the still extant Norman castle keep, part of the castle bailey, a portion of land outside the bailey, a later postern gate, and part of the city wall and ditch.
- 5.2.2 Previous archaeological investigation within the scheduled area revealed evidence for occupation from the mid first century AD, which included a ditch of possible Roman military origin. Within the footprint of the car park, Romano-British finds (including a cremation urn), were recovered during excavations in 1850 (KHER TR15 NW149 and NW 2376). Further urned cremations, some containing copper alloy pins, and a samian ware dish, were recovered from the same site (KHER TR15 NW2121). Anglo-Saxon activity, comprising refuse pits dated to the ninth century AD and a metalled road, cut into or overlay the Roman rampart (KHER TR15 NW1969).
- 5.2.3 The car park is situated on the site of a former gas works, established in 1826, and a small park or garden which was located within the south-east area of the site. To the south of the car park lies Don Jon House, a former inn and Grade II listed property dated to 1700 (NHLE 1258230), and 28 Castle Street (originally the Kent Sessions House), a Grade II listed property dated to 1730 (NHLE 1085095).

### 5.3 Archaeological works

- 5.3.1 The archaeological works in Castle Row Car Park were conducted between 3 and 11 January 2019.
- 5.3.2 The works comprised monitoring machine excavation of two new barrier islands at the entrance from Castle Street and at the exit to Castle Row, and of a connecting duct trench which measured approximately 30m in length by 0.6 m wide and varied in depth between 0.35m and 0.50m bgl.
- 5.3.3 A summary of recorded contexts is shown in Table 6.

Table 6. Castle Row Car Park context summary

Context	Type	Summary description	Depth bgl (m)
4000	Layer	Tarmacadam surface.	0–0.15
4001	Layer	Type 1 aggregate bedding.	0.11–0.25
4002	Layer	Very pale grey compact crushed chalk with mortar.	0.18–0.27
4003	Layer	Dark brown silt clay with common large fragments of concrete and CBM.	0.18–0.42
4004	Layer	Dark grey brown compact silty clay with common lenses of green sandy clay	0.38–0.48+
4005	Cut	Linear construction cut.	0.18–0.49+
4006	Fill	Fill of 4005. Mid orange brown soft silty clay with common brick fragments.	0.18–0.49+
4007	Wall	Masonry wall, small to medium subangular flint with rare chalk, bonded with light brown soft lime mortar.	0.17–0.51+
4008	Wall	Red stock brick wall.	0.32–0.49+
4009	Layer	Redeposited natural clay abutting walls 4008 and 4010.	0.33–0.49+
4010	Wall	Red stock brick wall.	0.30–0.45+
4011	Layer	Dark brown compact clay soil with common CBM and chalk fragments.	0.13–0.51+
4012	Wall	Red stock brick wall.	0.19–0.35+
4013	Layer	Redeposited natural clay abutting walls 4012 and 4014.	0.18–0.35+

Context	Type	Summary description	Depth bgl (m)
4014	Wall	Red stock brick wall.	0.22–0.34+
4015	Wall	Red stock brick wall.	0.21–0.32+
4016	Layer	Brick rubble.	0.12–0.27
4017	Layer	Mortar and chalk rubble.	0.27–0.37
4018	Layer	Yellowish firm clay deposit.	0.34–0.46
4019	Layer	Dark brown soft friable clay soil.	0.42–0.54+
4021	Wall	Red stock brick wall footing.	0.19
4022	Layer	Dark brown greyish silty clay.	0.34–0.49+

- 5.3.4 Observations were recorded in three areas.
- 5.3.5 Area 1 comprised the barrier island at the Castle Street entrance and a 11.3m length of duct trench (S1, S2 and S3) extending from the barrier island location to the southeast to the modern boundary wall of the Age Concern Centre. The earliest deposit comprised a dark greyish brown silt clay layer (4004), with common lenses of greenish sandy clay, encountered at a minimum depth of 0.41m bgl (13.18 m OD). This deposit was overlain by a dark brown silt clay layer (4003), with common medium and large fragments of concrete and CBM rubble, up to 0.24m thick. A linear cut [4005], with a visible minimum width of 0.43m and depth of 0.29m, backfilled with an orange brown clay and brick rubble (4006), truncated deposit 4003. This was overlain by an intermittent deposit of crushed mortar and chalk (4002), up to 0.09m thick, sealed by modern Type 1 bedding deposit (4001), up to 0.08m thick for the existing tarmac surface (4000).
- 5.3.6 Area 2 comprised a section of duct trench, extending from Area 1 across the car park to the south-west for a distance of 25.5m (S4). The earliest feature identified was a masonry wall (4007), aligned north-west to south-east, encountered at a depth of 0.17m bgl (13.45m OD). The wall measured 2.41m wide and had a visible standing height of 0.30m. The wall was constructed of small and medium subangular flints with rare chalk fragments and was bonded with a light brown soft lime mortar.
- 5.3.7 A rectangular brick structure (4021), formed by a single course of unfrogged red stock bricks, with a length of 1.18m and a visible width of 0.37m extending into the south-east limit of excavation, overlay the upper surface of wall (4007).
- 5.3.8 Two parallel, north-west to south-east aligned, brick walls (4008 and 4010), formed of unfrogged red stock bricks, were located 1.06m south-west of wall 4007. The walls were spaced 1.54m apart and measured between 0.46m and 0.63m wide, with a visible standing height of 0.16m. A deposit of redeposited natural clay (4009), at least 0.15m thick, infilled the space between walls 4008 and 4010 and appeared to be contemporary with their construction.
- 5.3.9 A deposit of dark greyish brown silt clay (4022) abutted the south-west face of masonry wall 4007 and either side of brick walls 4008 and 4010. This deposit, probably the same as deposit 4004 recorded in Area 1, was exposed at a depth of 0.31m bgl (13.31m OD) and had a visible thickness of up to 0.14m but was not excavated to its full depth.
- 5.3.10 Deposit 4022 was overlain by a layer of dark brown compacted clay soil (4011), up to 0.21m thick, containing common inclusions of CBM and chalk fragments. This deposit was overlain by a compacted red brick rubble (4016), up to 0.07m thick, forming a bedding deposit which in turn was overlain by the present tarmac surface (4000) of the car park.
- 5.3.11 Area 3 comprised a continuation of the duct trench extending 30.6m south-east from Area 2, and a new barrier island located at the car park's exit onto Castle Row (S5 and S6). The earliest exposed features comprised two parallel brick walls (4012 and 4014), formed of unfrogged red stock bricks. These represented a continuation of brick walls 4008 and 4010 recorded in Area 2. The walls were spaced 1.72m apart and measured between 0.47m and 0.60m wide, with a visible standing height of 0.16m. As in Area 2, a deposit of redeposited natural clay (4013), at least 0.17m thick, infilled the space between walls 4012 and 4014 and appeared to be contemporary with their construction. A third brick wall (4015), formed of unfrogged red stock bricks, was located 2.49m to the south-east of wall 2014. The wall measured 0.24m wide and had a visible standing height of 0.11m. It was unclear whether this wall was contemporary with walls 4012 and 4014.

- 5.3.12 A dark brown compacted clay soil (4019), possibly a continuation of deposit 4022 recorded in Area 2, abutted either side of brick walls 4012 and 4014. This deposit, probably the same as deposit 4022 recorded in Area 2, was exposed at a depth of 0.42m bgl (13.32m OD) and had a visible thickness of 0.12m but was not excavated to its full depth.
- 5.3.13 At the barrier island located at the car park's Castle Row exit, deposit 4019 was overlain by a mid orange brown clay (4018), up to 0.09m thick. This was overlain by a deposit of mid grey brown silty clay (4017), up to 0.09m thick, mixed with mortar and chalk. Deposit 4017 was overlain by the compacted red brick rubble layer (4016), here up to 0.10m thick, which formed the bedding deposit for the carpark's existing tarmac surface (4000).

## 5.4 Finds

- 5.4.1 No finds were recovered during the monitoring works at Castle Row Car Park.

## 5.5 Environmental

- 5.5.1 No soil samples were collected for environmental assessment during the monitoring works at Castle Row Car Park.

## 5.6 Discussion

- 5.6.1 Masonry wall 4007 was the earliest and most significant feature identified at Castle Street Car Park. The substantial masonry wall, formed of mortared flint, was located on the supposed location of the bailey enclosure, demarcated by a wall and outer ditch, and is probably contemporary with the foundation of the Norman keep between *c* AD 1085 and *c* AD 1125 (Bennett *et al* 1982, ##–##). The bailey wall and gate were largely dismantled in 1792, and the bailey grounds occupied by the Canterbury gas and water works from 1826.
- 5.6.2 The series of parallel brick walls (4008 and 4010; 4012 and 4014) with an infill of redeposited clay (4009 and 4013) laid between, potentially acting as a seal, appear to represent the brick footings of a gasometer (used to store gas) associated with the Canterbury gasworks. The location of the gasometer is shown on the Ordnance Survey map of 1874 and it formed a large circle with a diameter of 20.8m.
- 5.6.3 The rectangular brick structure (4021) truncating the upper surface of masonry wall 4007, and brick wall 4015 are likely to be contemporary to the gasometer, and the surrounding nineteenth-century gasworks. Overlying deposits represent later twentieth-century demolition and levelling activity of the gasworks prior to the establishment of Castle Row Car Park in its current form.

## 6 Watling Street Car Park, CT1 2UD

### 6.1 Location

- 6.1.1 Watling Street Car Park, CT1 2UD (NGR 614873 157507), is located within central Canterbury. The car park is bounded by Watling Street to the north-east, Marlowe Avenue to the north-west, and the Dane John Gardens and properties within, to the south and east.
- 6.1.2 The existing ground is surfaced by tarmacadam and is fairly flat, with an approximate elevation of between 13m and 14m OD.
- 6.1.3 Underlying geology is recorded as superficial Head deposits of clay and silt, overlying Seaford Chalk Formation (BGS on-line).

### 6.2 Heritage potential

- 6.2.1 The car park is situated within the boundaries of the Scheduled Monument of 'Roman remains on Marlowe Car Park' (NHLE 1004192).
- 6.2.2 Partial excavation of this area has revealed several phases of Roman period activity associated with the Roman town. Excavations in 1952 and 1983 recorded remains of road surfaces from the planned street grid, the foundations of buildings and building plots with associated domestic and commercial remains and deposits, and the water and sewage systems of the Roman town. The area holds potential for the remains of public buildings.
- 6.2.3 An Iron Age coin was found in 1947 near Watling Street, although its exact provenance and details remain unknown (KHER TR15 NW240).
- 6.2.4 The earliest deposits revealed through the 1952 and 1983 excavations comprised traces of a timber building associated with metal working activity, dating to the mid first century AD (KHER TR15 NW448). These levels were sealed by occupation deposits which were in turn sealed by a sequence of three street or road metallings thought to be those of the early Roman predecessor to Watling Street (KHER TR15 NW1999). The street had clearly been closed or diverted during the second century AD when the entire width of the road was sealed by an *opus signinum* floor flanked by beam-slots of a mid to late second-century AD building. The building was later demolished and sealed by a sequence of five metallings, and the street resumed its earlier course. A third timber building, with beam slots defining wall lines and with gravel floors, was established to the south of the new street and occupied this position up to the fourth century AD. Several pits, dating from the Roman to post-medieval period were also uncovered (KHER TR15 NW2231).
- 6.2.5 Further evidence of Roman road metalling was identified at Marlowe Avenue, during service trenching in 1958 (KHER TR15 NW2108). Frank Jenkins observed seven to eight successive layers of hard rammed gravel, 0.74m thick, at a location approximately 8m south-west of the Marlowe Avenue and Watling Street junction. The layers of metalling were interpreted as the Roman Watling Street and lay at a depth of 1.8m beneath the modern ground surface. More Roman finds and features were located to the north-west of the car park, along St John's Lane.
- 6.2.6 A Roman tessellated floor and the burnt remains of a frescoed plaster wall or ceiling were discovered at the junction of Watling Street and Rose Lane during works to the main drainage system in 1868 (KHER TR15 NW2007). Remains of a Roman building were discovered at a depth of about 3m (KHER TR15 NW202). A cornelian stone bearing an intaglio was also found.
- 6.2.7 A Romano-British pottery kiln was found to the north of the Dane John Gardens and south of Marlowe Avenue, towards the western side of the car park (KHER TR15 NW2017). The kiln was of Grime's Type IV and consisted of a fire tunnel and fire pit separated from the oven by a floor of clay bars and tiles. Intact Romano-British levels were also identified within the western side of the car park, along with later features which comprised two Anglo-Saxon pits full of burnt daub and late Anglo-Saxon pottery, and yielding a coin of Alfred (KHER TR15 NW262).
- 6.2.8 Excavations in 1952 in the south-east area of the car park, revealed further Anglo-Saxon, medieval and post-medieval pits (KHER TR15 NW461 and NW 2238). Anglo-Saxon evidence included wattle and

impressed daub, and other building materials and domestic rubbish, possibly in connection with an Anglo-Saxon structure (KHER MKE92272).

- 6.2.9 Early maps of Canterbury show little development in this area of the city. A map of 1752 shows buildings within the north area of the car park and a building in the centre of the plot. Early OS maps show greater detail, and a map published in 1877 shows a brewery in the north-west area of the car park with houses fronting Watling Street and a bowling green in the south quadrant. The Bowling Green House Inn, dated to 1792, was at 38 Watling Street, but was damaged during the Second World War and subsequently demolished (KHER TR15 NW1667). The Dane John Brewery was founded in 1772 and was situated on St John's Lane (KHER TR15 NW654, NW 1687). The brewery was demolished in 1933, along with any associated maltings.
- 6.2.10 Little change is noted on subsequent maps until the 1945 OS map, which showed buildings in the north half of the plot had gone, no doubt due to bombing damage, but there were still some fronting Watling Street itself. The car park area was used during the Second World War for civil defence posts and training facilities, an auxiliary fire service action post and an air raid shelter. A map from 1961 showed the layout of the car park similar to today other than the addition of St Andrew's Church, constructed in the late 1990s, in the north corner of the plot.

## 6.3 Description of results

- 6.3.1 The archaeological works in Watling Street Car Park were conducted between 21 and 30 January 2019.
- 6.3.2 The works involved machine excavation of new barrier island at the exit/entry to Watling Street and a ducting trench 41m in length between the new barrier island and pay stations.
- 6.3.3 A summary of recorded contexts is shown in Table 7.

Table 7. Watling Street Car Park context summary

Context	Type	Summary description	Depth bgl (m)
5000	Layer	Tarmac surface of car park.	0-0-15
5001	Layer	Type 1 bedding for (5000).	0.07-0.19
5002	Layer	Post medieval CBM and mortar rubble.	0.07-0.21
5003	Layer	Dark brown compact clay soil with common CBM rubble.	0.14-0.49
5004	Wall	Red stock brick wall with soft yellowish mortar.	0.38-0.45+
5005	Floor	Red stock brick floor/yard surface.	-
5006	Wall	Red stock brick wall with hard white lime mortar.	-
5007	Wall	Red stock brick wall with hard white lime mortar.	-
5008	Floor	Compacted mortar floor.	-
5009	Wall	Red stock brick wall with hard white lime mortar.	-
5010	Wall	Red stock brick wall with hard white lime mortar.	-
5011	Wall	Red stock brick wall with hard white lime mortar.	-
5012	Wall	Red stock brick wall with hard white lime mortar.	-
5013	Wall	Red stock brick wall with hard white lime mortar.	0.07-0.29+
5014	Floor	Concrete yard surface.	0.06-0.14
5015	Layer	Compact deposit of gravels, CBM and medium worn cobbles.	0.11-0.30
5016	Wall	Red stock brick wall with yellowish soft mortar.	-
5017	Wall	Red stock brick wall with yellowish soft mortar.	-
5018	Wall	Red stock brick wall with yellowish soft mortar.	-
5019	Wall	Red stock brick wall with yellowish soft mortar.	-
5020	Wall	Red stock brick wall with hard white lime mortar.	-
5021	Fill	Fill of utility trench.	-
5022	Cut	Cut for utility trench.	-
5023	Floor	Concrete floor.	-
5024	Wall	Brick and concrete utility inspection chamber.	-
5025	Fill	Fill of utility trench.	-
5026	Cut	Cut for utility trench.	-

- 6.3.4 The earliest recorded deposit comprised a dark brown firm clay soil (5003), containing common post-medieval CBM, encountered at a depth of 0.14m bgl (14.30m OD), and extending along the Watling Street frontage (S1, S2, S3, S4, S5, and S7).
- 6.3.5 This deposit was cut by a series of walls (5004, 5006, 5007, 5008, 5009, 5010, 5011, 5012, 5013, 5016, 5017, 5018, 5019 and 5020), constructed from unfrosted red stock bricks and bonded with a very pale grey hard lime mortar or light yellow grey soft sandy mortar.
- 6.3.6 Abutting walls 5006 and 5004 was a brick floor (5005), formed of red stock bricks with no visible bonding material.
- 6.3.7 Abutting walls 5007 and 5009 was a compacted grey mortar floor surface (5008). Two concrete floors were also recorded: floor 5014 abutting the west face of wall 5013, and floor 5023 abutting the south face of wall 5020.
- 6.3.8 Wall 5012 was abutted to the west by a disturbed possible external yard surface consisting of fine gravels and cobbles in a grey silty clay soil (5015).
- 6.3.9 Two later utility trenches were recorded, trench 5026 cut through the possible external yard surface 5015, and trench 5025 cut through brick wall 5020 and concrete floor 5023. Both trenches were backfilled with a Type 1 aggregate material (5025 and 5021, respectively). Utility trench 5026 was associated with a concrete and brick formed inspection chamber (5024).
- 6.3.10 Overlying these walls and surfaces was a compacted brick and mortar rubble (5002) which was in turn overlain by a Type 1 aggregate bedding material (5001) for the present tarmacadam surface (5000).

## 6.4 Finds

- 6.4.1 No finds were recovered during the monitoring works at Watling Street Car Park.

## 6.5 Environmental

- 6.5.1 No soil samples were collected for environmental assessment during the monitoring works at Watling Street Car Park.

## 6.6 Discussion

- 6.6.1 No significant archaeological remains were encountered at Watling Street Car Park. The series of brick walls, brick and concrete floors, and potential external gravel yard surface represent contemporary structures attributed to the rear wall and outbuildings of the former Dane John Place, a late post-medieval terraced row of houses fronting onto Watling Street during the nineteenth and early twentieth centuries.
- 6.6.2 The buildings were severely bomb damaged during the Second World War and demolished shortly thereafter, prior to the establishment of the car park.

## 7 Queningate Car Park

### 7.1 Location

- 7.1.1 Queningate Car Park, CT1 2HJ (NGR 615283 157863), is located on the east side of Canterbury, outside the city wall. The car park is bounded by Broad Street to the east, the city wall to the west, Burgate to the south, and residential properties to the north.
- 7.1.2 The existing ground is surfaced by tarmacadam and has a gentle incline from south to north, with an approximate elevation of 9m to 14m OD.
- 7.1.3 Underlying geology is recorded as alluvial deposits of clay, silt, sand and gravel, overlying Margate Chalk Formation (BGS on-line).

### 7.2 Heritage potential

- 7.2.1 Queningate Car Park is located adjacent to the Scheduled Canterbury city wall (NHLE 1003554), which here forms part of Canterbury's World Heritage Site, and within the footprint of the former city ditch. Queningate is reputed to have been named after Queen Bertha, a sixth-century Frankish princess, who was a practising Christian when she married the pagan King Ethelbert of Kent. Traditionally, Queen Bertha is believed to have passed through the Queningate on her daily journey between the Anglo-Saxon *burh* and St Martin's Church, Longport.
- 7.2.2 Archaeological evidence of past activity within, and immediately surrounding, the car park comprises Roman, Anglo-Saxon, medieval and post-medieval features and artefacts (KHER TR15 NE417, NE418, NE 416 and NE 419).
- 7.2.3 Nine burials of possible Roman date were found in 1868 'near the edge of or in the bottom of' the ditch in Broad Street, along with some specimens of samian ware and bell-metal, found south-west of Lady Wootton's Green (KHER TR15 NE1525). Investigations near Diocesan House, to the north-east of the car park, revealed evidence that included a late Iron Age/early Roman agricultural soil cut by an east to west aligned boundary ditch (KHER TR15 NE379). Further Romano-British burials have been recorded at the same location (KHER TR15 NE414). Other features from this period include five pits and several post-holes, and a Roman gravel road (KHER TR15 NE1521).
- 7.2.4 Part of a Roman tile arch and supporting blocks of Kentish ragstone indicate the position of a Roman gate through the city wall (KHER TR15 NE1501). A new postern was built about 18m to the south, at the current Queningate, around 1448–9, and a bridge, later known as Dean's Bridge, was made across the city ditch (KHER TR15 NE1726). The Roman gate was blocked by 1468. From 1492, Christ Church Priory owned the city wall between Burgate and Northgate. Prior Thomas Chillenden (Prior from 1391 to 1411) had organised the repair of the city walls between Northgate and Queningate, adding four square towers at this time (KHER TR15 NE1645). Two round bastions were probably added during Prior Selling's work on the defences in the 1480s (KHER TR15 NE1347).
- 7.2.5 Work undertaken just beyond the south end of the car park, at 3–4 Burgate, revealed the foundation remains of a church (St Michael-over-Burgate) dated to the thirteenth to fourteenth century, and a masonry footing of possible Roman date (KHER TR15 NE1565) has been recorded just to the north of that site. The church of St Michael-over-Burgate had been rebuilt in the fifteenth century but was dismantled in 1516 (KHER TR15 NE220). The church tower, which stood over part of Queningate Lane, appeared to survive into the late seventeenth century. Numbers 3 and 4 Burgate probably occupy the site of the church nave whilst the existing houses there incorporate masonry from the medieval gate (KHER TR15 NE279). During works to the main drainage system in 1868, the city engineer, James Pilbrow, observed remains of the medieval gate beneath Burgate Lane. Possible bridge abutments were also seen. Observations in 1975 during excavations for a sewer trench, revealed flint and mortar foundations. Excavations in 1988 revealed a sequence of Roman road metallings that pre-dated the construction of the city defences in c AD 270–90. The metallings were covered by poured mortar derived from the building of the Roman gate (KHER TR15 NE1598).
- 7.2.6 Late nineteenth-century maps show the area occupied by the present car park as mostly developed, and earlier maps indicate that this process was in course in the seventeenth and eighteenth centuries. One



such development was the Star Brewery and associated malthouse, which were established over the old city ditch on the west side of Broad Street prior to 1851 (KHER TR15 NE1186). The brewery was closed following a merger with Rigden and Co Ltd, a Faversham based company, in 1922 and demolished in 1936 as part of the 1935 town planning scheme. Aerial images from the 1940s show the car park area as vacant ground. The present use as a car park was formally established in the 1960s.

## 7.3 Results

- 7.3.1 The archaeological works at Queningate Car Park were conducted between 6 and 25 February 2019.
- 7.3.2 The works comprised machine excavation of the footprint for a new entry barrier island to a depth of 0.56m bgl at the south end of the car park and a new exit barrier island to a depth of 0.82m bgl at the north end of the car park, with approximately 202m of 0.5m to 0.7m wide connecting duct trench, excavated to a depth of 0.60m.
- 7.3.3 A summary of contexts is shown in Table 8.

Table 8. Queningate Car Park context summary

Context	Type	Summary description	Depth bgl (m)
6000	Layer	Tarmacadam surface.	0–0.15m
6001	Layer	Dark grey brown, compact, clay with CBM rubble.	0.12–0.20m
6002	Layer	Mid yellow grey, compact, clay silt with common medium flints and patches of white mortar.	0.21–0.54m
6003	Fill	Fill of cut [6023].	0.30–0.46m+
6004	Floor	Stone paved floor of mid blue grey granite setts bonded with a mid yellow grey, soft, lime mortar.	0.47m+
6005	Layer	Compacted CBM rubble sub-base for (600) with frequent medium to large concrete fragments, common very pale grey mortar fragments, abundant frogged red stock bricks and occasional frogged yellow stock bricks.	0.07–0.55m+
6006	Layer	Dark grey brown compact silty clay with common small flint fragments.	0.27–0.56m+
6007	Layer	Concrete layer below (600).	0.08–0.25m
6008	Layer	Dark grey brown compact silty clay with common small flints, fragments of chalk and rare CBM fragments.	0.24–0.77m
6009	Layer	Very dark brown moderate clay silt with rare very small fragments of CBM, flint and oyster shell.	0.67–0.82m+
6010	Wall	Brick wall (1.17m+ long x 0.18+ high) formed of minimum 3 courses of unfrogged red stock brick bonded with light yellow grey mortar.	0.33–0.51m+
6011	Layer	Dark grey brown compact silt clay with common small chalk, mortar, flints and CBM fragments.	0.36–0.57m+
6012	Layer	Compacted CBM rubble sub-base for (600) with frequent medium to large concrete fragments, common very pale grey mortar fragments, abundant red frogged stock bricks and occasional yellow stock bricks.	0.12–0.38m
6013	Layer	Mid grey brown, compact, sandy loam with common subangular flint.	0.36–0.57m+
6014	Wall	Masonry wall with caen stone blocks, flint and unfrogged red brick, bonded with a soft light yellow grey lime mortar.	0.26–0.56m+
6015	Wall	Masonry wall with caen stone blocks, flint and brick, bonded with a soft light yellow grey lime mortar.	0.26–0.56m+
6016	Layer	Compacted unfrogged red stock brick rubble.	0.27–0.37m
6017	Layer	Light yellow orange, compact, coarse sand.	0.26–0.36m
6018	Layer	Coarse tarmacadam base.	0.15–0.21m
6019	Floor	Stone paved floor formed of mid blue grey granite stone setts.	0–0.15m
6020	Layer	Concrete foundation.	0.28–0.54m+
6021	Layer	Brick rubble fill of (6022).	0.26–0.69+
6022	Cut	Cut feature (0.47m+ wide x 0.33m+ deep).	0.26–0.59+
6023	Cut	Cut for utility trench.	0.30–0.46m+
6024	Cut	Cut for concrete foundation (6020).	0.28–0.54m+

- 7.3.4 The earliest exposed feature comprised a masonry structure formed by two parallel, north-west to south-east aligned walls 6014 and 6015 (S20 and S21). Each wall, exposed at a depth of 0.26m bgl and spaced 2.0m apart, measured between 0.32m and 0.44m wide, and both were formed of dressed Caen stone, flint and unfrogged irregular red bricks, bonded with a soft light yellow grey lime mortar. Both walls followed the supposed footprint of the Dean’s Bridge (KHER TR15 NE1726), extending towards a still

extant postern gate providing access into the Cathedral Precinct. The ground between wall 2014 and 2015 was infilled with deposit 6013, a mid grey brown, compact, sandy loam with common subangular flint, exposed at a depth of 0.36m bgl, which was overlain on its south side by deposit 6011, a dark grey brown compact silt clay with common small chalk, mortar, flints and CBM fragments, exposed at depth of 0.36m bgl. This was capped by a deposit of crushed, unfrogged red stock bricks (6016), exposed at a depth of 0.27m bgl.

- 7.3.5 A very dark brown silty deposit (6009), exposed at a depth of 0.67m bgl at the base of the exit barrier island at the north end of the car park (S23, S24), potentially represented an upper fill of the former city ditch.
- 7.3.6 Deposit 6009 was overlain by a dark grey brown compact silty clay (6008), exposed at a depth of 0.24m bgl, with common small flints, fragments of chalk and rare CBM fragments (S19, S20, S21, S22, S23 and S24). This deposit potentially represented purposeful levelling of the former ditch, and comparable soil layers continued to the south, recorded as deposit 6011, exposed at a depth of 0.36m bgl (S13, S14, S15, S16 and S17), and deposit 6006, exposed at a depth of 0.27m bgl (S4 and S5).
- 7.3.7 A stone paved floor (6004), formed of mid blue grey granite setts bonded with a mid yellow grey, soft, lime mortar, was partially exposed at the south end of the car park, at a depth of 0.47m bgl (S2 and S3). The paving was overlain by a mid yellow grey, compact, clay silt (6002), exposed at a depth of 0.21m bgl, with common medium flints and patches of white mortar.
- 7.3.8 Deposit 6002 was truncated by a construction trench (6024) for concrete foundation 6020, exposed at a depth of 0.28m bgl (SS6), and a utility/service trench (6023), filled by 6003, exposed at a depth of 0.30m bgl (S1).
- 7.3.9 The upper surface of a brick wall (6010), formed of unfrogged red stock bricks bonded with a light yellow grey mortar, was located to the north of deposit (6002), exposed at a depth of 0.33m bgl (S10).
- 7.3.10 A large cut (6022), exposed at a depth of 0.26m bgl (S17), truncated soil layer (6011). The cut was infilled by a compacted brick rubble (6021). The full extents and depth of this feature were not ascertained.
- 7.3.11 A deposit of demolition material, comprising crushed, frogged red and yellow stock bricks, concrete and mortar (6005), was exposed at a depth of 0.07m bgl, above the concrete foundation (6020), utility/service trench [6023], and brick wall (6010) (S1-S15). The deposit continued northwards, recorded as context (6012), exposed at a depth of 0.12m bgl, where it overlay backfilled cut feature [6022] (S16-S19).
- 7.3.12 Deposit (6005)/(6012) was overlain by an intermittent deposit, comprising a layer of dark grey brown, compact, clay silt (6001), exposed at a depth of 0.12m bgl at the southern end of the car park (S1), a coarse sand (6017), exposed at a depth of 0.26m bgl, laid as a protective layer above the tops of walls (6014) and (6015) and brick rubble infill (6016) (S20 and S21), and a concrete surface (6007), exposed at a depth of 0.08m bgl, extending across the northern half of the carpark (S19, S22, S23 and S24). Both layer (6001) and concrete surface (6007) were sealed by a tarmacadam surface (6000) for the present car park. Layer (6017) was overlain by a tarmacadam base course (2018), exposed at a depth of 0.15m bgl, and capped by granite setts forming a pedestrian walkway across the car park from the postern gate and following the course of the former Dean's Bridge.

## 7.4 Finds

- 7.4.1 No finds were recovered during the monitoring works at Queningate Car Park.

## 7.5 Environmental

- 7.5.1 No soil samples were collected for environmental analysis during the monitoring works at Queningate Car Park.

## 7.6 Discussion

- 7.6.1 Masonry walls 6014 and 6015 potentially represent surviving remnants of the Dean's Bridge (KHER TR15 NE1726), constructed in 1448–9 to provide access across the city ditch from a new postern gate built to replace Queningate, which was blocked off by 1468.

- 7.6.2 Deposit 6009, recorded at the north end of the car park, potentially represented the upper fill of the former city ditch. Soil layers 6006, 6011 and 6008 potentially relate to purposeful infilling and levelling deposits above the ditch fill.
- 7.6.3 Evidence for development along the line of the former city ditch was limited to the south end of the car park. This comprised an area of paving formed of granite setts (6004) and a brick wall foundation (6010), both potentially associated with the former Star Brewery established prior to 1851. No remains of the buildings shown on late nineteenth-century maps to the north of the Star Brewery were identified. Layer 6002 and brick rubble 6005 and 6012 are probably associated with the demolition and clearance in 1936 as part of the 1935 town planning scheme.

## 8 Pound Lane Car Park, CT1 2BZ

### 8.1 Location

- 8.1.1 Pound Lane Car Park, CT1 2BZ, is located to the north of Canterbury city centre, situated immediately within the city wall (NGR 614752 158157). The car park is bounded by residential properties lining Pound Lane to the north and northwest and properties lining St Peter's Lane to the south and east. The Westgate Hall and Westgate Hall Road lie to the south-west.
- 8.1.2 The existing ground is surfaced by tarmac and is flat, with an approximate elevation of 8m OD.
- 8.1.3 Underlying geology is recorded as alluvial deposits of clay, silt, sand and gravel, overlying Seaford Chalk Formation (BGS 2019).

### 8.2 Heritage potential

- 8.2.1 Pound Lane Car Park is located within the north quarter of the walled city, situated just south and east of Canterbury city wall (NHLE 1003554) and north-west of the Scheduled Monument of Blackfriars (NHLE 1005491). The present medieval city wall is known to follow the line of the Roman wall and evidence suggests that the medieval West Gate, situated 150m to the west, succeeded an earlier Roman gate (KHER TR15 NW693).
- 8.2.2 An archaeological evaluation, undertaken in 1993, within the car park, revealed water-lain Roman sediments overlying the natural river gravel, which was located at around 6m above OD (Parfitt 1995). There was no evidence for any Roman occupation here: instead, the low-lying marshy area seemed to have served as a convenient area for dumping rubbish. Amongst the finds recovered was a rare example of a complete Roman iron-shod wooden spade preserved by the waterlogged conditions.
- 8.2.3 A Roman cremation burial comprising a number of samian vessels and a large glass jug, was discovered in 1902, whilst cutting a drainage trench outside 35 Pound Lane (KHER TR15 NW285). Approximately 100m north-west of the PDA, at 16–21 North Lane, evidence for a late first- to early second-century pottery kiln was recorded in 1978 (KHER TR15 NW474). Recent excavations, conducted in 2009, at the Marlowe Theatre, situated just south of the car park, discovered a large Roman townhouse. The house would have been situated on a peninsula of slightly higher overlooking the marshland and river. Up to five sunken rooms and a corridor were partially excavated, and one of the rooms had a hypocaust comprising twenty-five *pilae* stacks, which would have supported a tiled floor. Very unusually, the wooden threshold from a doorway was found preserved in the waterlogged conditions. Fragments of painted wall plaster were found, coloured white, red, blue, black and yellow. The evidence suggests this was a building of considerable status, quite unexpected in this part of Canterbury which was previously thought to have been relatively marginal in Roman times (Holman and Wilson 2011, 3).
- 8.2.4 No evidence for Anglo-Saxon occupation has so far been identified within the Pound Lane Car Park locality. However, two possible seventh-century sunken buildings and a trackway were recorded on the southern side of St Radigund's Street in 1987 (KHER TR15 NW1957; Rady 1987, 14).
- 8.2.5 The results of the 1993 investigations in Pound Lane Car Park suggested that, during the twelfth century, this area remained waterlogged. The remains of a well-preserved wooden hurdle were recorded which may indicate that raised walkways were employed to traverse the area (KHER TR15 NW606; Parfitt 1995, 8). Whilst just to the west, the discovery of a complete twelfth-century pottery kiln (KHER TR15 NW124; Bennett 1986, 19) demonstrates that industrial activity was also taking place.
- 8.2.6 To the south and east lie the Scheduled Monument of Blackfriars (NHLE 1005491), a thirteenth-century priory complex established by the Friars of the Dominican Order, and the Abbot's Mill, the site of a medieval watermill (Historic England List Entry no 1004198).
- 8.2.7 To the north of the car park stands a fourteenth-century wall tower or bastion, now 16 Pound Lane, a grade II listed building (NHLE 1260374) and, to the west, the West Gate Towers constructed around 1375–81, a grade I listed building (KHER TR15 NW693). Both structures also form part of the Canterbury City Walls Scheduled Monument (NHLE 1003554). The site of a medieval postern is thought to lie at the junction of Pound Lane and The Causeway (KHER TR15 NW150).

8.2.8 A number of listed buildings lie within the vicinity of the car park. No 81 St Peter’s Lane, a seventeenth-century building, is locally listed (KHER TR15 NW985), and the grade II listed eighteenth-century house at 18–19 Pound Lane also incorporates part of the city wall (NHLE 1260404). The site of a Second World War civil-defence depot (KHER TR15 NW726) is recorded within Pound Lane Car Park and included a Cleansing Station for decontamination of poison gas (KHER TR15 NW668). The Ordnance Survey map published in 1874 depicts the area of the car park as gardens with pathways and nursery.

### 8.3 Results

8.3.1 The archaeological works at Pound Lane Car Park were conducted between 23 and 25 April 2019.

8.3.2 The works comprised machine excavation of a new duct trench, 44.5m long by 0.4m wide, extending between the existing pay stations and the existing entry/exit barrier island. The duct trench was excavated to a depth of 0.40m bgl.

8.3.3 A summary of contexts is shown in Table 9.

*Table 9. Pound Lane Car Park context summary*

Context	Type	Summary description	Depth bgl (m)
7001	Layer	Tarmacadam surface.	0–0.11
7002	Layer	Type 1 aggregate bedding.	0.11–0.34
7003	Layer	Compact, light yellow grey sandy mortar layer with abundant unfrogged red stock brick, moderate peg-tile, and rare small sandstone fragments.	0.11–0.36
7004	Layer	Compact, dark grey brown, silty loam, common small subangular to subrounded flint, with rare small oyster shell and CBM flecks.	0.34–0.39+

8.3.4 The earliest deposit comprised a compact dark grey brown silty loam (7004), containing common small flint, rare oyster shell and post-medieval CBM, exposed at a depth of 0.34m bgl (S1 and S4).

8.3.5 Deposit 7004 was overlain by a compact light yellow grey sandy mortar layer (7003), containing abundant unfrogged red stock bricks, moderate peg-tile and rare small sandstone fragments, exposed at a depth of 0.11m bgl (S2 and S4).

8.3.6 Deposit 7003 was overlain by a layer of Type 1 aggregate material (7002), exposed at a depth of 0.11m bgl, which formed a bedding deposit for the existing tarmacadam surface (7001).

### 8.4 Finds

8.4.1 No finds were recovered during the monitoring works at Pound Street Car Park.

### 8.5 Environmental

8.5.1 No soil samples were collected for environmental analysis during the monitoring works at Pound Street Car Park.

### 8.6 Discussion

8.6.1 No significant archaeological deposits or features were recorded at the Pound Lane Car Park. The groundworks exposed the upper surface of a post-medieval silty loam soil, potentially associated with documented nineteenth and twentieth century gardens, and this was overlain by a deposit of brick and peg-tile rubble, presumably laid as a formation deposit as part of the construction of the car park in the second half of the twentieth century.

## 9 Conclusions

### 9.1 Significance and research potential

- 9.1.1 The archaeological works associated with the provision of a new ANPR parking management system identified archaeological remains of medieval and post-medieval date.
- 9.1.2 Medieval archaeological remains were identified at St Radigund's Car Park, comprising a segment of masonry wall exposed at a depth of 0.45m bgl, representing part of the former medieval city wall (NHLE 1003554). At Castle Row Car Park, a segment of masonry wall was exposed at a depth of 0.17m bgl, relating to the former medieval castle bailey wall (NHLE 1005194). At Queningate Car Park, two masonry wall segments, exposed at a depth of 0.26m bgl, potentially relate to the former Dean's Bridge, which extended across the former city ditch to provide access to a new postern (a small gateway) let through the city wall c 1448–9 (KHER TR15 1646).
- 9.1.3 Post-medieval archaeological remains were recorded at five car park locations and comprised brick walls and associated floors attributable to late post-medieval buildings, demolition and levelling deposits, and garden or other cultivated soil deposits. A good correlation was evident between recorded post-medieval archaeological remains and early cartographic records, notably with the 1874 Ordnance Survey plans of Canterbury. Recorded remains included: former properties fronting St Radigund's Street at St Radigund's Car Park; the former Eagle Brewery complex and later Payne -Smith school at Longport Car Park: the gasometer associated with the former Canterbury gasworks at Castle Row Car Park: the former Dane John Place terrace at Watling Street Car Park, and the former Star Brewery complex at Queningate Car Park.
- 9.1.4 No archaeological features were recorded at Miller's Field Car Park and Pound Lane Car Park, where observed deposits comprised post-medieval ground levelling and cultivated garden soils.
- 9.1.5 A summary of the archaeological results and assessment of the significance of the data is shown in Table 10. Assessment of the significance was constrained by the limited depth and extent of the monitored groundworks. The level of significance, where significance refers to the value of the heritage asset to this and future generations because of its heritage interest (NPPF 2019, 71), is based on criteria set out in Appendix 1.

Table 10. Summary of archaeological results

Location	Description	Minimum depth (m bgl)	Period	Significance
St Radigund's Car Park	Segment of masonry city wall	0.45	Medieval	High
	Demolition and levelling deposits	0.24	Late post-medieval	Negligible
	Brick walls and floors representing buildings fronting St Radigund's Street, cultivated garden soils to rear	0.11	Late post-medieval	Negligible
Miller's Field Car Park	Ground levelling and cultivated soils	0.15	Late post-medieval	Negligible
Longport Car Park	Soil deposits associated with ground levelling and cultivation	0.63	Post-medieval	Negligible
	Brick walls, sandstone pavements and bedding deposits associated with buildings fronting Longport Street and Lower Chantry Lane, including former Eagle Brewery complex and the later Payne-Smith School	0.17	Late post-medieval	Low
Castle Row Car Park	Segment of castle bailey wall	0.17	Medieval	High
	Brick walls and bedding deposits associated with former Canterbury gasworks	0.19	Late post-medieval	Low
Watling Street Car Park	Brick walls and brick, concrete and mortar floors and potential gravel yard surface associated with former Dane John Place terrace	0.06	Late post-medieval	Negligible

Location	Description	Minimum depth (m bgl)	Period	Significance
Queningate Car Park	Masonry walls associated with former Dean's Bridge	0.26	Medieval	Medium
	Upper fill of former city ditch	0.67	Post-medieval	Low
	Brick wall foundation and granite paving possibly associated with former Star Brewery complex	0.33	Late post-medieval	Low
Pound Lane Car Park	Garden soils	0.34	Late post-medieval	Negligible

9.1.6 Archaeological features considered of high significance were recorded at St Radigund's Car Park and Castle Row Car Park, features of medium significance at Queningate Car Park, and features of low significance at Longport, Castle Row, and Queningate Car Parks. All other archaeological features were considered to be of negligible significance.

## 9.2 Publication

9.2.1 The recovered archaeological data is not considered to hold sufficient research potential to warrant publication.

9.2.2 The potential to refine the project results from the existing project data is considered low. No further work is recommended.

## 9.3 OASIS

9.3.1 An OASIS (Online AccesS to the Index of archaeological investigationS) record has been created for the project (Appendix 2).

9.3.2 The OASIS record will be submitted to the Canterbury Urban Archaeology Database (UAD) and the Kent Historic Environment Record (KHER).

9.3.3 The present report will be available online as an open-access pdf file via the Archaeology Data Service (ADS) website (<https://archaeologydataservice.ac.uk/>).

## 9.4 Conclusion

9.4.1 The archaeological works successfully met the principal objective, as set out in the WSIs (CAT 2018a; 2018b; 2018c) to ensure the preservation by record of the buried archaeological resource where the scheme would result in its permanent loss.

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## Appendix 1. Significance criteria

Value	Examples
Very High	<p>World Heritage Sites, Scheduled Monuments of exceptional quality, or assets of acknowledged international importance or can contribute to international research objectives.</p> <p>Grade I Listed Buildings and built heritage of exceptional quality.</p> <p>Grade I Registered Parks and Gardens and historic landscapes and townscapes of international sensitivity, or extremely well-preserved historic landscapes and townscapes with exceptional coherence, integrity, time-depth, or other critical factor(s).</p>
High	<p>Scheduled Monuments, or assets of national quality and importance or that can contribute to national research objectives.</p> <p>Grade II* and Grade II Listed Buildings, Conservation Areas with very strong character and integrity, other built heritage that can be shown to have exceptional qualities in their fabric or historical association.</p> <p>Grade II* and II Registered Parks and Gardens, Registered Battlefields and historic landscapes and townscapes of outstanding interest, quality and importance, or well preserved and exhibiting considerable coherence, integrity time-depth or other critical factor(s).</p>
Medium	<p>Designated or undesignated assets of regional quality and importance that contribute to regional research objectives.</p> <p>Locally Listed Buildings, other Conservation Areas, historic buildings that can be shown to have good qualities in their fabric or historical association.</p> <p>Designated or undesignated special historic landscapes and townscapes with reasonable coherence, integrity, time-depth or other critical factor(s).</p> <p>Assets that form an important resource within the community, for educational or recreational purposes.</p>
Low	<p>Undesignated assets of local importance.</p> <p>Assets compromised by poor preservation and/or poor survival of contextual associations but with potential to contribute to local research objectives.</p> <p>Historic (unlisted) buildings of modest quality in their fabric or historical association. Historic landscapes and townscapes with limited sensitivity or whose sensitivity is limited by poor preservation, historic integrity and/or poor survival of contextual associations.</p> <p>Assets that form a resource within the community with occasional utilisation for educational or recreational purposes.</p>
Negligible	<p>Assets with very little or no surviving cultural heritage interest. Buildings of no architectural or historical note.</p> <p>Landscapes and townscapes that are badly fragmented and the contextual associations are severely compromised or have little or no historical interest.</p>

## Appendix 2. OASIS record

**OASIS ID (UID)** canterbu3-507867

**Project Name** ANPR Parking Management Scheme, Canterbury, Kent

**Site Name** St Radigund's Car Park, Miller's Field Car Park, Longport Car Park, Castle Row Car Park, Watling Street Car Park, Queningate Car Park, Pound Lane Car Park

**Activity type** Watching Brief

**Project Identifier(s)** ANPR Parking Management Scheme, Canterbury, Kent

**Planning Id** -

**Reason For Investigation** Statutory requirement

**Organisation Responsible for work** Canterbury Archaeological Trust

**Project Dates** 03-Oct-2018 - 25-Apr-2019

**Location**

St Radigund's Car Park  
 NGR : TR 15038 58275  
 LL : 51.2830070236587, 1.08218942143921  
 12 Fig : 615038,158275

Miller's Field Car Park  
 NGR : TR 14771 58277  
 LL : 51.2831256296917, 1.07836786353982  
 12 Fig : 614771,158277

Longport Car Park  
 NGR : TR 15453 57628  
 LL : 51.2770410955446, 1.08774128827326  
 12 Fig : 615453,157628

Castle Row Car Park  
 NGR : TR 14617 57444  
 LL : 51.2757042527094, 1.07566302637583  
 12 Fig : 614617,157444

Watling Street Car Park  
 NGR : TR 14873 57507  
 LL : 51.2761735131572, 1.07936556227075  
 12 Fig : 614873,157507

Queningate Car Park  
 NGR : TR 15283 57863  
 LL : 51.2792153119935, 1.08544911850144  
 12 Fig : 615283,157863

Pound Lane Car Park  
 NGR : TR 14708 58148  
 LL : 51.2819910921712, 1.07738839234413  
 12 Fig : 614708,158148

**Administrative Areas** Country : England  
 County : Kent

District : Canterbury  
Parish : Canterbury, unparished area

**Project Methodology** Archaeological watching brief comprised the monitoring of groundworks required for the installation of the ANPR Parking Management scheme at seven council-owned public car parks. The groundworks related to the provision of new pay ports, barrier gates and associated cable runs. The depths of groundworks were anticipated to vary between nominal depths of 250mm and 600mm bgl (below ground level)

The extent of all groundworks and exposed archaeology was mapped using a GNSS/GPS. Following machine excavation, all exposed surfaces were inspected by an archaeologist. All exposed features and structures were recorded in plan and section. Where archaeological remains were encountered above the agreed formation level, machine excavation was temporarily halted to allow the remains to be investigated further, and where necessary, excavated by hand. All groundworks were monitored to ensure ground disturbance was minimised to prevent damage to any archaeology present.

**Project Results** Significant archaeological remains of medieval date were exposed at three locations. These comprised part of the former medieval city wall (NHLE 1003554) at St Radigund's Car Park, part of the medieval castle bailey wall (NHLE 1005194) at Castle Row Car Park, and two segments of masonry walls potentially relating to the former Dean's Bridge (KHER TR15 NE1726) at Queningate Car Park.

Five of the locations had evidence for intensive post-medieval activity. This comprised a range of brick-built walls, floors, and levelling and demolition deposits, and could be equated with buildings shown on the 1874 Ordnance Survey plans of Canterbury. These included: former properties fronting St Radigund's Street at St Radigund's Car Park; the former Eagle Brewery complex and later Payne-Smith school at Longport Car Park; the gasometer associated with the former Canterbury gasworks at Castle Row Car Park; the former Dane John Place terrace at Watling Street Car Park; and the former Star Brewery complex at Queningate Car Park.

No archaeological features were recorded at Miller's Field Car Park and Pound Lane Car Park, where observed deposits comprised postmedieval ground levelling and cultivated garden soils.

The archaeological works successfully met the principal objective: to ensure the preservation by record of the buried archaeological resource where the scheme would result in its permanent loss. Full investigation of the recorded archaeological remains was constrained by the limited depth and extent of the monitored groundworks. As a result, the recovered data, while contributing to the heritage knowledge of the city of Canterbury and the historic significance of each site, was not considered to hold sufficient research potential to warrant further analysis or publication.

**Keywords** Town Wall - MEDIEVAL - FISH Thesaurus of Monument Types  
Curtain Wall - MEDIEVAL - FISH Thesaurus of Monument Types  
Bridge - MEDIEVAL - FISH Thesaurus of Monument Types  
Brewery - POST MEDIEVAL - FISH Thesaurus of Monument Types  
Brewery - POST MEDIEVAL - FISH Thesaurus of Monument Types  
Gas Holder - POST MEDIEVAL - FISH Thesaurus of Monument Types  
School - POST MEDIEVAL - FISH Thesaurus of Monument Types

**Funder** Canterbury City Council

HER	Canterbury UAD - unRev - STANDARD Kent HER - unRev - STANDARD Scheduled Monument Casework - unRev – STANDARD
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Person Responsible for work	Richard, Helm
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#### HER Identifiers

Archives	Documentary Archive, Digital Archive - to be deposited with Canterbury Museums & Galleries;
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Photo 1. St Radigund's Car Park, masonry wall 1404, looking north (scale 0.5m)



Photo 2. St Radigund's Car Park, mortar and chalk demolition layer 1107, looking west (scale 0.5m)



Photo 3. St Radigund's Car Park, trench section through brick wall 1501 and rubble deposit 1503, looking south-west (scale 0.5m)



Photo 4. St Radigund's Car Park, brick floor 1101, looking north (scale 0.5m)



Photo 5. St Radigund's Car Park, brick floor 1300, looking south (scale 0.5m)



Photo 6. St Radigund's Car Park, cultivated garden soil 1601, looking north-east(scale 0.5m)



Photo 7. St Radigund's Car Park, section S3 showing cultivated garden soil 1601 below levelling deposit 1600, looking north (scale 0.5m)



Photo 8. Miller's Field Car Park, general view of duct trench machine excavation, looking north-west (no scale)





Photo 9. Miller's Field Car Park, fully excavated duct trench, looking west (scale 0.5m)



Photo 10. Miller's Field Car Park, section S1, looking south (scale 0.5m)



Photo 11. Miller's Field Car park, section S4, looking south (scale 0.5m)



Photo 12. Longport Car Park, Area 1 duct trench, looking south-east (no scale)



Photo 13. Longport Car Park, Area 2 duct trench, looking north-west (no scale)



Photo 14. Longport Car Park, Area 3 duct trench, looking north (no scale)



Photo 15. Longport Car Park, Area 4 barrier island, looking south (no scale)



Photo 16. Longport Car Park, Area 4 brick wall 3018, looking south-west (no scale)



Photo 17. Longport Car Park, Area 4 brick wall 3019, looking north (no scale)



Photo 18. Longport Car Park, selection of late post-medieval pottery (no scale)



Photo 19. Castle Row Car Park, Area 1 , new entrance barrier island footprint, looking south-east (no scale)



Photo 20. Castele Row Car Park, Area 1, duct trench, looking south-east (no scale)



Photo 21. Castle Row Car Park, Area 2 masonry wall 4007 and brick wall 4021, looking south-east (scale 1m)



Photo 22. Castle Row Car Park, Area 2 brick walls 4008 and 4010, looking north-east (scale 1m)



Photo 23. Castle Row Car Park, Area 3 brick walls 4012, 4014 and 4015, looking south-east (no scale)



Photo 24. Castle Row Car Park, Area 3 new exit barrier island, looking west (no scale)





Photo 25. Watling Street Car Park, brick walls 5004 and 5020, brick floor 5005, concrete floor 5023, and utility trench 5022, looking north-west (scale 0.5m)



Photo 26. Watling Street Car Park, brick walls 5007 and 5009 abutted by mortar floor 5008, looking south-west (scale 0.5m)



Photo 27. Watling Street Car Park, brick walls 5016, 5017, 5018 and 5019, looking south-west (no scale)



Photo 28. Watling Street Car Park, new entry/exit barrier island footprint, looking east (scale 0.5m)



Photo 29. Queningate Car Park, masonry wall 6014 below modern kerbstone, looking north-east (scale 0.5m)



Photo 30. Queningate Car Park, potential city ditch fill deposit 6009, looking north-east (scale 0.5m)



Photo 31. Queningate Car Park, brick wall 6010, looking south-east (scale 0.5m)



Photo 32. Queningate Car Park, duct trench, demolition deposit 6005, looking west (scale 0.5m).



Photo 33. Queningate Car Park, machine excavated exit barrier island footprint, looking south-west (no scale)



Photo 34. Queningate Car Park, general view of machine excavated duct trench looking north (no scale)



100m



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92a Bond Street, Canterbury Tel: 01227 462062 Fax: 01227 747424 Email: admin@canterburytrust.co.uk	
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<b>COMMENTS</b>	Cadastral Survey data reproduced by permission of Ordnance Survey on behalf of HMSO Copyright Crown Copyright 2009. All rights reserved. Licence No. AL100021009
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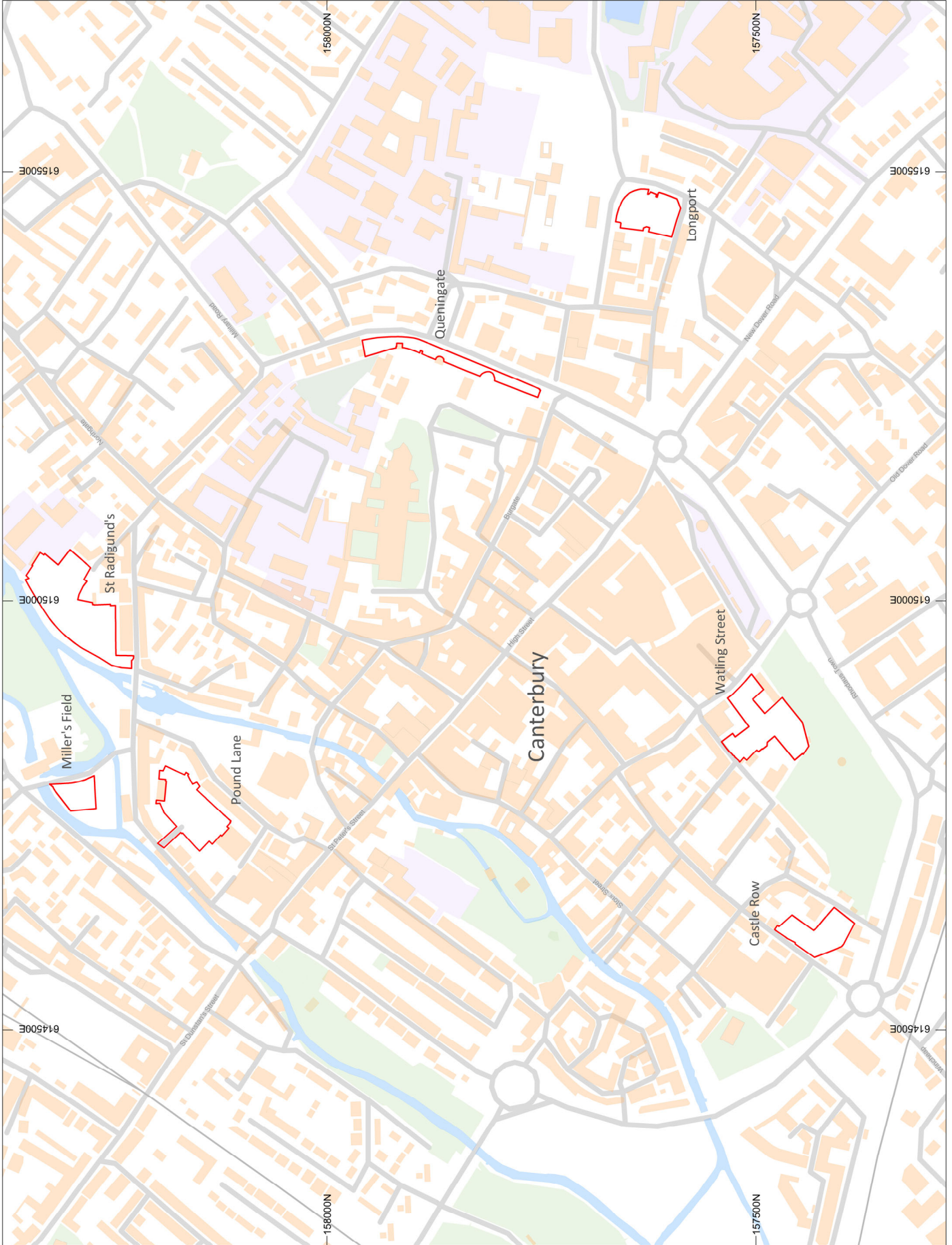
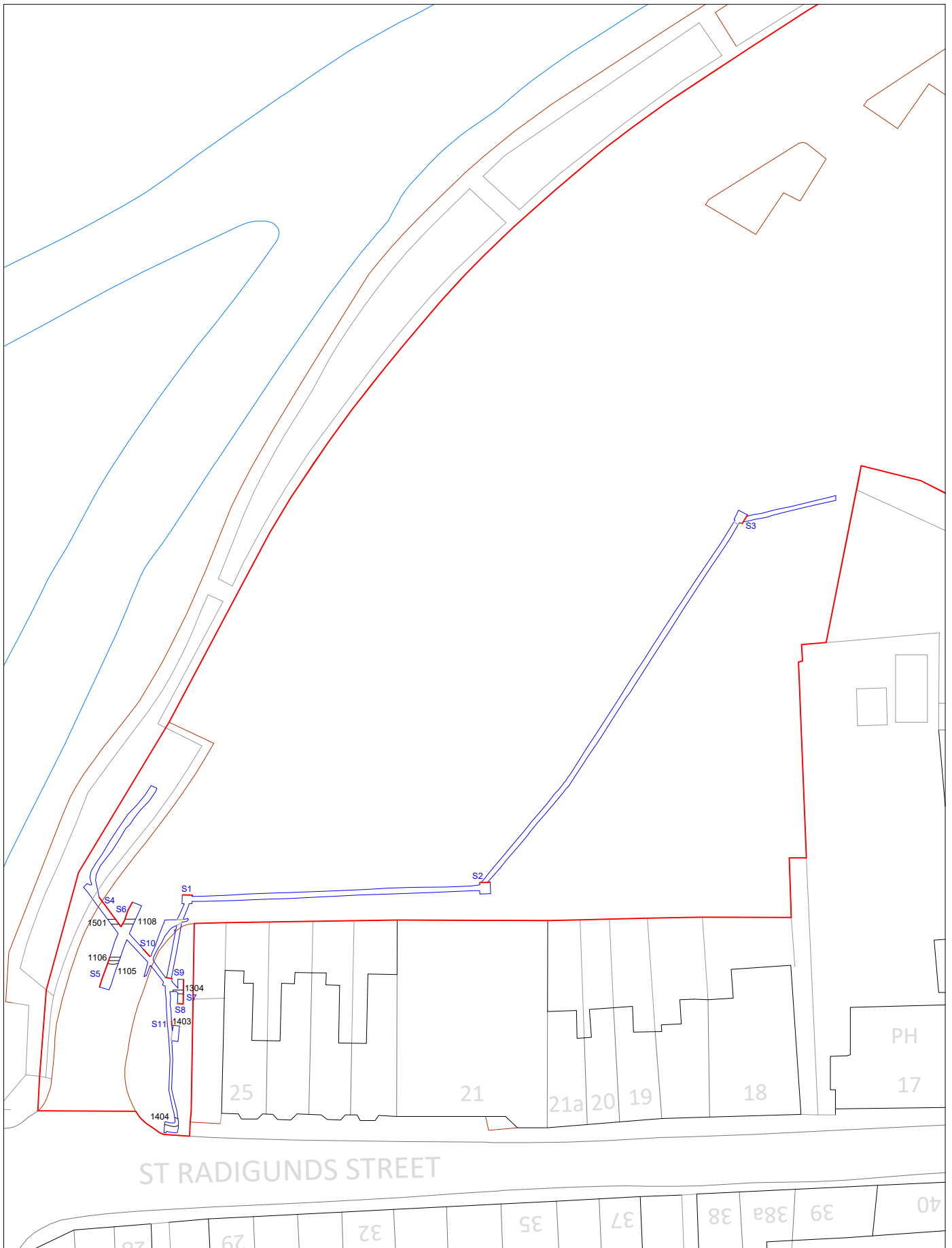


Figure 1. Location map



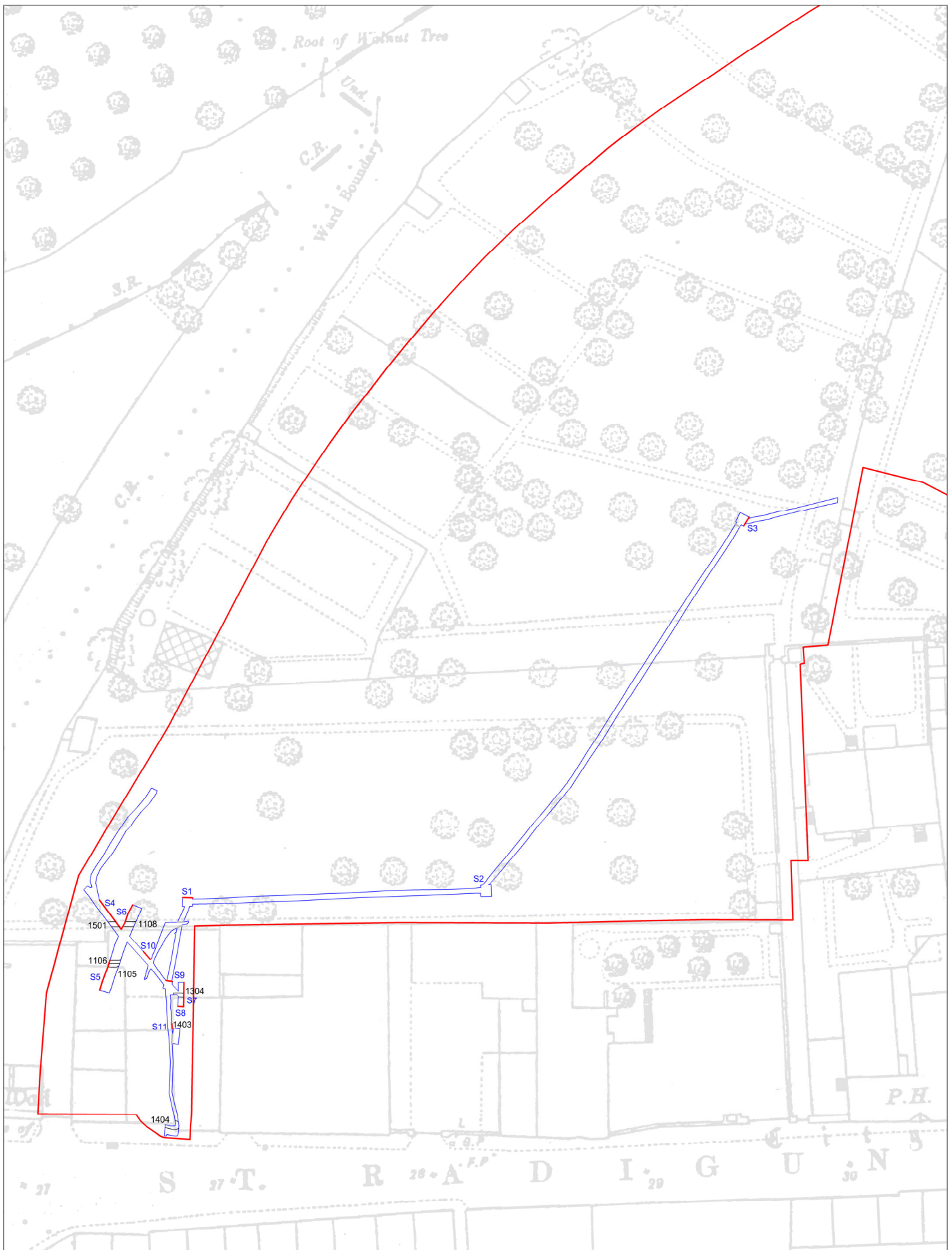
<b>CANTERBURY</b> <b>ARCHAEOLOGICAL</b> <b>TRUST LTD.</b> A REGISTERED CHARITY <small>92a Broad Street - Canterbury          Kent - CT1 2LJ          Tel 01227 462092 Fax 01227 794724          Email admin@canterburytrust.co.uk</small>	PROJECT ANPR Parking Management Scheme, Canterbury, Kent	DRAWN BY RMH	SCALE(S) 1:500 @ A4
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Figure 2. St Radigund's Car Park, intervention locations





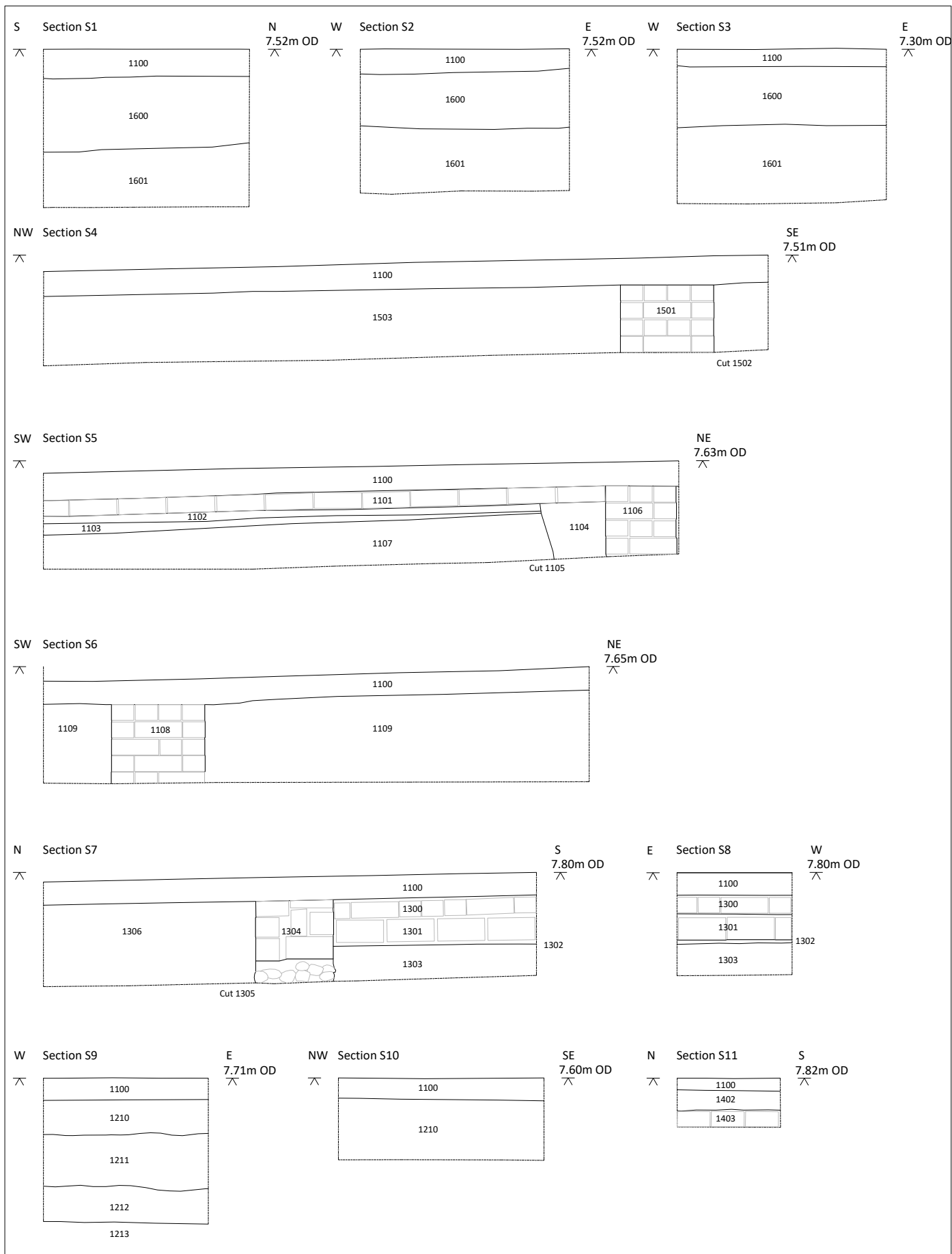
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Figure 3. St Radigund's Car Park, 1874 Ordnance Survey map

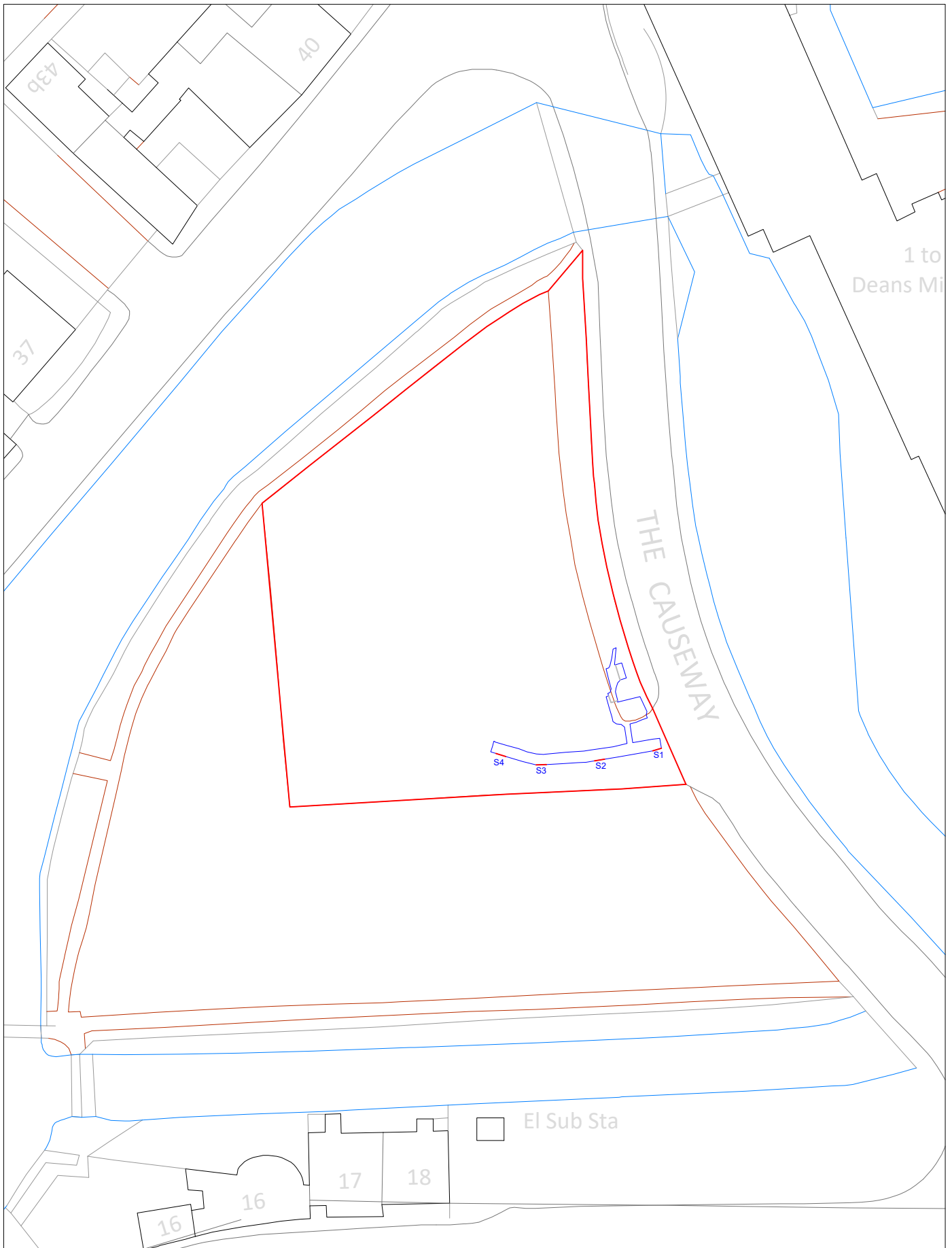




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		CHECKED ---	REF/DRG NO. WB ANPRC 18_Sections_190522.dwg



Figure 4. St Radigund's Car Park, section drawings S1 to S11



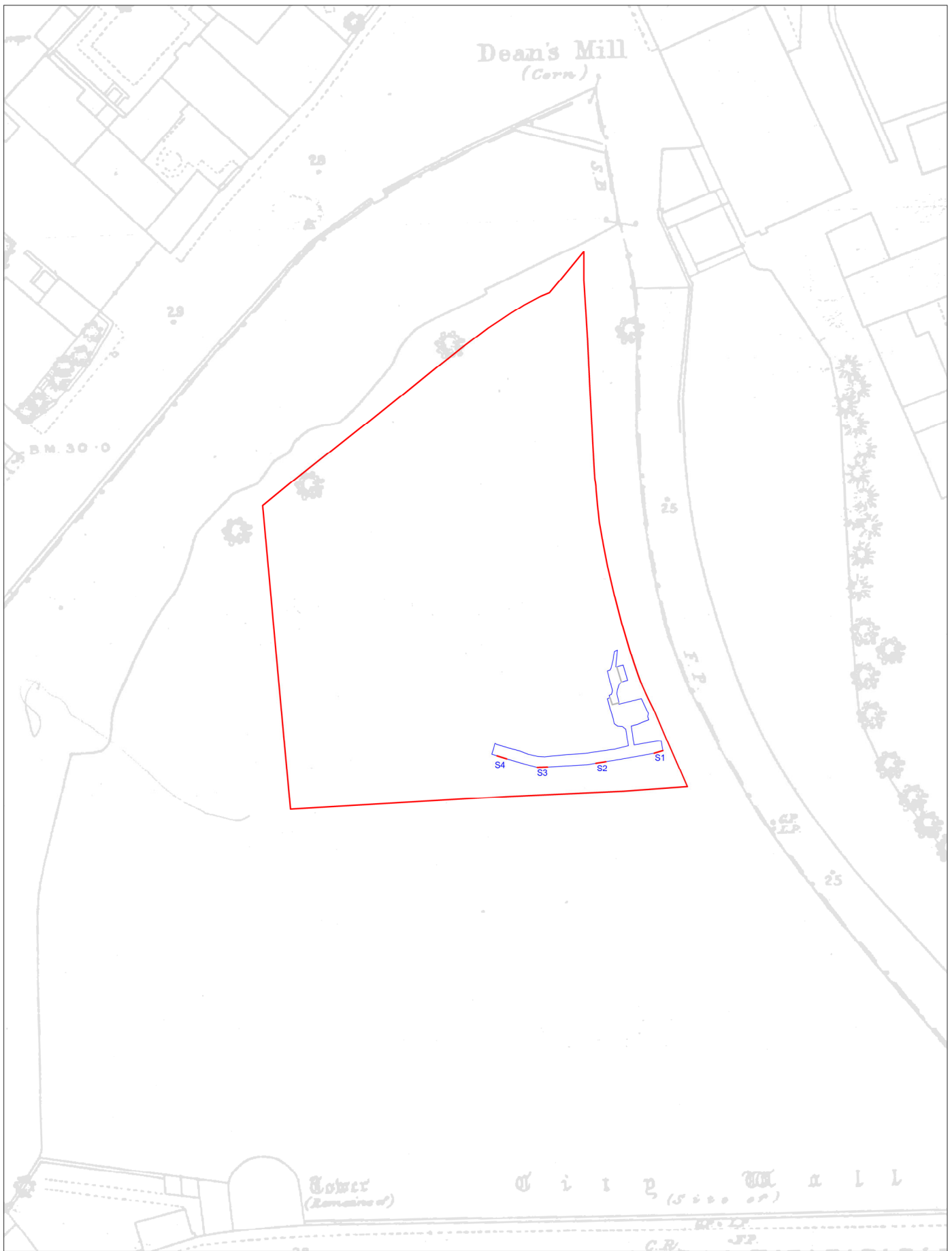
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		<b>REF/DRG NO.</b> WB ANPRC 18_Plans_190522.dwg	



10m



Figure 5. Miller's Field Car Park, intervention locations



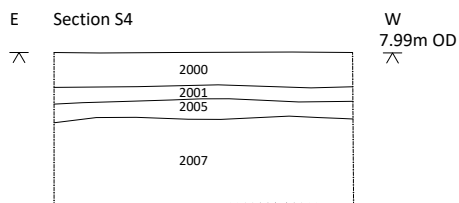
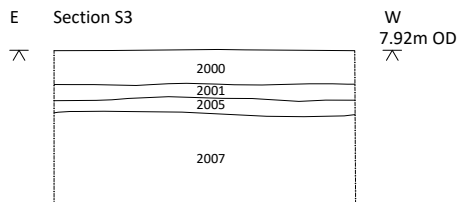
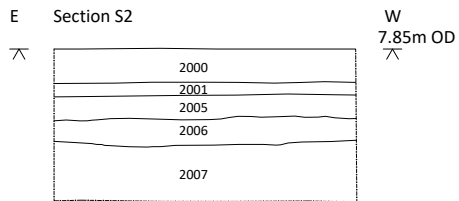
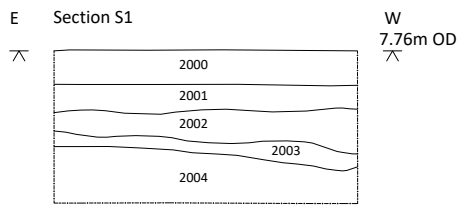
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10m



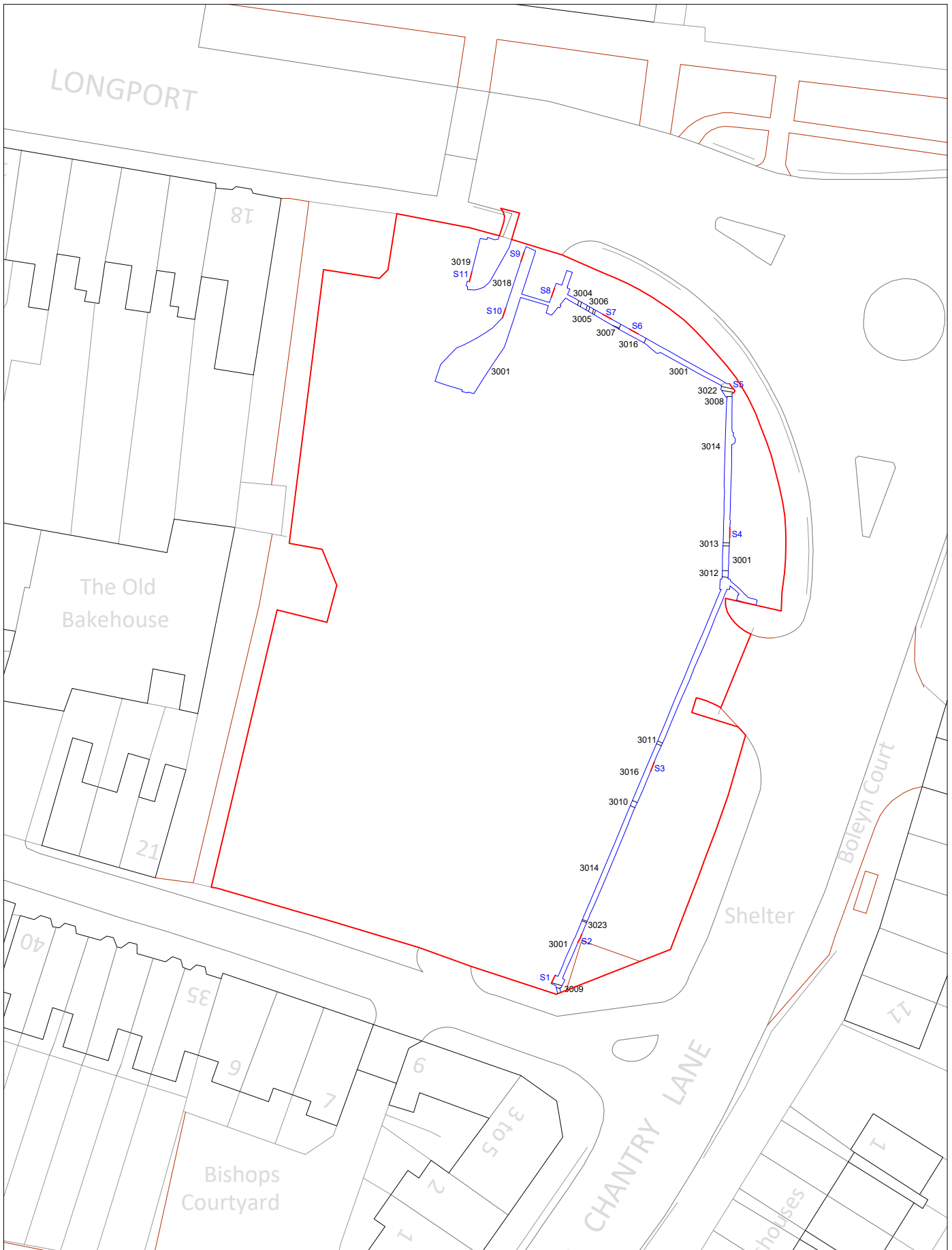
Figure 6. Miller's Field Car Park, 1874 Ordnance Survey map



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		REF/DRG NO. WB ANPRC 18_Sections_190522.dwg	

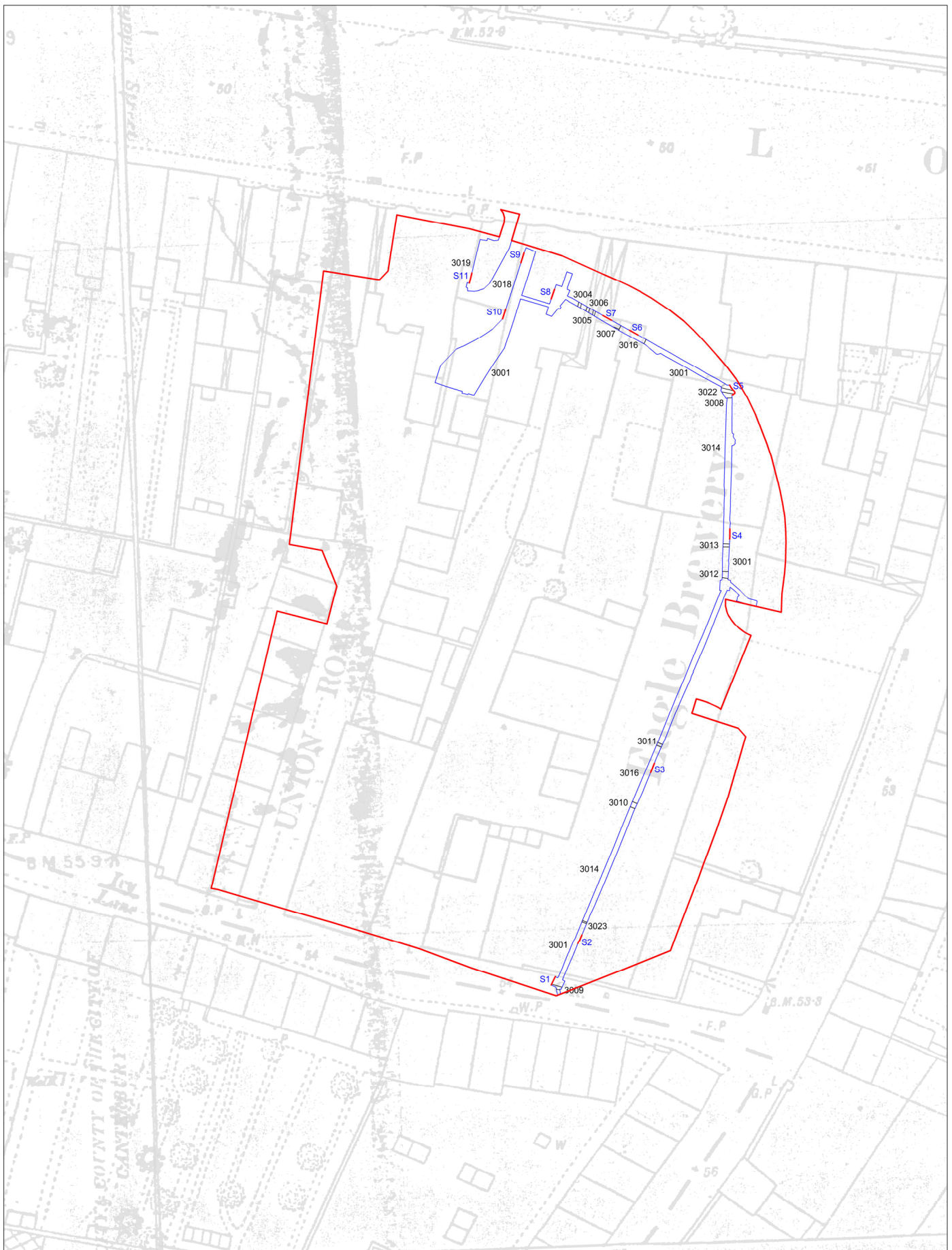


Figure 7. Miller's Field Car Park, section drawings S1 to S4



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	<p><b>DATE</b> 18/05/2022</p>	<p><b>LAST REVISION</b> -/-/-/-</p>			
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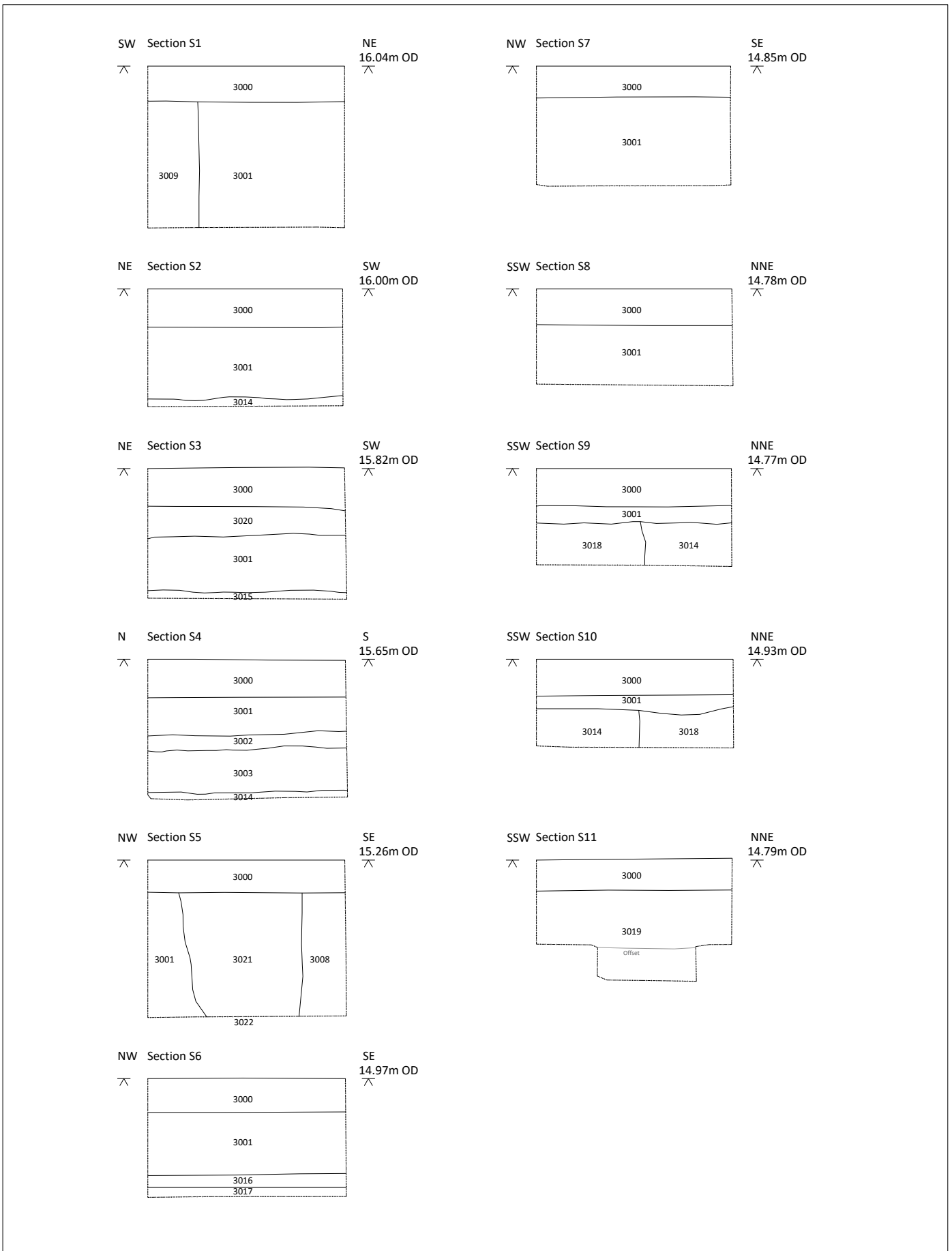
Figure 8. Longport Car Park, intervention locations



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	<p><b>DATE</b> 18/05/2022</p>	<p><b>LAST REVISION</b> -/-</p>	<p><b>CHECKED</b></p>
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10m

Figure 9. Longport Car Park, 1874 Ordnance Survey map



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		<b>REF/DRG NO.</b> WB ANPRC 18_Sections_190522.dwg	

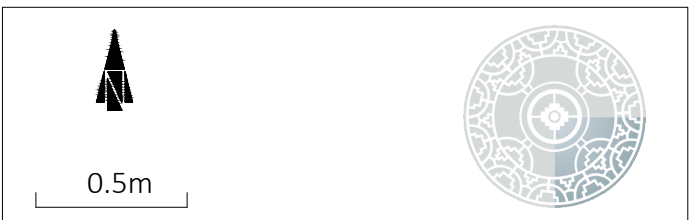
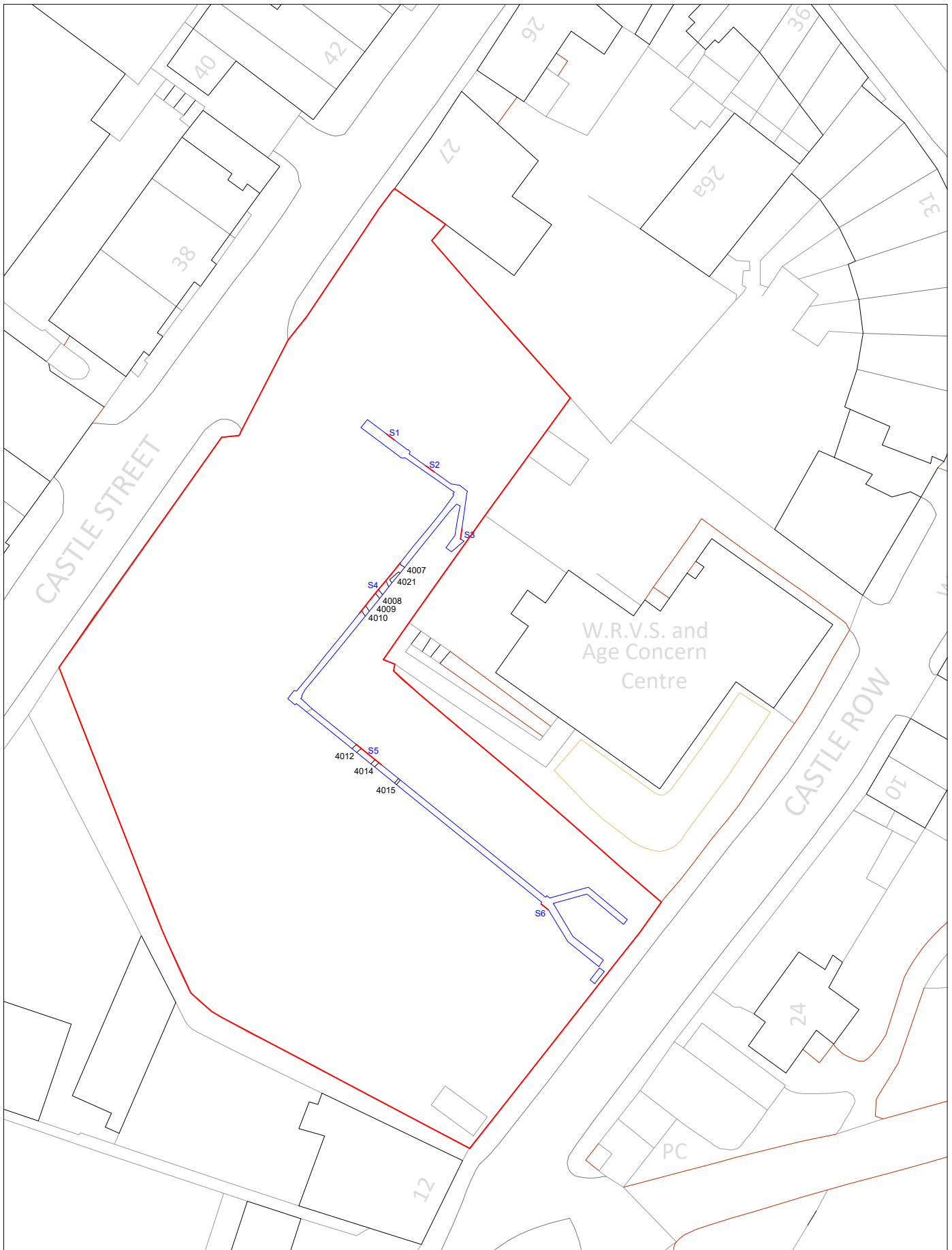


Figure 10. Longport Car Park, section drawings S1 to S11



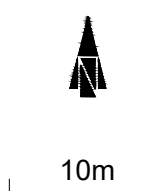

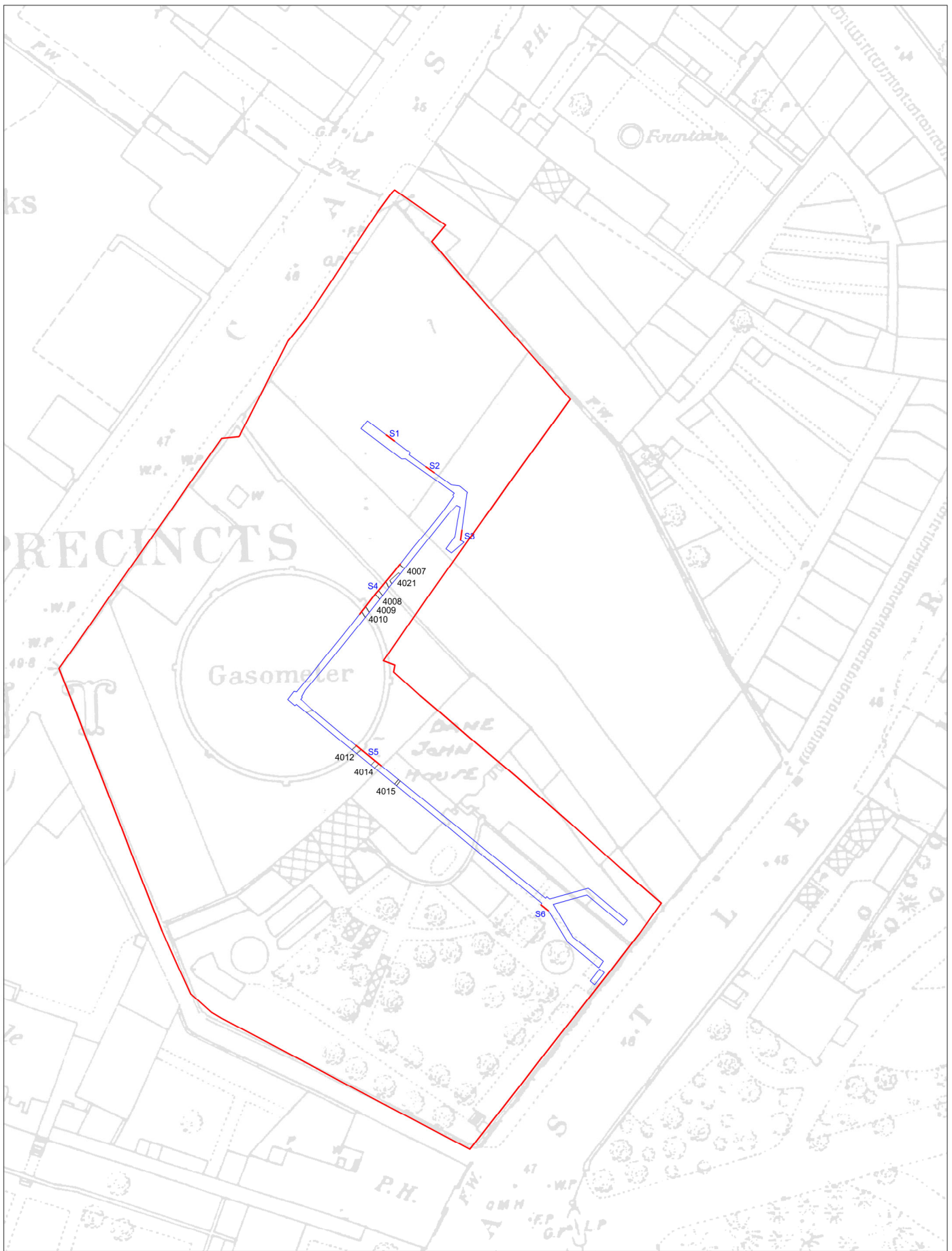
<p><b>CANTERBURY</b> <b>ARCHAEOLOGICAL</b> <b>TRUST LTD.</b> A REGISTERED CHARITY</p> <p><small>92a Broad Street · Canterbury Kent · CT1 2LJ Tel 01227 462092 Fax 01227 794724 Email admin@canterburytrust.co.uk</small></p>	<p><b>PROJECT</b> ANPR Parking Management Scheme, Canterbury, Kent</p>	<p><b>DRAWN BY</b> RMH</p>	<p><b>SCALE(S)</b> 1:500 @ A4</p>		
	<p><b>DATE</b> 18/05/2022</p>	<p><b>LAST REVISION</b> -/-/-/-</p>			
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Figure 11. Castle Row Car Park, intervention locations






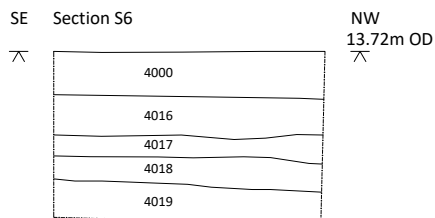
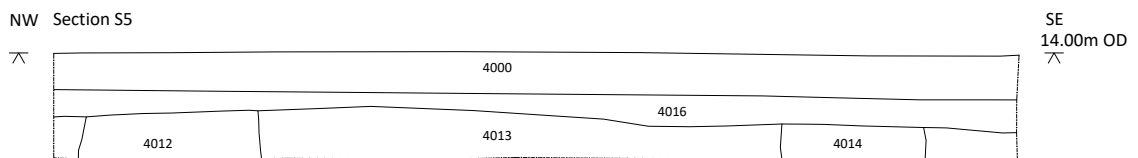
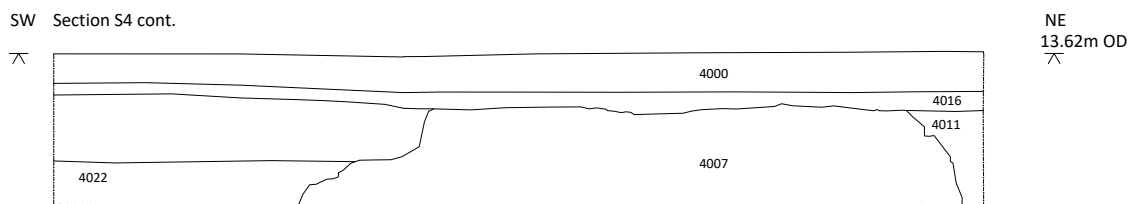
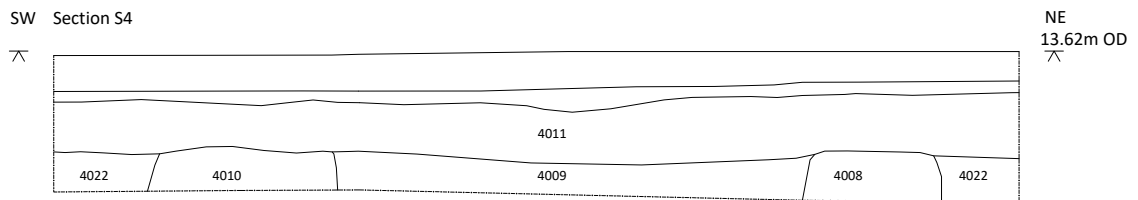
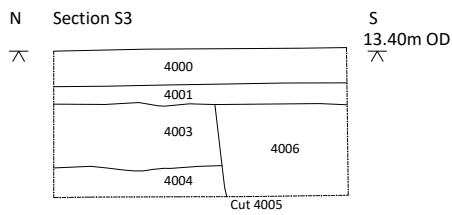
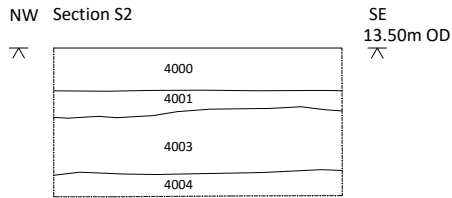
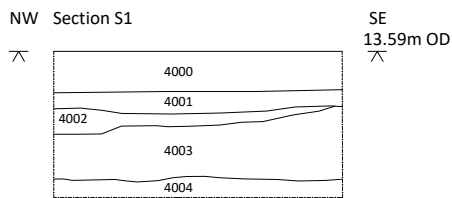
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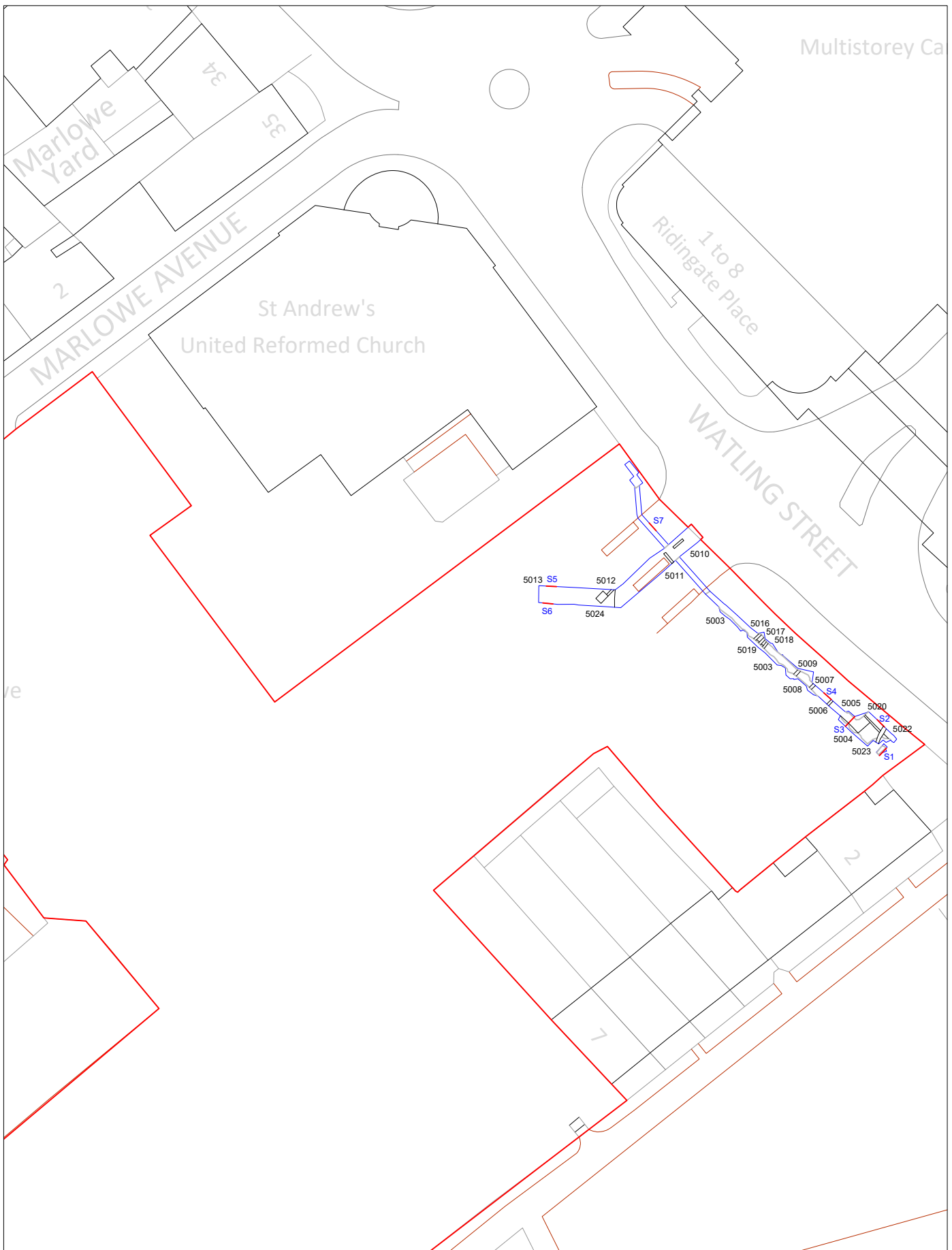
Figure 12. Castle Row Car Park, 1874 Ordnance Survey map



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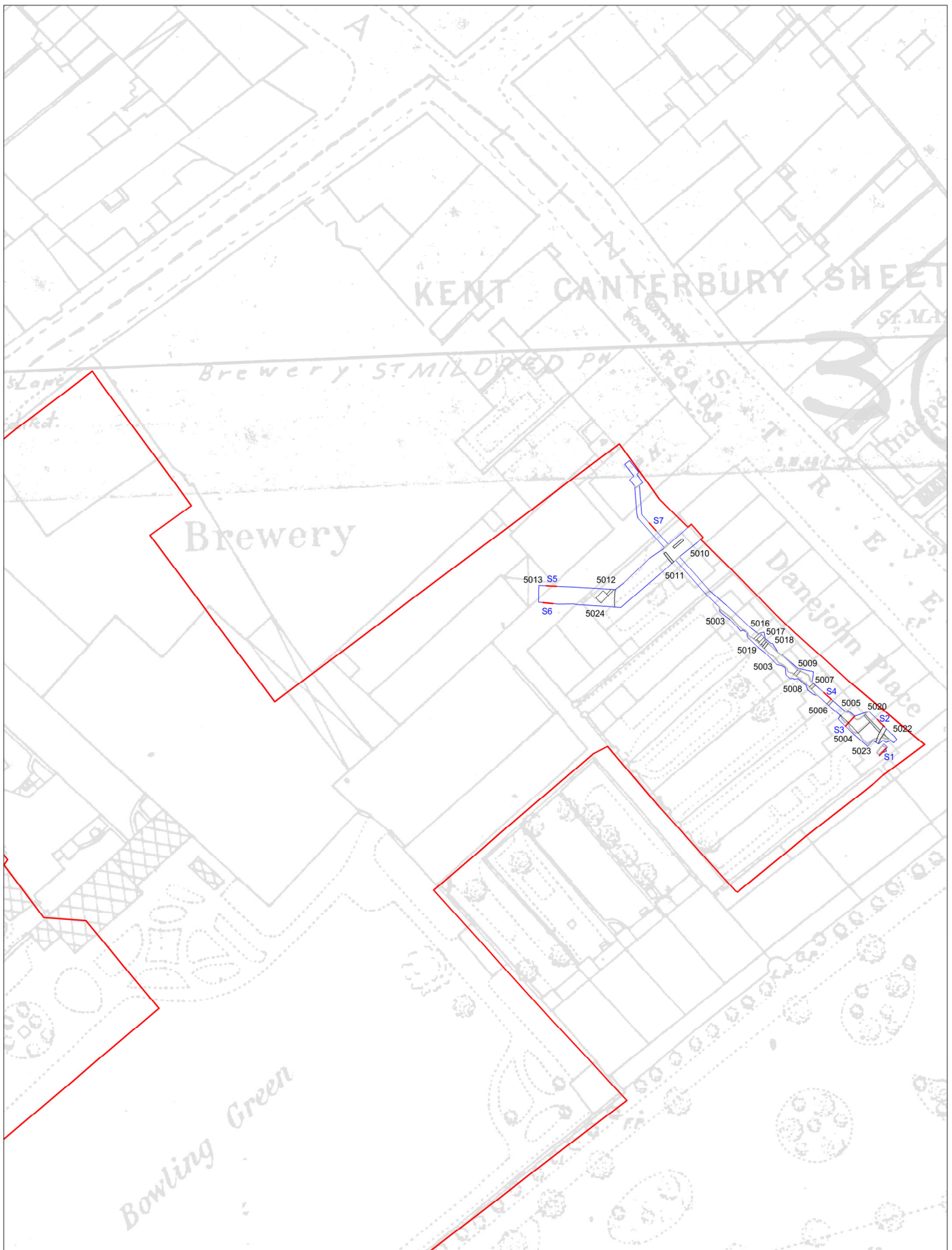
Figure 13. Castle Row Car Park, section drawings S1 to S6




<b>CANTERBURY</b> <b>ARCHAEOLOGICAL</b> <b>TRUST LTD.</b> A REGISTERED CHARITY <small>92a Broad Street - Canterbury          Kent - CT1 2LJ          Tel 01227 462092 Fax 01227 794724          Email admin@canterburytrust.co.uk</small>	PROJECT ANPR Parking Management Scheme, Canterbury, Kent	DRAWN BY RMH	SCALE(S) 1:500 @ A4
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Figure 14. Watling Street Car Park, intervention locations



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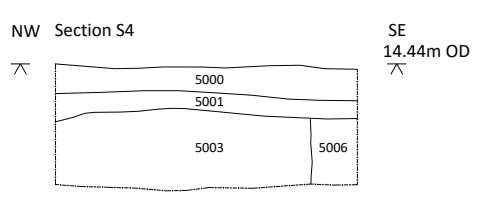
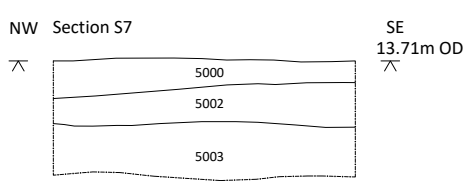
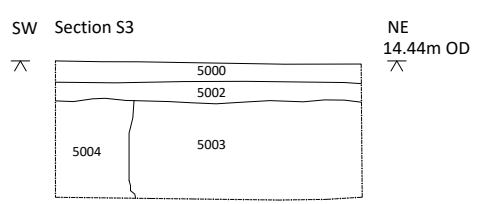
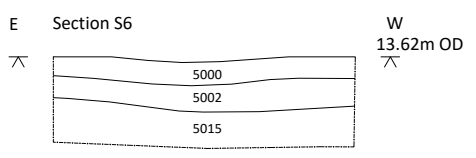
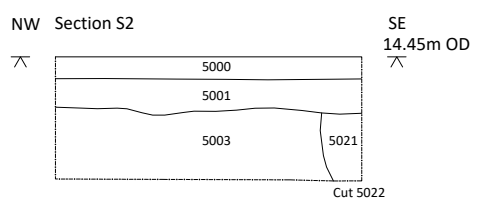
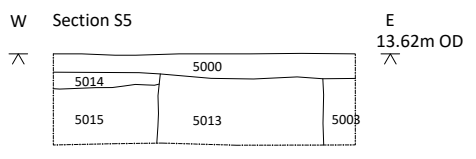
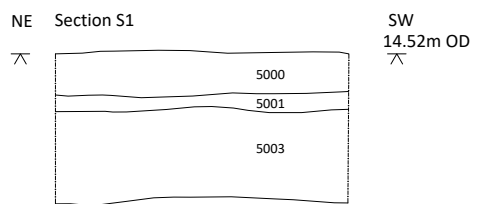


Figure 15. Watling Street Car Park, 1874 Ordnance Survey map



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		<b>REF/DRG NO.</b> WB ANPRC 18_Sections_190522.dwg	

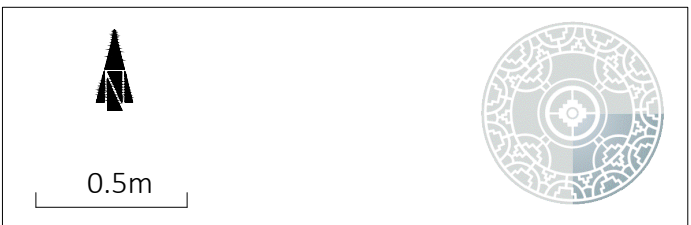
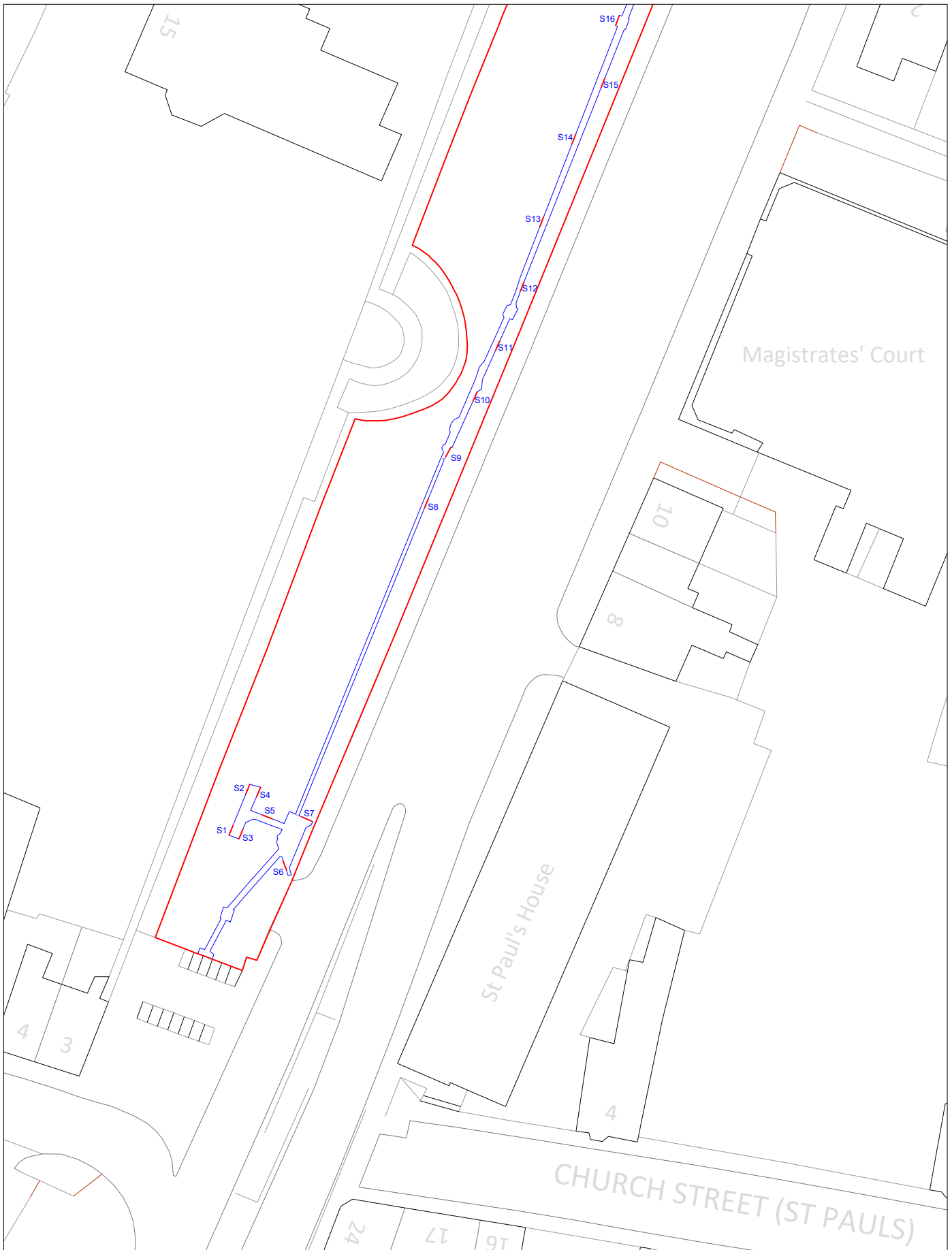


Figure 16. Watling Street Car Park, section drawings S1 to S7




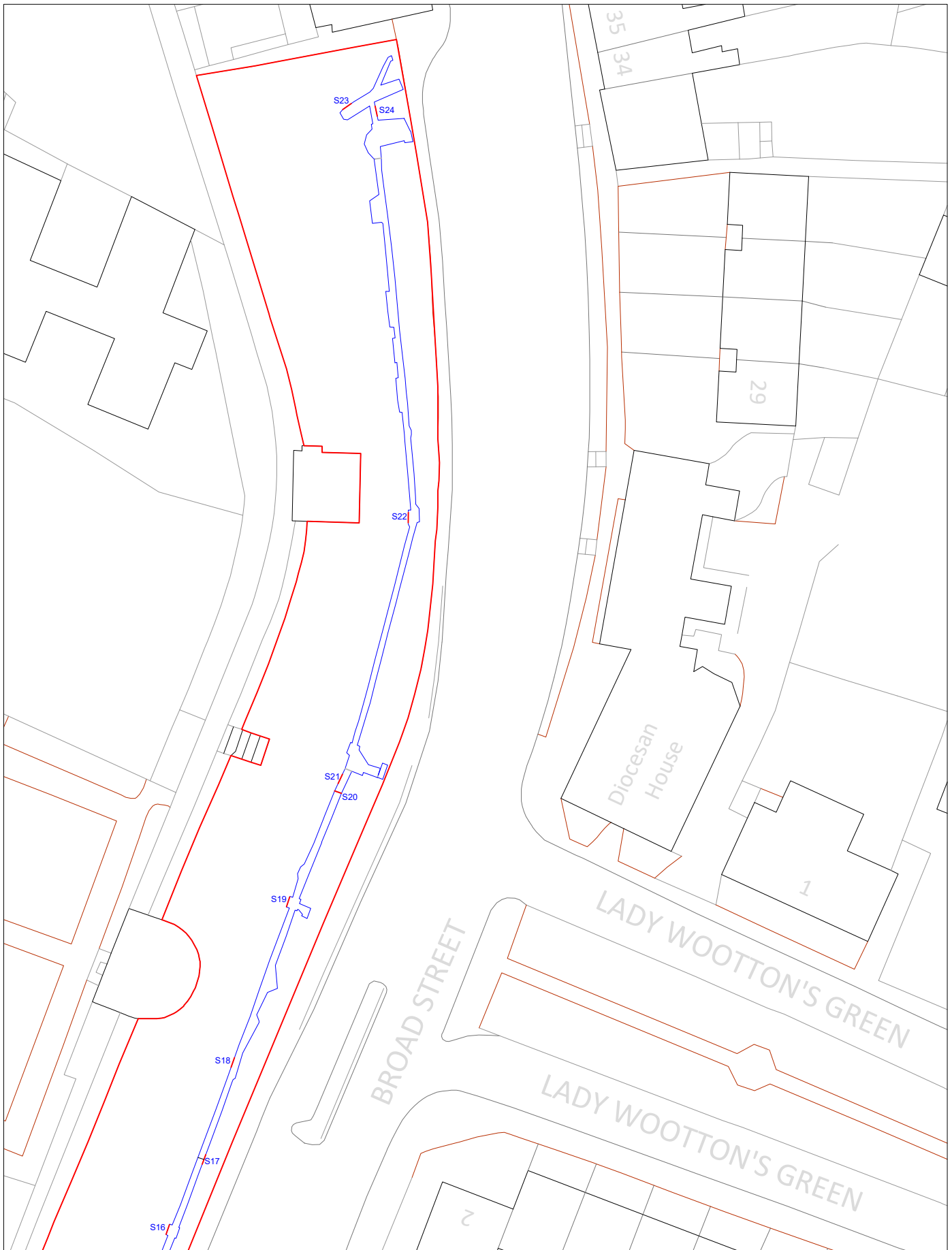
<b>CANTERBURY</b> <b>ARCHAEOLOGICAL</b> <b>TRUST LTD.</b> A REGISTERED CHARITY <small>92a Broad Street - Canterbury          Kent - CT1 2LJ          Tel 01227 462092 Fax 01227 794724          Email admin@canterburytrust.co.uk</small>	<b>PROJECT</b> ANPR Parking Management Scheme, Canterbury, Kent	<b>DRAWN BY</b> RMH	<b>SCALE(S)</b> 1:500 @ A4
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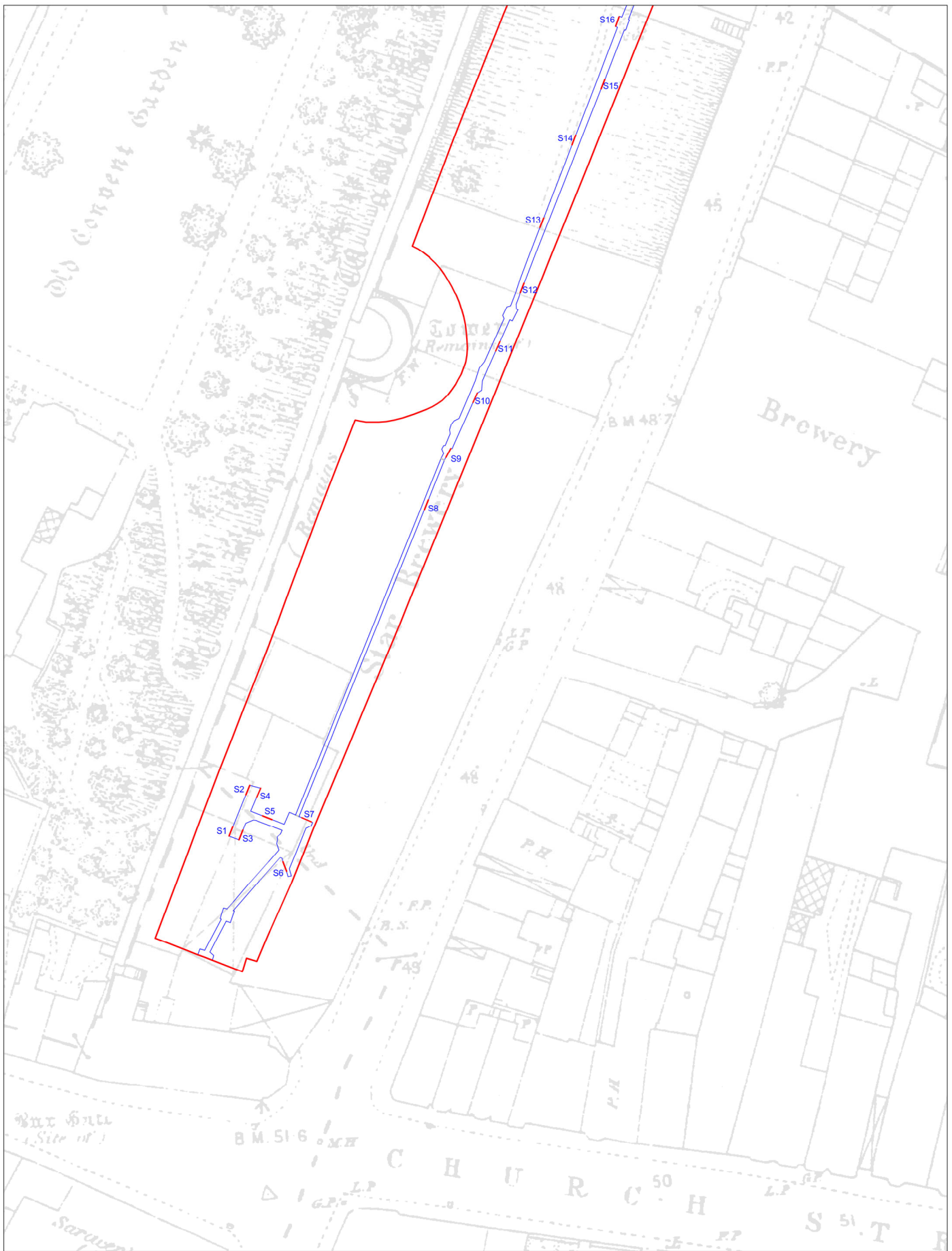
Figure 17. Queningate Car Park (south), intervention locations



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	<p><b>DATE</b> 18/05/2022</p>	<p><b>LAST REVISION</b> -/-/-/-</p>	<p><b>CHECKED</b> ---</p>
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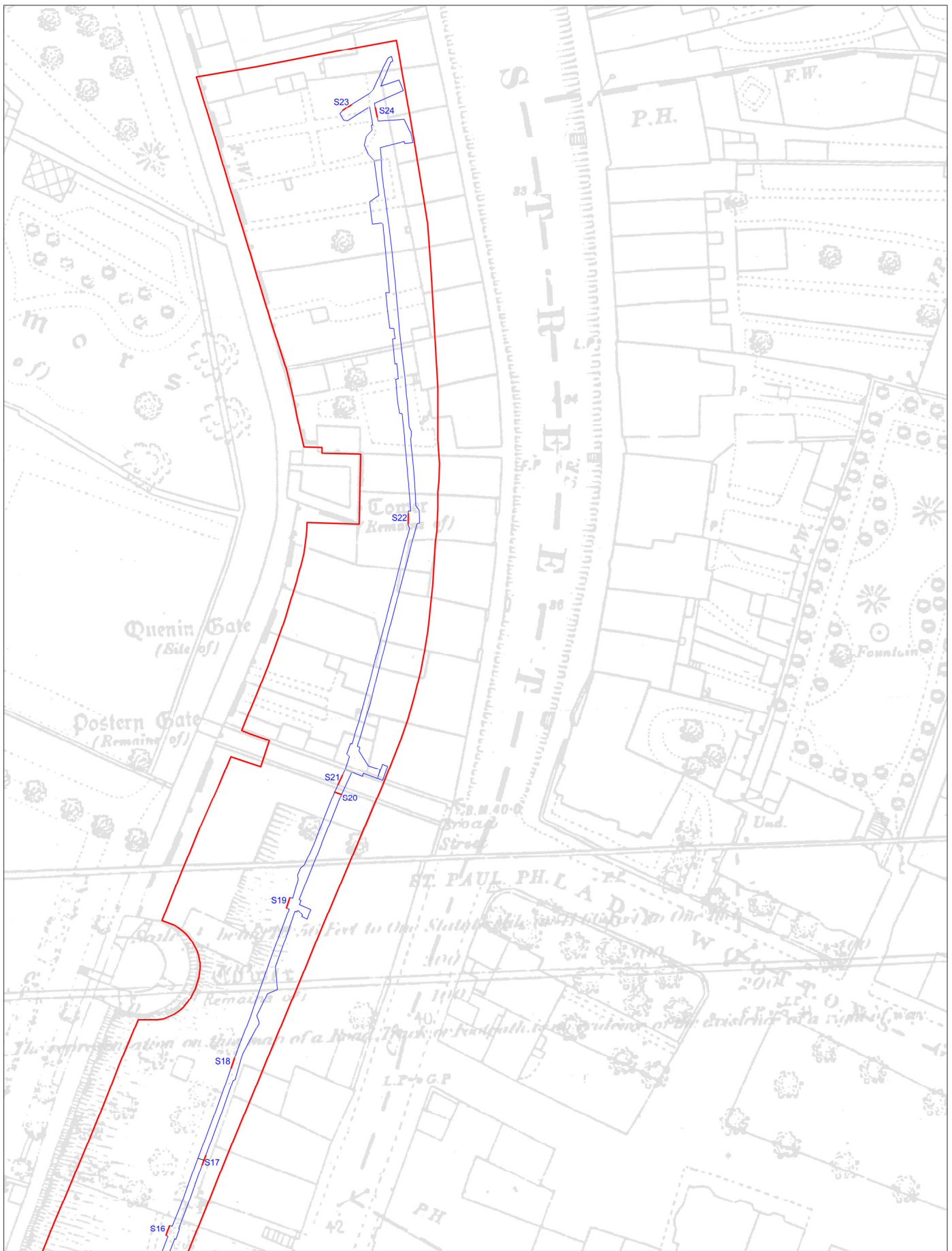
Figure 18. Queningate Car Park (north), intervention locations



<b>CANTERBURY</b> <b>ARCHAEOLOGICAL</b> <b>TRUST LTD.</b> A REGISTERED CHARITY <small>92a Broad Street - Canterbury          Kent, CT1 2JY          Tel 01227 462062 Fax 01227 784724          Email admin@canterburytrust.co.uk</small>	<b>PROJECT</b> ANPR Parking Management Scheme, Canterbury, Kent	<b>DRAWN BY</b> RMH	<b>SCALE(S)</b> 1:500 @ A4
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	<b>CHECKED</b>  <b>REF/DRG NO.</b> WB ANPRC 18_1874 OS_190622.dwg		

Figure 19. Queningate Car Park (south), 1874 Ordnance Survey map







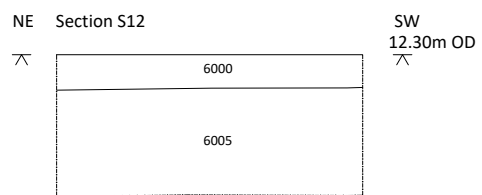
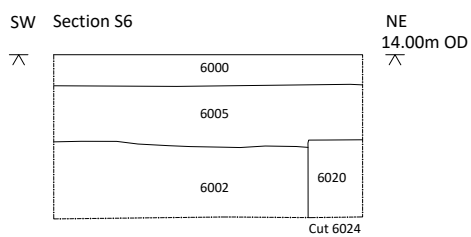
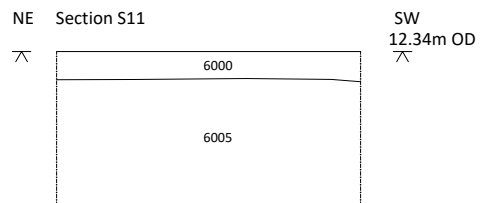
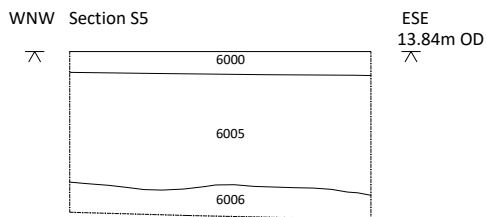
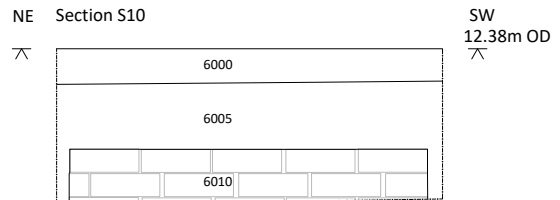
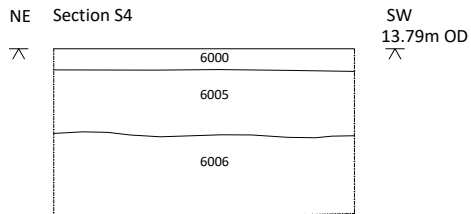
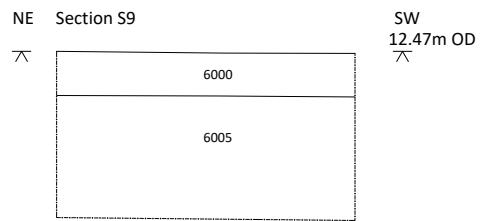
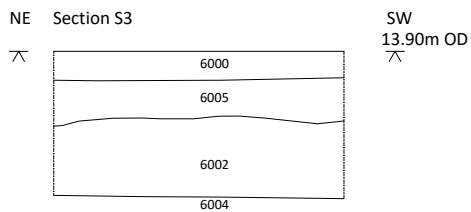
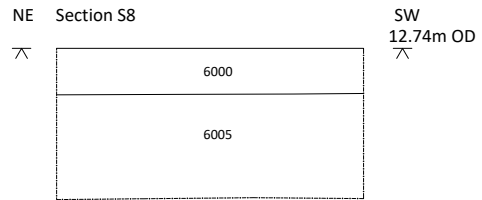
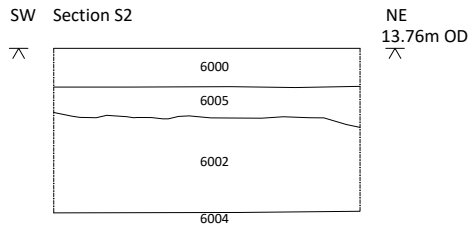
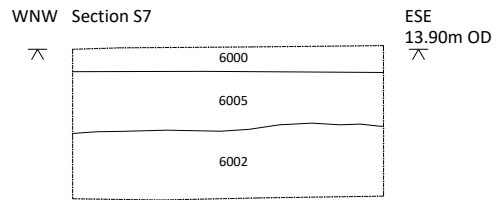
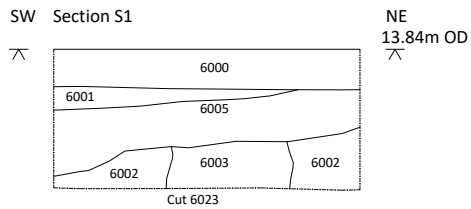
<p><b>CANTERBURY</b> <b>ARCHAEOLOGICAL</b> <b>TRUST LTD.</b> A REGISTERED CHARITY</p> <p><small>92a Broad Street, Canterbury Kent, CT1 2JU Tel 01227 462062 Fax 01227 784724 Email admin@canterburytrust.co.uk</small></p>	<p><b>PROJECT</b> ANPR Parking Management Scheme, Canterbury, Kent</p>	<p><b>DRAWN BY</b> RMH</p>	<p><b>SCALE(S)</b> 1:500 @ A4</p>	
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	<p><b>CHECKED</b></p>	<p><b>REF/DRG NO.</b> WB ANPRC 18_1874 OS_1906522.dwg</p>		
				

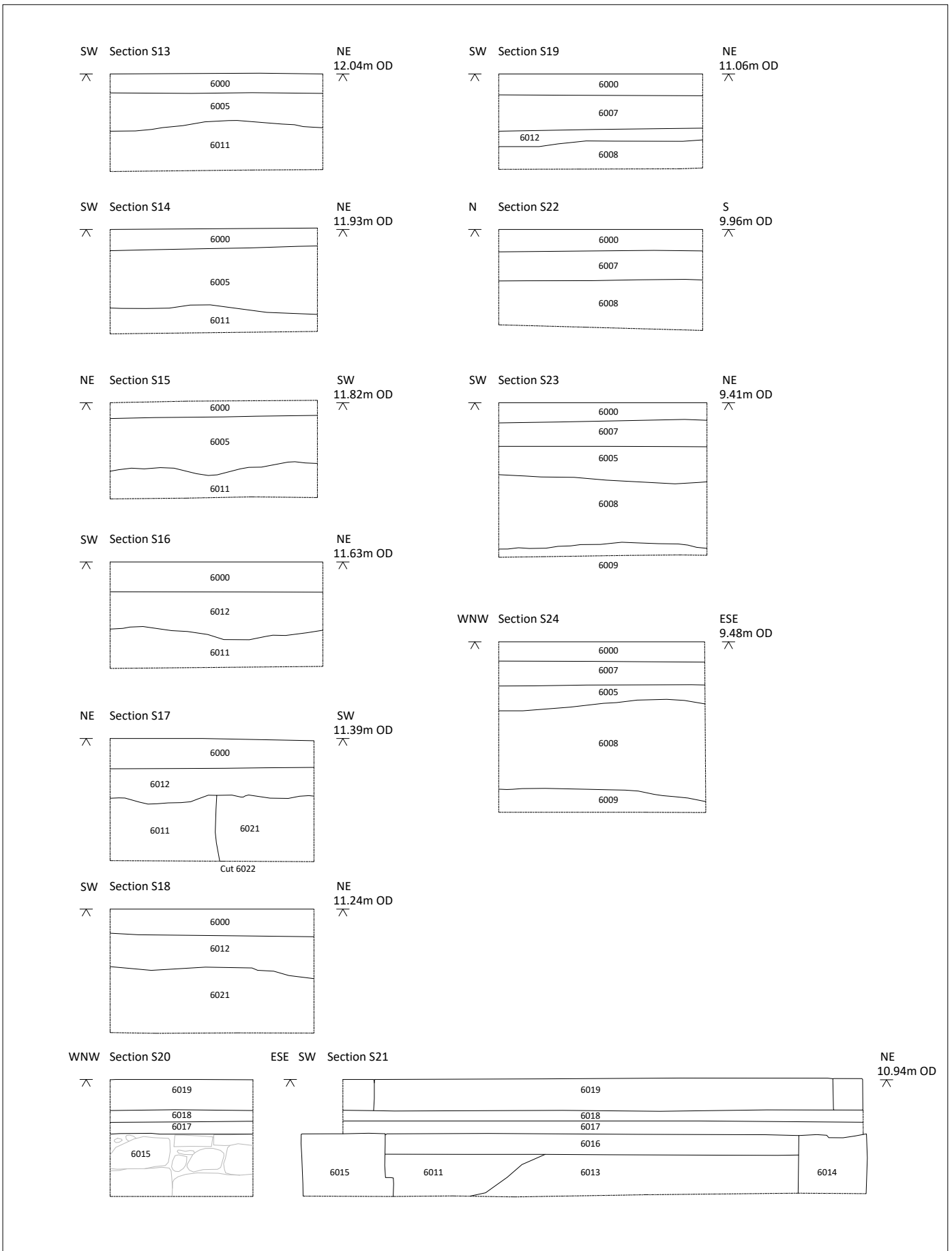
Figure 20. Queningate Car Park (north), 1874 Ordnance Survey map



<b>CANTERBURY</b> <b>ARCHAEOLOGICAL</b> <b>TRUST LTD.</b> A REGISTERED CHARITY <small>92a Broad Street, Canterbury          Kent, CT1 2LU          Tel 01227 462062 Fax 01227 784724          Email admin@canterburytrust.co.uk</small>	<b>PROJECT</b> ANPR Car Parking Management Scheme, Canterbury	<b>DRAWN BY</b> RMH	<b>SCALE(S)</b> 1:25 @ A4
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Figure 21. Queningate Car Park, section drawings S1 to S12



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		REF/DRG NO. WB ANPRC 18_Sections_190522.dwg	

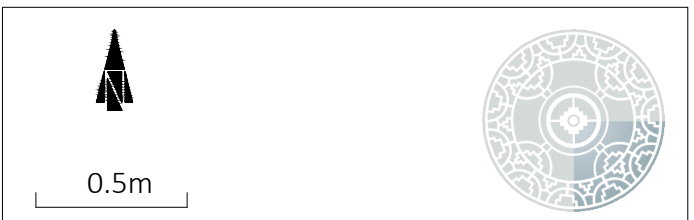
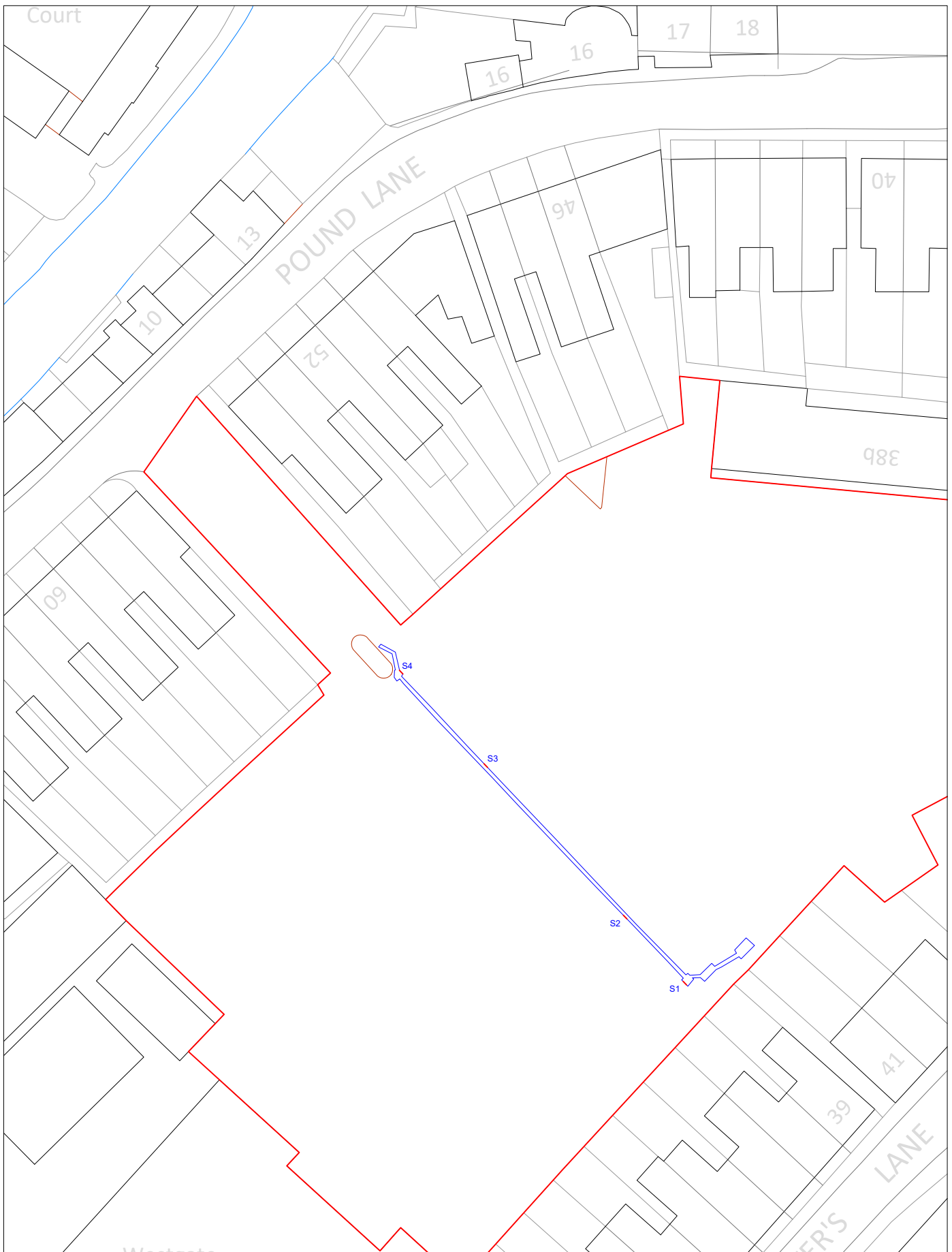


Figure 22. Queningate Car Park, section drawings S13 to S24

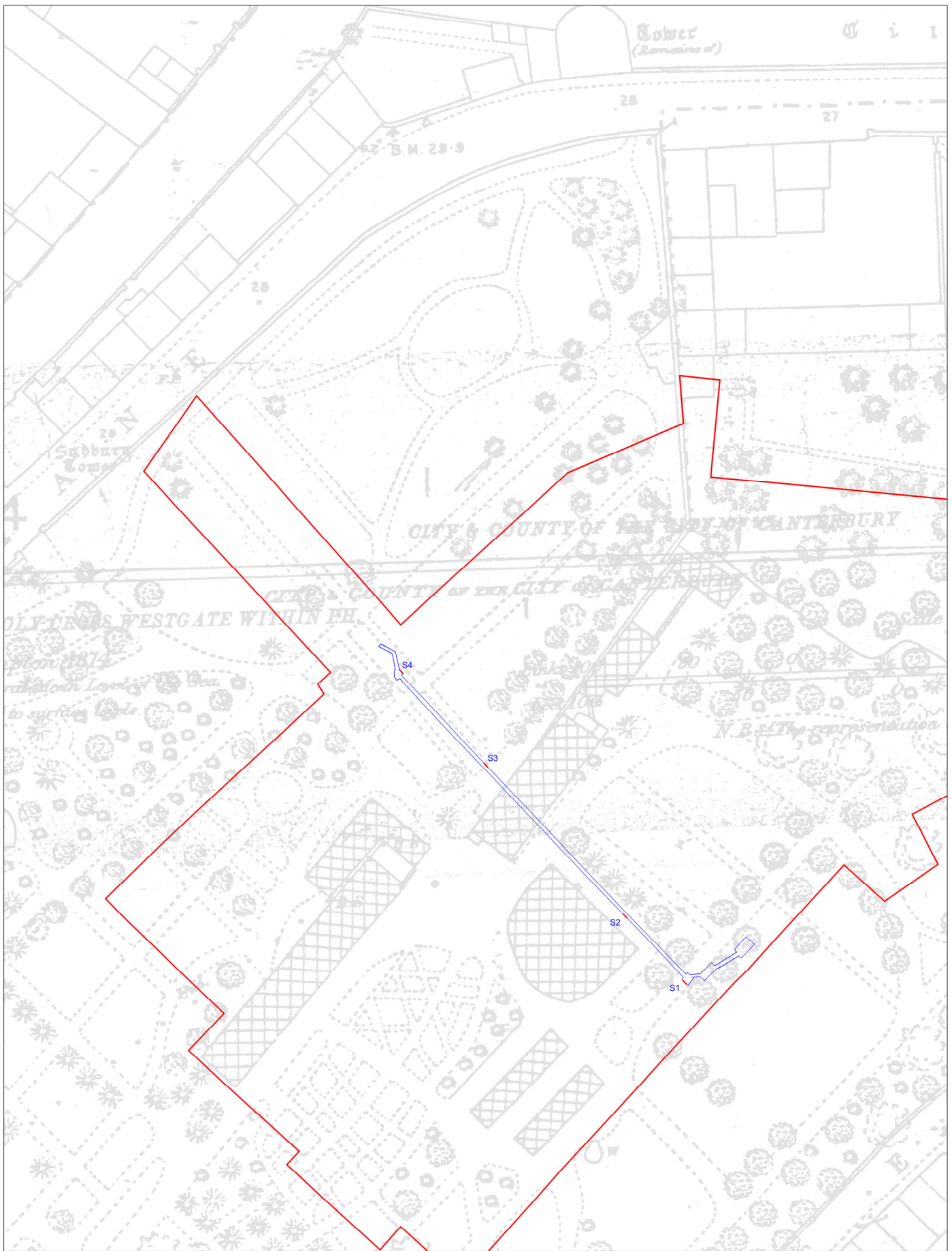


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		<b>CHECKED</b> ---	<b>REF/DRG NO.</b> WB ANPRC 18_Plans_190522.dwg	




Figure 23. Pound Lane Car Park, intervention locations



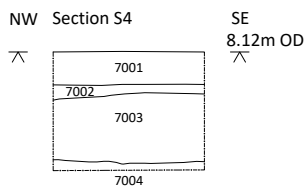
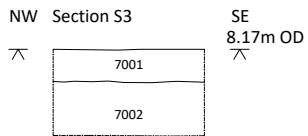
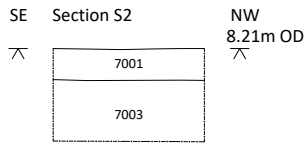
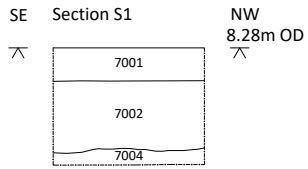
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10m



Figure 24. Pound Lane Car Park, 1874 Ordnance Survey map



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0.5m




Figure 25. Pound Lane Car Park, section drawings S1 to S4