

**FORMER ANCASTER GARAGE
STATION ROAD, STROOD
KENT**

**RESULTS OF AN ARCHAEOLOGICAL WATCHING
BRIEF**

National grid Reference (NGR): TQ 7390 6930

Planning application: MC2006/0748

On Behalf of: Scott Wilson Ltd

JULY 2007

National Grid Reference: TQ 1760 7475

On behalf of: The Construction Company
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RESULTS OF AN ARCHAEOLOGICAL WATCHING BRIEF

ABSTRACT

An archaeological Watching Brief was undertaken by AOC Archaeology Group during June 2007 on a site most recently occupied by a car showroom and garage. Concrete foundations and obstacles to piling were removed by mechanical excavator. Evidence for previous buildings on the site was recorded, dating from the 19th century, to the present day. There was the potential for environmental evidence and significant alluvial deposits to be present, but those areas of alluvium exposed showed no archaeological remains. Peat was identified at few locations, being patchy and not forming a regular horizon.

1 INTRODUCTION

Site Location (Figures 1 & 2)

- 1.1 The site consists of two areas on the northwest side of Station Road, separated by Marsh Street. Area 1 measures approximately 3300m² and is roughly square, located on the northeast of Marsh Street. Area 2 is considerably smaller, and lies to the southwest. The site is bound by Station Road and Albert Place on its northeast and southeast sides, and by a resting ground for carnival and circus acts on the northwest. The site is located at NGR (National Grid Reference) TQ 7390 6930 (Fig 1). The site lies 200m inland on the west bank of the Medway.

Site Description and Existing Site Conditions

- 1.2 The site consists of two parts; Area 1 where the Watching brief was held, and Area 2 where site facilities were located. Area 1 was cleared of standing buildings before attendance for the Watching brief. No development will occur in Area 2, and it shall now be subject to a separate planning application. Therefore all Watching Brief site works referred to in the report below now relate to Area 1 only.
- 1.3 At the start of the Watching Brief, the site had been cleared of recent standing buildings, leaving areas of hardstanding and concrete rubble. The development of the site will involve piled foundations, so the site had to be cleared of earlier foundations to a depth of 2m.

Planning Background

- 1.4 The development involves the construction of residential blocks containing 75 flats and a parking area. The local planning authority is Kent County Council, and the site has been granted planning consent subject to a number of planning

conditions (Planning reference: MC2006/0748), including a condition relating to archaeology. This states:

Condition 6: 'No development shall take place until the developer has secured the implementation of a watching brief to be undertaken by an archaeologist approved by the Local Planning Authority so that the excavation is observed and items of interest and finds recorded.'

- 1.4 The methodology was presented in a Written Scheme of Investigation (Scott Wilson 2007), and approved by Simon Mason, the Archaeological Advisor to Kent County Council.

Geology and Topography

- 1.5 The site is situated 200m northeast of the west bank of the Medway. The underlying bedrock is chalk, sealed by drift deposits and alluvium. The local topography is a roughly flat area at the foot of a gradual slope to the northwest.
- 1.6 No results of geotechnical investigations conducted within the development area prior to archaeological attendance were available.

2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Prehistoric (before c. AD 43)

- 2.1 There are few entries in the Kent Historic Environment Record for the prehistoric period within the vicinity of the site. However, the site lies on the west bank of the River Medway, c. 200m west of the present waterfront, close to areas of high archaeological potential. The potential for prehistoric remains is due to the site being located adjacent to alluvium and a water source, conditions that are often associated with prehistoric activity. The alluvium has the potential for remains of geoarchaeological and palaeo-environmental significance.

Romano – British (c. AD 43-450)

- 2.2 The Roman road, Watling Street, lies c. 250m to the northeast of the site, and excavations along its route in Strood have revealed the remains of Roman buildings and a number of burials. At Whitewall Road, some 1km to the southeast, excavation revealed graves and a Samian vessel. Twelve pits were discovered south of Gun Lane, 300m to the northwest, and contained many finds. These are either public latrines or pits for unknown rituals. A more extensive cemetery has been uncovered in Priory Road, 1km to the southwest of the site, and many of the dead were buried in cremation urns. Over 600 coins were recovered, issued between AD 138 and AD 383.
- 2.3 Evidence of Roman buildings is present on the High Street, at Nos 97, 107 and 109. This kind of settlement is to be expected on the sides of major Roman Roads.

- 2.4 Evidence for a timber bridge c. 70m long and resting on nine stone piers was revealed in 1851 crossing the Medway. The road continued along a stone and timber causeway across the low-lying marshes at Strood to the foot of Strood Hill, and continued to London. This is part of the route of Watling Street.

Saxon (c.AD 450-1066)

- 2.5 Saxon presence in Strood is so far only represented by burials and the goods therein, but this does imply a settlement nearby. One grave 500m southwest of the site, at London Road (HER Ref: TQ 76 NW 20/30), contained a skeleton, iron spearhead and knife. Another grave, with skeleton, an iron spearhead and shield boss was found near Woodstock Road, 800m to the west of the site. An early Saxon grave containing a sword, spearhead, knife, shield boss, and a bronze cylinder, possibly the lip of a drinking horn with embossed figures of Christian character has been recovered at Priory Road (800m to the southwest). In 1848 an early Saxon spearhead and other weapons had been found in the same area. All these burials are on high land away from the marshy margins of the Medway.

Medieval 1066-1540

- 2.6 The archaeology of medieval Strood is dominated by St Mary's Hospital, also known as Newark Hospital. It dates to the 13th century and was located on the north side of the High Street, within 500m of the site, to the southwest. The walls of the hall and chapel have been identified. In close association is a medieval cemetery that is likely to have been attached to the hospital.

Post Medieval (c.1485 – 1900)

- 2.7 The site lies within an area of reclaimed marsh, which has been heavily utilised over the past 200 years, largely for industrial purposes. Remains of channels and hards are expected to lie along the waterfront some 200m southeast of the site. About 260m to the northeast was a canal basin, evidence of the growing transport links throughout the post-medieval period. Station Road is unlikely to have been established prior to the advent of the railways. The railway came to the area when the Rochester Railway and Canal Company opened a single track line from Gravesend to Strood in 1844.

Cartographic evidence of development.

1879 Ordnance Survey Map

- 2.8 The 1st edition Ordnance Survey map of 1879 reveals that the proposed development area is open ground, predominately marshland. One of the earthworks noted on the 1st edition Ordnance Survey map is referred to as the 'city boundary' and understanding its origins is a focus of archaeological works in this area. This boundary appears to traverse the centre of Area 1, from roughly northwest to southeast, with ditches running parallel to either side of this feature. The embankment and ditches are likely to represent a form of flood defence for land surrounding the proposed development area at this time.

1896 Ordnance Survey Map

- 2.9 By 1896 the site has been heavily developed with Station Road, Marsh Street and Albert Place shown to the south, west and east of the main area respectively. Area 1 is divided into 4 blocks with structural remains present in all 4 areas. This includes buildings recorded on the map as *Schools* in the western half of Area 1. The schools comprise two main buildings; an L-shaped structure at the front, adjacent to Station Road, and a second rectangular building behind it. A small out-building is shown between them.
- 2.10 To the east of the *Schools* are two blocks of late Victorian terraced housing running parallel to Albert Place. These are of a similar floorplan to the large number of similar terraces constructed in the surrounding area at this time. The majority of the western portion of Area 2, which fronted onto Marsh Street, has also been developed for terrace housing.

1909 Ordnance Survey Map

- 2.11 The only changes on the 1909 Ordnance Survey map is that the large rectangular school building previously shown in the northwest corner of Area 1 has been demolished, whilst the small structure to the north has been extended and an additional structure constructed to the northeast.

1938 and 1953 Ordnance Survey Map

- 2.12 No further changes within the site are revealed on the 1938 Ordnance Survey map, but by 1953, the terraced housing previously shown running parallel to Albert Street in the northeast of Area 1 has been demolished and replaced with a modern building. By the time of the 1953 map the remaining *School* buildings are also recorded as being *disused*.

1961 and 1962 Ordnance Survey Map

- 2.13 The form and layout of the buildings within the site have changed again by the time of the 1961/1962 Ordnance Survey map. In Area 1 a large rectangular building is shown in the centre of this part of the development area, set back from Station Road. A small structure is shown attached to its southwest corner. At the eastern limits of Area 1, properties along Station Road are still mapped at this time.
- 2.14 In Area 2 the residential buildings previously recorded are no longer shown and have been replaced by two block-like structures along the northern and southern boundaries of this area.

1973 Ordnance Survey Map

- 2.15 By the time of the publication of the 1973 Ordnance Survey map, residential properties at the eastern limits of Area 1 had been demolished. Little other change is recorded apart from the fact that the building in the centre of Area 1 is recorded as being utilised as a Garage.

1987 Ordnance Survey Map

- 2.16 The Garage building in the centre of Area 1 has been substantially extended to the east by the 1987 Ordnance Survey map, and covers a large portion of Area 1. No further changes are noted within the site.

1993 Ordnance Survey Map

- 2.17 Further expansion of the Garage building in Area 1 is revealed on the Ordnance Survey map of 1993. This is shown as an extension to its southeastern corner forming a slightly L-shaped structure. The structures previously present in Area 2 have by this time been demolished, leaving open ground to the west of Marsh Street. The layout of the site as shown on this map largely concurs with its present day layout

3 STRATEGY

Aims of the Investigation

- 3.1 The aims of the evaluation were identified in the Written Scheme of Investigation (Scott Wilson 2007) as being:
- To monitor all below ground works (machine excavation and stripping) associated with the demolition and removal of the existing structures, services and foundations within the site limits.
 - To record the presence/absence of archaeological remains within the site including location, extent, date, character, condition, significance and quality, where possible.
- to make public the results of the investigation, subject to any confidentiality restrictions.

Scope of Works

- 3.3 The Watching Brief was conducted upon the general ground reduction in the area shown in Figure 2.
- 3.4 It was anticipated that the intrusions from recent buildings would be no deeper than 2.00m in depth. A Watching Brief was maintained throughout these works, although low-grade deposits such as garden soil and mass concrete slabs characterised the uppermost levels of the site. All stratigraphy seen during the watching brief was recorded.

Watching Brief Methodology

- 3.5 The archaeologist observed ground works, positioned suitably to observe the ground reduction, which was carried out by machine. Some foundations were seen to be 4.00m depth and required breaking out. Extensive concrete slabs along the southeast and southwest, and towards the centre of Area 1 also required breaking out. An area in the southwestern corner contained four fuel tanks embedded in concrete. These also required breaking out, and the soil checked for contamination. Subject to safe access, the archaeologist entered the area to carry out close inspection.
- 3.6 Foundation removal was carried out by a team of up to three machines, and every effort was made to minimise unnecessary disturbance of potential significant stratigraphy.

- 3.7 Archaeological recording, where not precluded by Health & Safety considerations, consisted of:
- Limited hand cleaning of archaeological sections to establish the stratigraphic sequence exposed.
 - The search for dating evidence from *in-situ* deposits and spoil scans.
 - Photographs to establish the setting and scale of the groundworks.
 - A record of the datum levels of archaeological deposits.
- 3.8 Records were produced using either *pro-forma* context record sheets and by an ongoing site plan recorded at a scale of 1:50. Sections across the site were drawn as areas of stratigraphy came available.
- 3.9 A record of the full sequence of all archaeological deposits as revealed in the Watching Brief was made.
- 3.10 Provision was made for the collection of bulk samples of a minimum 30 litres from appropriate contexts for the recovery and assessment of environmental data. No appropriate deposits were encountered. A column sample was taken in one area of potential peat deposits within the alluvial sequence that was encountered. Analysis of this sample will only be undertaken should the archaeological monitor for Kent County Council recognise the necessity of such work.
- 3.11 No finds and artefacts were collected or retained. The upper levels of the site were dominated by layers of concrete rubble horizons. Brick, tile, slate and other building materials were observed. No materials earlier than the 19th century were observed.
- 3.12 At the beginning of the project (prior to commencement of fieldwork) the landowner and the local museum were contacted regarding the preparation, ownership and deposition of the archive and finds. A sitecode was chosen to identify all on site records: **SAD 07**.

4 RESULTS

- 4.1 The lowest deposits seen during the programme of works were only identified at the base of modern intrusions, and are expected to survive across the site. The earliest deposit was sticky greyish brown silty clay (021), with no coarse components visible and most likely of alluvial origin. It was sealed by a very patchy layer of mid brown silty clay (020). This was not seen as a continuous horizon, and is better described as a series of lenses. It was seen best in the side of the cut for petrol tanks in the southern corner of the site. A monolith sample was taken that included this horizon, since it strongly resembled peat. It lay at around 1.25mOD.
- 4.2 Above this patchy peat was a further layer of grey silty clay (017) that was of considerable depth, up to 1.00m towards the north of the site, the surface rising to 2.25m OD, indicating a shallow slope of 1 in 40. The removal of the

deeper foundations in the south and east of the site revealed a layer of black silty clay atop this layer (006/010). It was not seen in the centre of the site, but the removal of the intrusions here had a lesser impact. Rather than being a peat horizon, this black layer more resembles a marshy deposit, as expected in this low-lying area of Strood, and indicated by the name Marsh Lane, and the description of the area in the Extensive Urban Survey of Kent (*Heritage Conservation, Kent County Council 2006*). The deposit had a notable odour typical of organic decomposition.

- 4.3 A thick layer of chalk rubble (007) was laid across the top of this soft black deposit, and was identified at most locations during these groundworks. It was deepest to the east and south, quite shallow towards the centre of the site, and lensing out to the northwest, following the underlying slope formed by the surface of the alluvial deposits.
- 4.4 In the eastern corner of site, and fronting onto Station Road were a series of basements established on the previously deposited chalk. The basements were of sturdy construction. Each of the basements had a concrete floor (012), and this appears to have been lain first. The floor was coarse concrete, and was present as a single slab beneath each of the basement walls. It was 0.35m thick, the surface standing at 1.35mOD. Five walls defined five basements each 3.7m apart, and oriented northwest-southeast. This suggests a row of houses fronting onto Station Road, each 3.4m wide. The basements have a common back wall (011) 10.2m from the edge of site. The wall at the southwestern limit: the end wall of the block (009) was no more substantial than the internal walls (008) each being yellow brick walls 0.35m wide, built in English bond.
- 4.5 To the northwest of the basemented properties were three deposits of made ground atop the chalk. The lowest was brownish grey silty clay (019), 0.25m deep and lensing out to the north. It was very smooth and resembled naturally-lain alluvium. Atop this was a further layer of silty clay (003), dark greenish brown with occasional flecks of chalk: it was up to 0.90m deep. The uppermost deposit was dark brown sandy clay silt up to 0.60m deep (002). This topsoil/ garden deposit is likely to have been imported to the site following construction of the terrace to provide the occupants with gardens.
- 4.6 Sealing the garden soil was the uppermost deposit associated with these basements. It was very dark brown, almost black, organic sandy silt (014) with notable inclusions of shell and charcoal. This most strongly resembles household waste: 'nightsoil' or similar, but the cartographic evidence suggests that the associated houses date from c.1896, and this seems somewhat recent for the dispersal of household waste, so this deposit may be an improved garden soil.
- 4.7 When the terrace represented by the basements was demolished, it was demolished directly into the basements, as shown by the presence of large quantities of brick rubble as backfill (015). Occasional fragments of tile suggest the form of the roofs of the properties. There were also occasional lengths of pipework that may have served the houses. There was a notable lack

of timber building materials: these may have been removed during demolition, or have not survived the deposition process. The houses had been demolished below ground-floor level. The major backfill of the basements was sealed by a secondary layer of brick rubble of more modern character (005), which is likely to be hardcore laid in advance of the floor of the recent car showroom on the site.

- 4.8 Concrete was encountered across large expanses of the site, specifically a 16m wide swathe of concrete along the southeastern edge (016) and another of 21m width along the southwestern side (018). The concrete along the southeastern side (016) was very irregular and did not form a flat surface, undulating irregularly, the surface varying from 3.25m OD to 2.80m OD. It was up to a metre thick and its northwestern limit was next to the basement walls. There was no sign that this was poured or laid in relation to a specific building or structure. It was limited by the basements to the northeast, and was abutted by the concrete base for petrol tanks to the southwest. The northwestern limit was poorly defined.
- 4.9 The concrete along the southwestern edge of the site had two walls associated with it. Both were represented by their foundation courses only, and were 1.80m apart (023 and 024). They were oriented northeast/ southwest, and roughly parallel with Station Road. The bricks were yellow and measured 220mm by 109mm by 60mm, and are either late 19th or early 20th century in date. The bonding material was sand and cement, testament to their relatively modern date. These two walls were established atop the slab, which was mostly flat. This slab was laid with an even surface, at 2.80m OD, and was 0.72m thick. It had a high proportion of brick rubble within the mix. This concrete lay at 0.78m below the current ground surface. It was sealed by a thick layer (0.61m) of mixed brown sandy clay with notably quantities of CBM, chalk lumps and gravel (028). Some of this is suspected to be upcast from the underlying stratigraphy, specifically the chalk.
- 4.10 Further wall foundations were identified in the centre of the site. Two of these (025 and 026) were of yellow brick bonded with sand and cement, and may be contemporary with two wall footings seen to the southwest (023 and 024). Both were oriented northwest-southeast and survived for a length of 10m. They were parallel, 1.80m apart from one another. These low foundations stood for only three courses, and were laid upon strips of concrete.
- 4.11 Another foundation near these was formed of concrete reinforced with an I-beam (027). This was a strip foundation, and is thought to date to the occupancy of the site by the garage rather than the older schools buildings. It was only a short section, and did not seem to be related to any other building foundation seen during these excavations.
- 4.12 In the southwestern corner of the site was a large area of concrete 15.7m by 6m and 3.2m deep (022) that contained four petrol tanks mounted side-by side. The tanks were each of the same dimensions, 2m in diameter and 4m long, and were formed of iron sheets. One had been filled with foam, the other three with concrete. The most southwesterly of the tanks had an internal division

forming two compartments. This intruded deeply into the stratigraphic sequence. Hydrocarbon contamination was strong here, and the area was not entered. During gentle machine excavation to locate clean soil, it became possible to take a column sample through the exposed alluvial sequence.

- 4.13 Remnants of the most recent buildings on site were present as large foundations of poured concrete, each typically 2.5m by 2.0m in plan, and of varying depth (004). To the northern end of the site, these footings were around 2.20m deep. Where the footings were located over the backfilled basements, they appeared to be poured into the rubble backfill, with much less well defined limits. Beyond the basements, where the underlying deposits were soft alluvium, these bases were to a depth of 3.80m: the bases at around -0.20mOD. These foundations were reinforced with concrete, which would have supported the walls of the showroom until recently on site.
- 4.14 The uppermost deposit at the site was tarmac of hard standing areas around the recent garage buildings (001). It was roughly level with the broken-out internal floor surfaces of the garage buildings. The level of the tarmac was 3.61m OD at its northeastern limit, dropping to 3.53m in the southern corner, and rising slightly to 3.70m in the northwestern side. This, over distances of 50-60m, is an effectively flat surface.

Finds

- 4.15 No finds were collected from the site. Beyond modern building materials, the areas checked for intrusions contained remarkably little dating evidence that could be said to be from a secure context, or of archaeological interest.

5 CONCLUSION AND DISCUSSION

- 5.1 The observations made during removal of deep and extensive foundations and other intrusions have revealed an alluvial sequence culminating in marshland and the use of that land for housing and schooling in the 19th century, to more recent commercial development. The date of deposition for the layers of alluvial slit is unknown, but Strood Marsh was certainly present by the early 19th century. Possibly, the report of timbers of the Roman Causeway that lead to the Medway Crossing for Watling Street may suggest that Strood Marsh has been marginal land on the edge of the Medway for millennia. The alluvial deposits suggested a gradual rise northwards to the underlying topography.
- 5.2 The existence of housing and a station on Station Road indicate that this part of Strood Marsh had been fully reclaimed by the mid 19th century. This may have been aided by a river wall or other revetment on the waterside. There was no evidence for reclamation deposits uncovered during this phase of works. The chalk layer beneath the cellars is thought to relate directly to consolidation of the site specifically for housing.
- 5.3 The 1879 Ordnance Survey map shows a raised area with a possible ditch on either side running northwest-southeast through the centre of Area 1. There was no conclusive proof of the feature being disturbed during these current

works. A black marshy deposit was seen at particularly low points in the south and east corners of the site: potentially, these could represent fills within the ditches of this feature, but the nature of the groundworks, generally staying above 1.50m OD, meant that a deep section through the potential raised area was not available.

- 5.4 The site was definitely raised prior to the establishment of housing and other buildings in the late 19th century. The northwest of the site appears to have stood higher than the south, a gentle slope of 1 in 40 dropping towards the Medway. Crushed chalk rubble was imported to create a level development site, and may have had the secondary function of preventing the rise of water, or effectively soaking up water from this very damp environment. There is evidence for a terrace of yellow-brick basemented properties fronting onto Station Road, as shown on the 1896 Ordnance Survey Map. There was no on site evidence for houses fronting onto Albert Place. However, if such houses were present, but without basements, then evidence for them could have been easily removed by minor, later intrusions.
- 5.5 The cartographic evidence also shows 'Schools' in the southern part of the site. The southern part of the site is characterised by large expanses of concrete slabs, some in association with the bases of yellow brick walls. Possibly, some of this concrete represents the floor level of a school building, but there appears to be an excessive amount of concrete, up to 1.20m deep for the floor slab of a building. Although the site may have been soft ground, this does not immediately indicate the need for a mass of poured concrete.

Further work

- 5.6 During the archaeological attendance, around 90% of intrusions into the site were observed, and it was notable that any potential significant archaeological horizons lay well below the current surface of c3.50mOD, the top of the alluvial sequence being seen at a maximum height of 2.25mOD. Few modern intrusions cut deeper than this, the thick concrete slabs generally sitting atop the chalk deposit, with deeper single pad foundation cutting deeper. Further attendance on this site is unlikely to reveal significant archaeology, but the final decision lies with the Archaeological Officer for Kent County Council.
- 5.7 A single monolith sample has been taken through 0.95m depth of the alluvial sequence, taking the base of the chalk horizon as the end of the alluvial sequence. The processing of this sample will follow advice from the Archaeological Officer for Kent County Council, who will decide on the necessity of further analysis in the light of the low archaeological significance of the findings to date.

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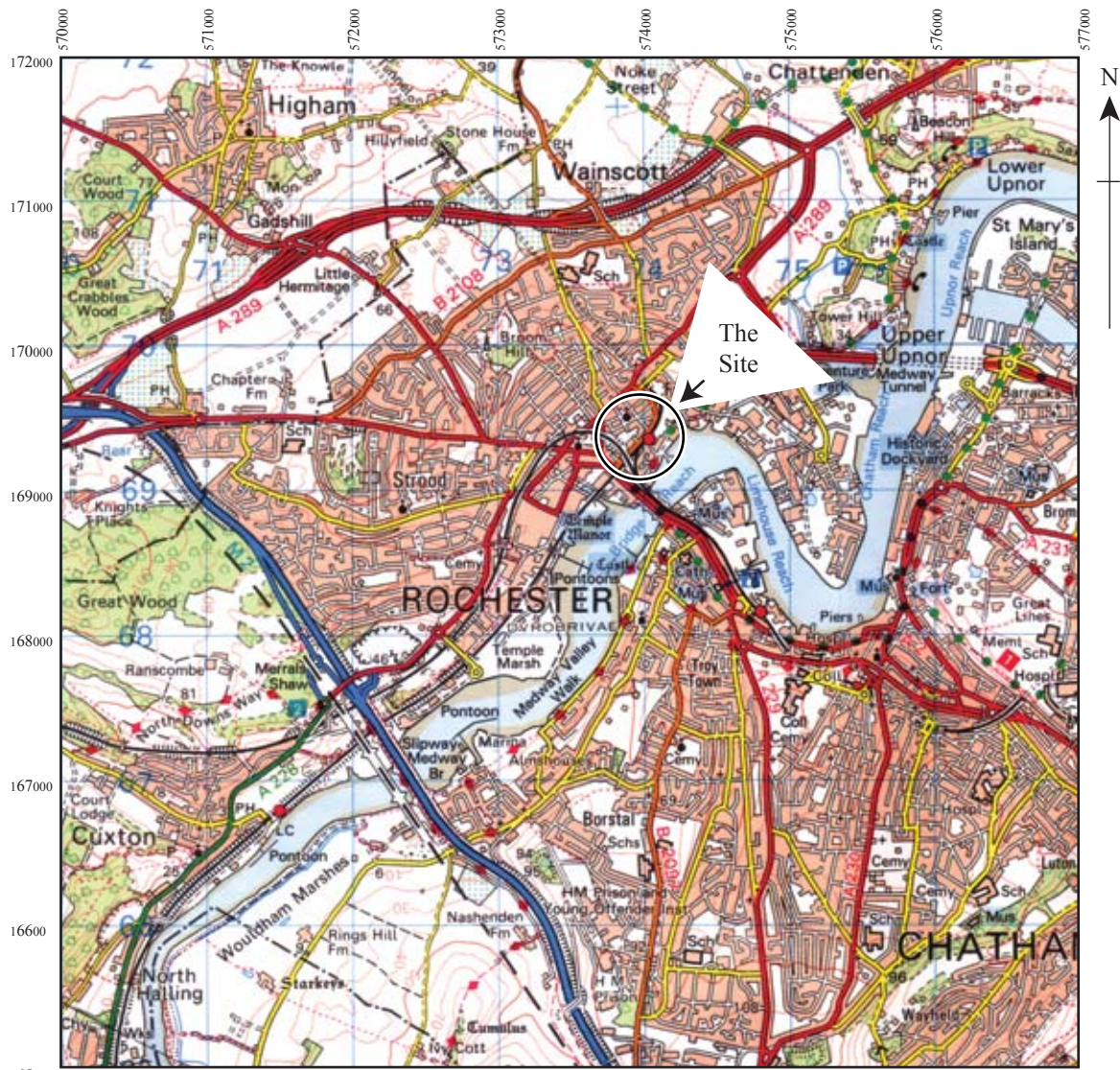
PLATES



Plate 1: Chalk bedding layer 007, with made ground above, northeast side



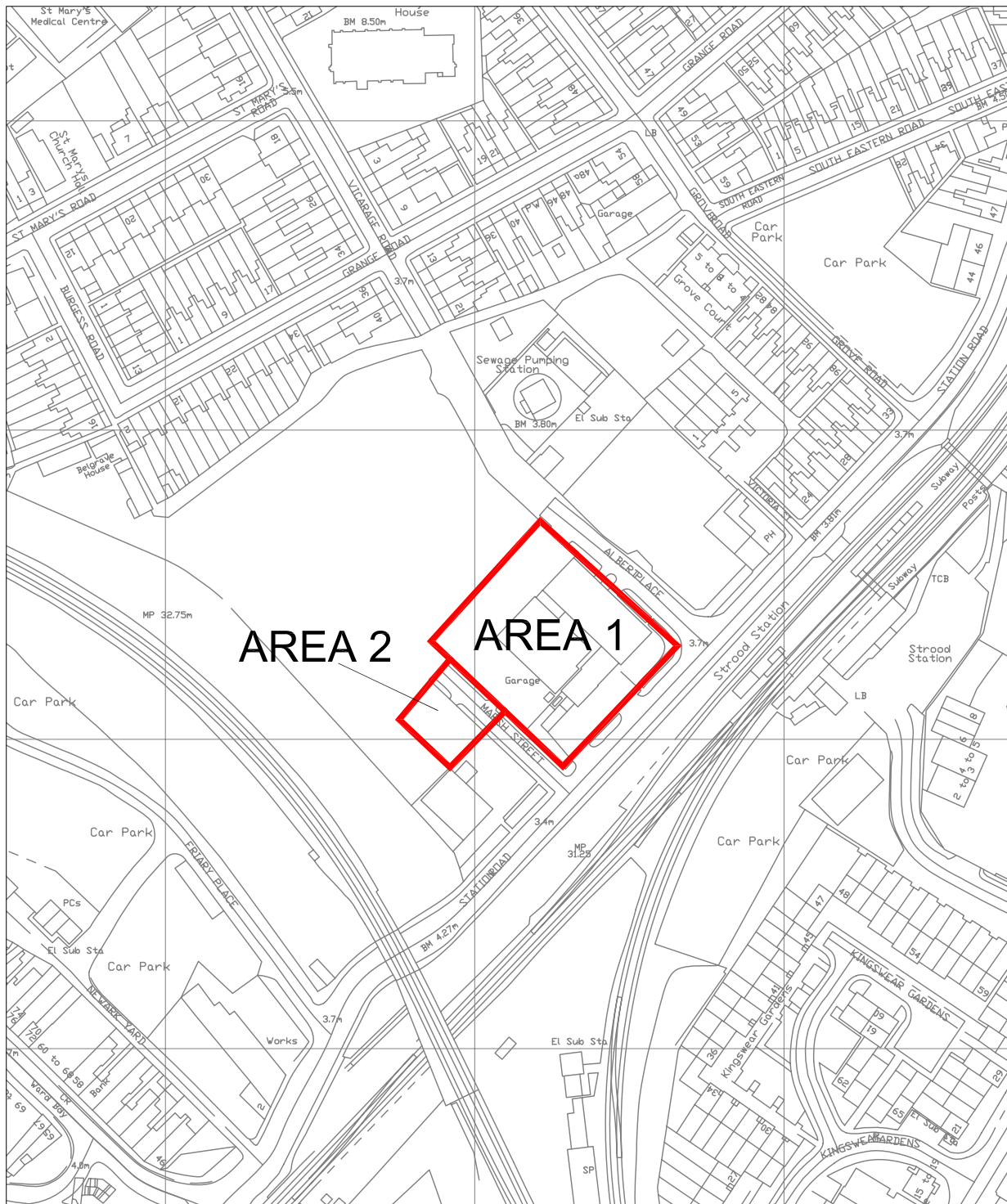
Plate 2: Removal of tanks, alluvial sequence in section behind.



Based on the Ordnance Survey's 1:50 000 Landranger map of 2002 with the permission of the Controller of Her Majesty's Stationery Office, © Crown Copyright. Licence No. AL 1000 16114



Figure 1: Site location



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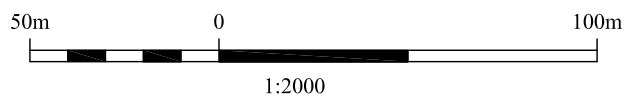


Figure 2: Detailed Site Location

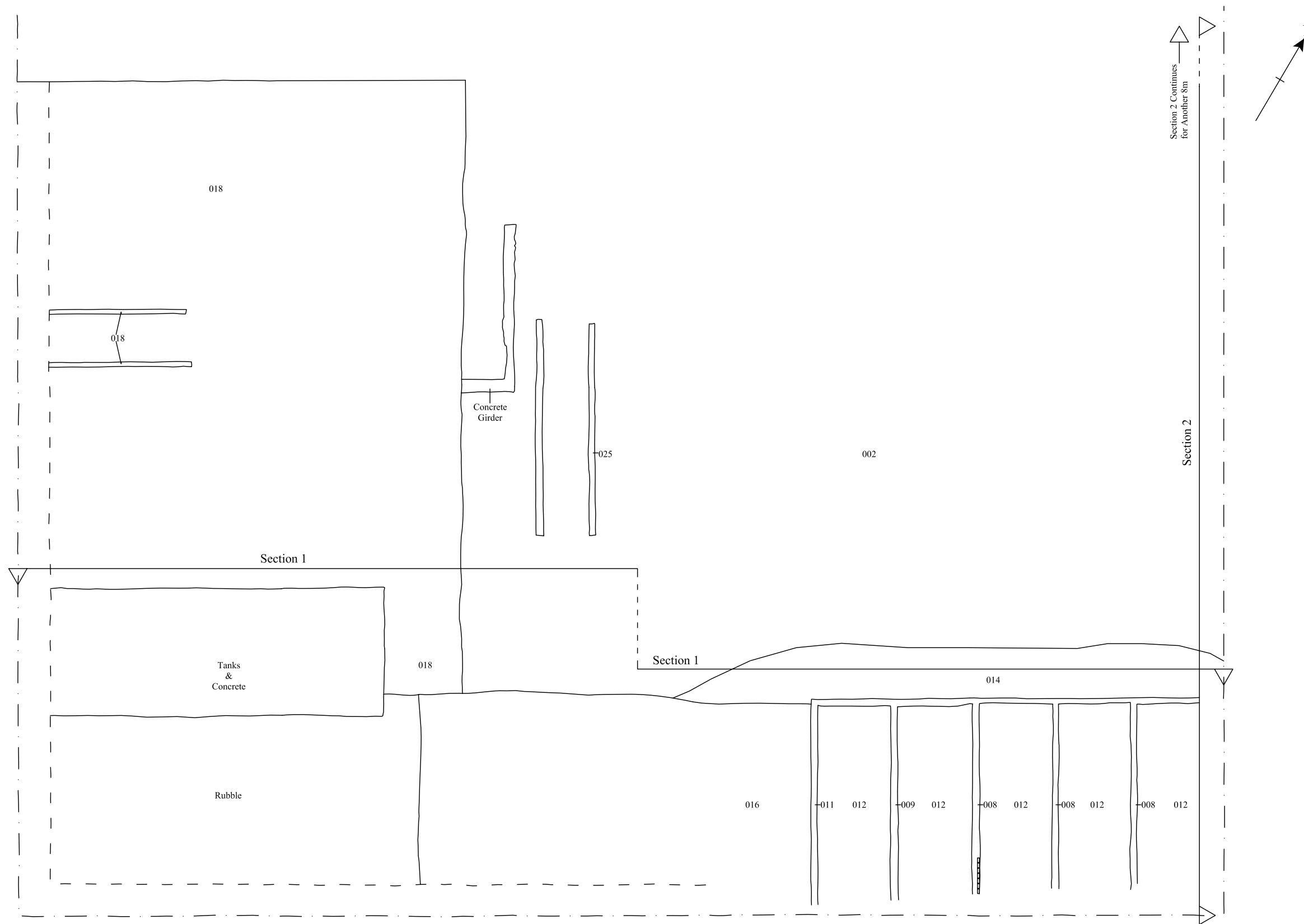
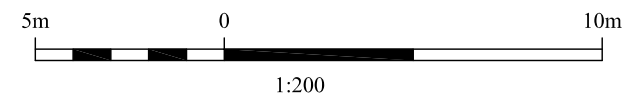


Figure 3: Modern Features in Area 1



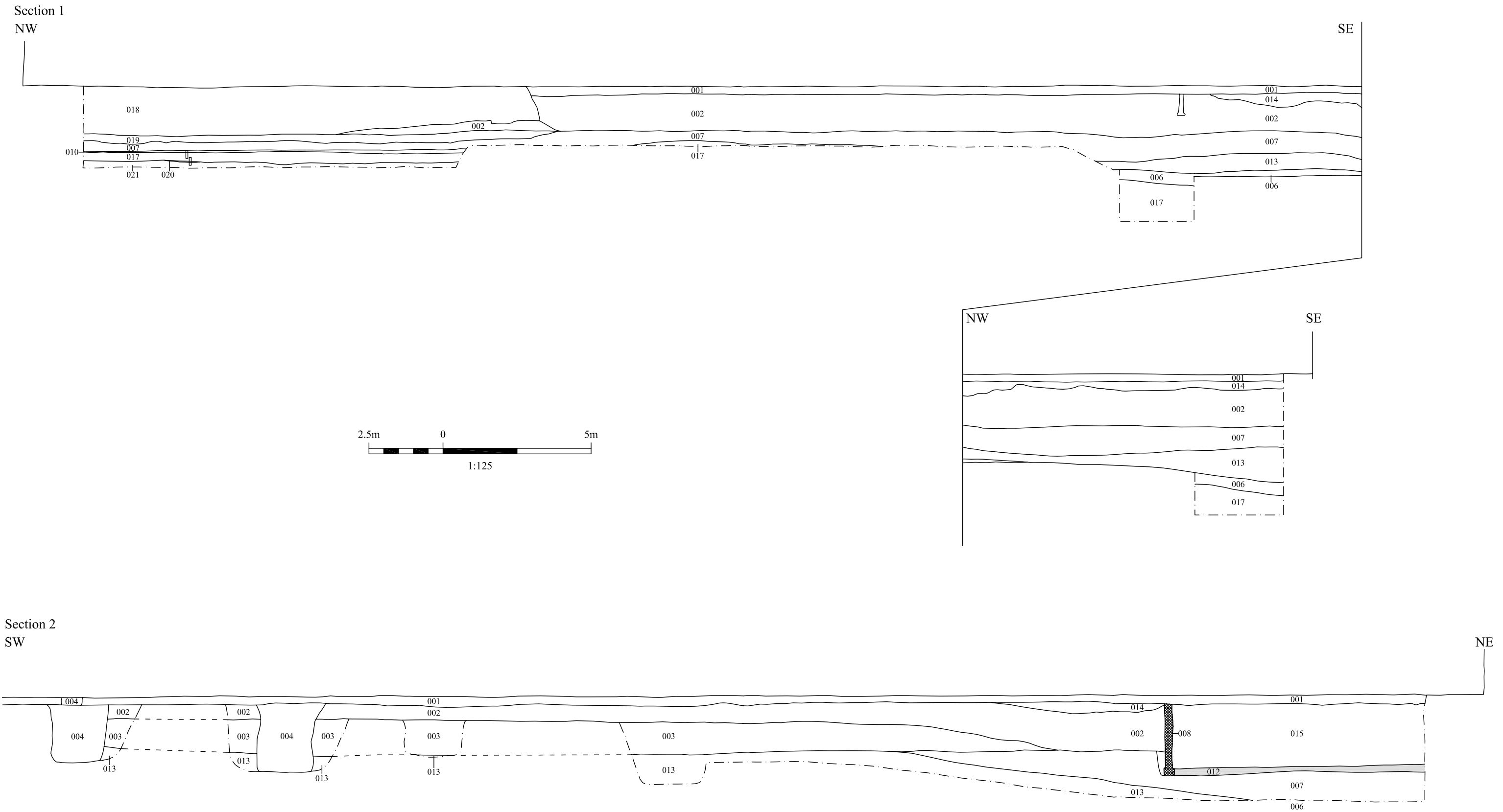


Figure 4: Sections Through the Site

APPENDIX A – CONTEXT REGISTER

Context Number	Description	Length/ m	Width/ m	Depth/ m	Finds
001	Modern hardcore	65.00	55.00	0.25	
002	Garden soil	39.00	17.00	0.60	
003	Silty clay made ground	20.00	17.00	0.90	
004	Modern foundations	2.50	2.00	4.40	
005	Levelling layer	20.50	12.00	0.30	
006	Black alluvial/marsh deposit	(65.00)	(32.00)	0.30	
007	Chalk dump	(65.00)	(55.00)	1.60	
008	Basement wall	17.00	0.35	2.20	
009	Basement wall	10.50	0.35	2.20	
010	Same as 006				
011	Basement wall	10.50	0.35	2.20	
012	Basement slab	17.00	10.50	0.35	
013	Silty clay	35.00	17.00	0.40	
014	Household dump	17.00	3.50	0.19	
015	Demolition deposit	17.00	10.50	2.20	
016	Irregular concrete slab	18.5	9.00	0.85	
017	Lower clay deposit	>5.00	>5.00	0.80	
018	Concrete slab associated with walls	34.00	20.00	1.20	
019	Made ground	7.00	4.00	0.25	
020	Patchy peat deposit/ horizon	2.00	1.50	0.05	
021	Lowest alluvial deposit	>15.80	>6.00	>0.60	
022	Petrol tanks	15.80	6.00	3.50	
023	Wall foundation, a/w 018	15.00	0.25	0.18	
024	Wall foundation, a/w 018	15.00	0.25	0.18	
025	Wall foundation, centre	10.00	0.40	0.25	
026	Wall foundation , centre	8.00	0.40	0.25	
027	Concrete foundation	7.00	0.25	0.25	
028	Mixed soil and rubble deposit	34.00	20.00	0.60	

APPENDIX B: OASIS Form

OASIS ID: aocarcha1-29172

Project details

Project name	Former Ancaster Garage, Station Road, Strood, Kent: Results of an Archaeological Watching Brief
Short description of the project	Evidence for previous buildings on the site was recorded, dating from the 19th century to the present day. No significant archaeological remains were present in the underlying alluvial deposits.
Project dates	Start: 13-06-2007 End: 29-06-2007
Previous/future work	No / No
Any associated project reference codes	MC2006/0748 - Planning Application No.
Any associated project reference codes	SAD 07 - Sitecode
Type of project	Recording project
Site status	None
Current Land use	Vacant Land 1 - Vacant land previously developed
Monument type	TERRACED HOUSE Modern
Significant Finds	NONE Uncertain
Investigation type	'Watching Brief'
Prompt	Direction from Local Planning Authority - PPG16

Project location

Country	England
Site location	KENT MEDWAY ROCHESTER Former Ancaster Garage, Station Road, Strood
Postcode	ME2
Study area	3300.00 Square metres
Site coordinates	TQ 7390 6930 51.3955027842 0.500010459564 51 23 43 N 000 30 00 E Point
Height OD	Min: 1.25m Max: 1.25m

Project creators

Name of Organisation	AOC Archaeology Group
Project design originator	Scott Wilson
Project director/manager	Ron Humphrey
Project supervisor	Les Capon
Type of sponsor/funding body	Developer

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Kent Museums
Digital Archive ID	SAD 07

Digital Contents	'none'
Digital Media available	'Images raster / digital photography','Images vector','Survey','Text'
Digital Archive notes	To be held at AOC until there is space at the archive
Paper Archive recipient	KentMuseums TBC
Paper Archive ID	SAD 07
Paper Contents	'none'
Paper Media available	'Context sheet','Plan','Report','Section','Unpublished Text'
Paper Archive notes	To be held at AOC until there is space in the archive

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Former Ancaster Garages, Station Road, Strood, Kent: Results of an Archaeological Watching Brief
Author(s)/Editor(s)	Capon, L.
Date	2007
Description	A4, 3 illustrations, 20 pages

Entered by	les capon (lescapon@aocarchaeology.co.uk)
Entered on	25 July 2007