

**CHANNEL TUNNEL RAIL LINK
Union Railways (South) Ltd**

Project Area 430

**EAST OF NEWLANDS, CHARING HEATH, KENT
ARC NEW 98**

**DETAILED ARCHAEOLOGICAL WORKS
INTERIM REPORT
FINAL**

Contract S/400/SP/0008 P481

**Oxford Archaeological Unit
13th September 1999**

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INTERIM REPORT
FINAL**

Prepared By: Date:	
Checked By: Date:	
Approved By: Position: Date:	

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**Oxford Archaeological Unit
Janus House
Osney Mead
Oxford OX2 0ES
13th September 1999**

1 INTRODUCTION

1.1 Location and specification

1.1.1 Oxford Archaeological Unit (OAU) was commissioned by Union Railways (South) Limited (URS) to undertake detailed archaeological investigation at the site of East of Newlands, Kent. This work formed part of an extensive programme of archaeological investigation carried out in advance of the construction of the CTRL.

1.1.2 The site is centred on URL grid point 73705 28198 and NGR grid point TQ 9370 4820. A single trench, which was specified as detailed excavation, was excavated to further investigate a hollow way identified by the evaluation, possibly representing a Romano-British track. The trench was 75 m² (5 m x 15 m) in extent and was excavated between 21st and 25th September 1998. Its location coincided with the evaluation trench which first identified the track (1.3.2).

1.2 Geology and Topography

1.2.1 The site is located between the foot of the North Downs escarpment and the River Great Stour (which lies *c.* 800 m to the south-west), at 77 m OD. The trench was excavated in a paddock to the south-west of Newlands Stud and south-east of Hurst Wood. The drift geology consists of Cretaceous Sandgate Beds.

1.3 Background

Surface collection survey

1.3.1 The CTRL Environmental Assessment (URL 1994) identified the area of Newlands Road and East of Newlands as an area of potential (OAU No. 1816. Field No. 400). Two scatters of struck flint and burnt unworked flint were recovered during surface collection survey, the majority of the material being of Mesolithic date.

Evaluation

1.3.2 The Museum of London Archaeological Service (MoLAS), conducted a 22 trench evaluation of a 1.1 km long site to the east of Newlands Stud and west of Pluckley Road in 1997 (*Archaeological Evaluation at Newlands Stud, Charing Heath, Kent. Channel Tunnel Rail Link*, MoLAS report for Union Railways Ltd, 1997). Mesolithic and early Neolithic flints were recovered from the topsoil in the eastern field evaluated. A possible Romano-British track and side ditch were recorded in the western field and it was suggested that there may have been an associated field system. A medieval/post-medieval oven or burnt pit and two other pits were also identified.

2 SUMMARY OF RESULTS

2.1 Site Summary

Prehistoric

- 2.1.1 Two sherds (4 g) of probable later prehistoric pottery were recovered from the backfill of the evaluation trench. Two residual struck flakes and a core fragment were found within the upper fill of the hollow way.

Late Iron Age/ early Romano-British features (c. 100 BC – 200 AD)

- 2.1.2 A possible Romano-British trackway, first identified during the evaluation, was re-exposed and sectioned. Limited artefactual dating evidence was recovered, broadly confirming the dating evidence from the evaluation. The track formed a hollow way (4.85 m wide x 0.88 m deep) which was aligned from north-west to south-east. Of the two fills identified only the upper produced dateable finds (21 sherds, 86 g) comprising pottery of Late Iron Age/ early Romano-British date (c. 100 BC – 200 AD).

Post-medieval material (c. 1500 – 1800 AD)

- 2.1.3 Four pieces of post-medieval tile were found in the backfill of the MoLAS evaluation trench. It is likely that these were redeposited from the topsoil.

3 FIELDWORK EVENT AIMS

3.1 The aims of the fieldwork, as defined by the Written Scheme of Investigation, were as follows:

- Verify the date, alignment and construction method of the possible road and any associated features.
- Establish the origins and any possible later development of the road.
- Establish the extent, morphology and function of any medieval remains.
- Determine whether they are associated with other contemporary features such as structural remains.
- Determine whether the function of the site is agricultural, industrial or settlement.

3.2 The fieldwork aims relating to the track were addressed within the limitations of a small scale trench excavation. The only evidence recovered is linked to the possible Romano-British trackway. The main limitation of the evidence is that the small group of late Iron Age/ early Romano-British pottery recovered does not provide conclusive dating evidence, since it is probably residual material deriving from a nearby settlement and is unlikely to reflect the active lifespan of the track.

APPENDIX 1

ARCHIVE INDEX

ITEM	NUMBER OF ITEMS	NUMBER OF FRAGMENTS	CONDITION (No. of items) (W=washed; UW=unwashed; M=marked; P=processed; UP=unprocessed; D=digitised; I=indexed)
Contexts records	7		
A1 plans	2		
A4 plans	0		
A1 sections	2		
A4 sections	0		
Small finds	3		
Films (monochrome) S=slide; PR=print	2 PR		M
Films (Colour) S=slide; PR=print	2 S		M
Flint (boxes)	see Misc	3	W, M
Pottery (boxes)	1 size 4	26	W, M
Fired clay (boxes)	see Misc	5	W, M
CBM (boxes)	see Misc	6	W, M
Stone (boxes)			
Metalwork (boxes)			
Glass (boxes)			
Slag (boxes)			
Human Bone (boxes)			
Animal Bone (boxes)			
Misc.			
Soil Samples (No.)	2 (snails)		P
Soil Samples (bags/tubs)	2 (pedology)		P
Soil Samples (Monolith/kubiena tin)			

Key to box sizes

Cardboard boxes

Size 1 = Bulk box	391mm x 238mm x 210mm
Size 2 = Half box	391mm x 238mm x 100mm
Size 3 = Quarter box	386mm x 108 mm x 100mm
Size 4 = Eighth box	213 mm x 102 mm x 80 mm
Size 5 = Sixteenth box	110mm x 88 mm x 60 mm
Size 6 = Skeleton box	600 mm x 241 mm x 225 mm

Plastic boxes

Size 4 = Small	(dimensions as size 4 cardboard)
Size 8 = Medium	260mm x 184mm x 108mm
Size 9 = Large	308mm x 216mm x 144mm

APPENDIX 2**SUMMARY REPORT****East of Newlands, Charing Heath, Kent (TQ 9370 4820)**

Oxford Archaeological Unit (OAU) was commissioned by Union Railways (South) Limited (URS) to undertake detailed archaeological investigation at the site of East of Newlands, Kent. This work formed part of an extensive programme of archaeological investigation carried out in advance of the construction of the CTRL.

The site is centred on URL grid point 73705 28198 and NGR grid point TQ 9370 4820. A single trench was excavated to further investigate a hollow way, possibly representing the line of a Romano-British track, identified during a previous evaluation of the area.

Prehistoric

Two sherds (4 g) of probable later prehistoric pottery were recovered from the backfill of the evaluation trench. Two struck flakes and a core fragment were found within the upper fill of the hollow way.

Late Iron Age/ early Romano-British features (c. 100 BC – 200 AD)

A possible late Iron Age or early Romano-British trackway, first identified during the evaluation, was re-exposed and sectioned. Limited artefactual dating evidence was recovered, confirming the results of the evaluation. The track crossed the trench in a hollow way, which was 4.85 m wide, 0.88 m deep and was aligned from north-west to south-east. Of the two fills identified only the upper produced dateable finds (21 sherds, 86 g), comprising pottery of late Iron Age/ early Romano-British date (c. 100 BC – 200 AD).

Post-medieval material (c. 1500 – 1800 AD)

Four pieces of post-medieval tile were found in the backfill of the evaluation trench. It is likely that these were redeposited from the topsoil.

Since the hollow way is likely to have developed and then been filled over a long period of time, the artefactual and organic material recovered is likely to comprise residual material from the nearest settlement, rather than necessarily reflecting the lifespan of the track. All that can be said for certain is that the track fell out of use at some time after the period c. 100 BC – 200 AD.

APPENDIX 3

SMR SHEET

Site Name: East of Newlands, Charing Heath, Kent	
Summary: A possible Romano-British trackway, first identified by evaluation, was re-exposed and sectioned. Limited artefactual dating evidence was recovered, confirming the results of the evaluation. The track crossed the trench in a hollow way which was 4.85 m wide, 0.88 m deep and was aligned from north-west to south-east. Of the two fills identified only the upper produced dateable finds (21 sherds, 86 g) comprising pottery of Late Iron Age/ early Romano-British date (c. 100 BC – 200 AD).	
District: Ashford	Parish: Charing Heath
Period(s): 1. Prehistoric	2. Late Iron Age/ early Romano-British 3. Post-medieval
NGR Easting: TQ 9370	NGR Northing: 4820
Type of Recording: Evaluation (Delete)	Watching — Brief Geophysical Survey
Excavation	Field Walking Measured Survey
Date of Recording: (From) 21/9/98	(To) 25/9/98
Unit Undertaking Recording: Oxford Archaeological Unit	
Summary of Fieldwork Results: Oxford Archaeological Unit (OAU) was commissioned by Union Railways (South) Limited (URS) to undertake detailed archaeological investigation at the site of East of Newlands, Kent. This work formed part of an extensive programme of archaeological investigation carried out in advance of the construction of the CTRL. A single trench was excavated to further investigate a hollow way, possibly representing the line of a late Iron Age or Romano-British track, identified during a previous evaluation of the area. Two sherds (4 g) of probable later prehistoric (late Bronze Age/ early Iron Age?) pottery were recovered from the backfill of the evaluation trench. Two struck flakes and a core fragment were found within the upper fill of the hollow way. A possible Romano-British trackway, first identified during the evaluation, was re-exposed and sectioned. Limited artefactual dating evidence was recovered, confirming the results of the evaluation. The track crossed the trench in a hollow way which was 4.85 m wide, 0.88 m deep and was aligned from north-west to south-east. Of the two fills identified only the upper produced dateable finds (21 sherds, 86 g) comprising pottery of late Iron Age/ early Romano-British date (c. 100 BC – 200 AD). Since the hollow way is likely to have developed and then been filled over a long period of time, the artefactual and organic material recovered is likely to comprise residual material from the nearest settlement, rather than necessarily reflecting the lifespan of the track. All that can be said for certain is that the track fell out of use at some time after the period c. 100 BC – 200 AD.	
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Bibliography:	
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