

ARCHAEOLOGICAL EVALUATION REPORT

LAND AT SHOTLEY MARINA KING EDWARD DRIVE VII, SHOTLEY (SMR Ref. SLY 160)

A REPORT ON THE ARCHAEOLOGICAL
EVALUATION OF PART OF THE AREA OF A
PROPOSED RESIDENTIAL DEVELOPMENT ON
LAND ADJACENT SHOTLEY MARINA

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SHOTLEY MARINA, KING EDWARD DRIVE VII, SHOTLEY

SMR Ref. SLY 160; OASIS ref. Suffolk1-19880

Summary: An archaeological evaluation was undertaken during October 2006 to investigate the potential for buried archaeology and to assess what possible landscaping may have occurred within an area of land adjacent Shotley Marina, Shotley (NGR ref. TM 2514 3401), in advance of a proposed residential development. Six test trenches were machine excavated to the depth of the undisturbed natural subsoil. A series of services associated with the former HMS Ganges Training Establishment, the site of which lies adjacent the marina, and three cut features were exposed. Two of the cuts appeared as linear trenches and contained a large amount of early 20th century debris. The site lies on a steep slope with a rising terrace running across. Towards the top of the slope the terrace appears to have been widened through the deposition of spoil, probably during the mid to late 20th century, whereas in an area lower down the terrace appeared to have been created by cutting in to the slope. At the top of the slope an earthwork bank runs N-S within which are a series of World War II air raid shelters. Beyond this lies Shotleypoint Battery, a 19th century gun battery and now a Scheduled Ancient Monument. Investigation of this slope suggests that to a certain extent it has been landscaped to create a glacis in front of the battery and consequently it should be considered as part of the battery. This evaluation is recorded on the County SMR, reference no. SLY 160. The evaluation was undertaken by the Suffolk County Council Archaeological Service Field Team who were commissioned and funded by the owner and developer, Shotley Marina Limited.



Figure 1: Location Plan

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1. Introduction

A residential development comprising a series of five storey apartment blocks running along the western edge of Shotley Marina and out onto a strip of land that runs between two areas of water within the marina complex has been proposed. In advance of this development an evaluation has been called for to investigate the archaeological potential of the southern portion of the development area.

Shotley Marina is located on King Edward VII Drive within the parish of Shotley close to the settlement of Shotley Gate (see figure 1 above). The National Grid Reference for the approximate centre of the evaluation area is TM 2514 3401.

The marina and the development area lie adjacent the former HMS Ganges Naval Training Establishment and the site of Shotleypoint Battery.

Shotleypoint Battery is a gun battery originally mounting 14 7-inch guns with magazines and other associated defences. It was completed in 1863 but had a relatively short life as all guns were removed and replaced by two 10-inch pieces in new emplacements built over the southern half of the battery in 1891. These too had a relatively short life with the area being handed over to the navy for use as a training establishment in 1902. The disused guns were finally dismantled in 1911.

HMS Ganges Shore Based Naval Training Establishment operated from 1902 to 1976. It covered an area of c. 34 hectares and originally included what is now the site of Shotley Marina. The marina was previously a sports ground prior to it being excavated to create the enclosed area of water which forms the marina. Prior to the creation of the sports ground the area was embanked marshland, as marked on a contemporary plan of Shotley Point (see figure 2).

Shotleypoint Battery was thought to have been destroyed during occupation of the site by the naval training establishment but it was recently discovered that the northeast corner and the main magazines survive intact as well as a large part of the 1891 emplacement and its associated magazines. It is also believed that a large proportion of the outer defences and other structures will survive as buried features. The remains at Shotley comprise the only surviving example of a mid 19th century defensive battery in East Anglia and due to their relative importance the site of the battery and its outer defences were added to the Schedule of Ancient Monuments in 2004 (National Monument Number 30638), they are also recorded on the County Sites and Monuments Record (SMR) under the reference SLY 062 .

The battery and much of the area of HMS Ganges is situated on an area of high ground that overlooks the marina and Harwich Harbour with views across to Felixstowe and Harwich. The area of the marina is c. 15m lower than the battery and between the two is a steep slope. At the base of the slope, within the evaluation area, the proposed apartment blocks will lie over the site of a series of septic tanks that were associated with HMS Ganges. These were cut into the base of the slope and the back and side walls still survive and act as retaining walls. The proposed development will be built at the same level as the marina and will be situated over the site of the tanks and on the slope down from the high ground. As far as can be ascertained from

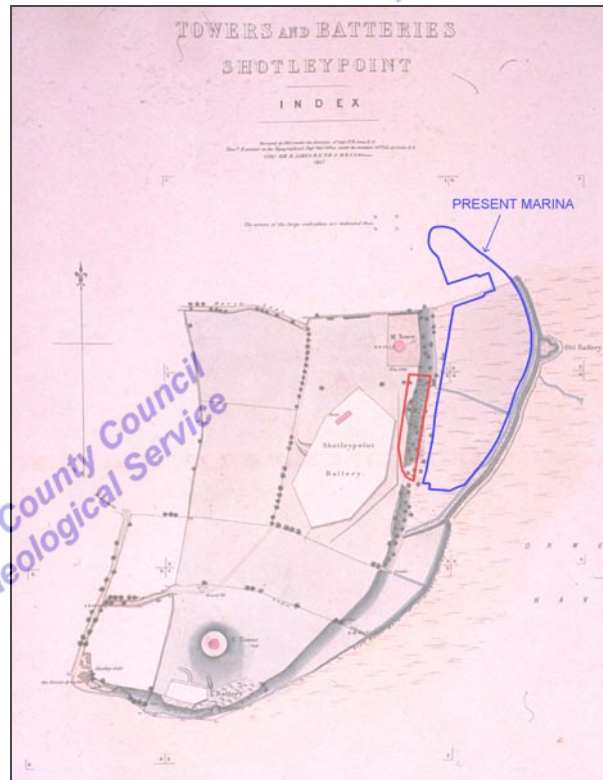


Figure 2: 'Towers and Batteries Shotleypoint' dated 1867 (evaluation area in red)

the outline plans it would appear to entail complete destruction of the tank remains, the cutting back of the slope and the creation of a roadway up to an area of parking behind the new apartment blocks. The present slope is broken up into what at first appears to be a series of irregular terraces the origins of which were a matter of speculation. It would appear that they are either entirely natural, associated with the battery or are possibly associated with later activities during the HMS Ganges phase of occupation.

Due to the proximity of Shotleypoint Battery and the unknown nature of the sloping site a systematic programme of archaeological works was implemented for this development as a condition of the outline planning consent (application no. B/91/00723/OUT). The first stage was to be a trenched evaluation in order to examine the make up of the slope and to test for archaeological deposits or cut features. For this a Brief and Specification detailing the work required was produced by Mr R. Carr of the Suffolk County Council Archaeological Service Conservation Team (see Appendix). This report details the results of the trenched evaluation.

The archaeological evaluation was commissioned and funded by the owners of the site, Shotley Marina Limited. The evaluation was undertaken by the Field Projects Team of the Suffolk County Council Archaeological Service and was carried out during October 2006. The archive of the work is lodged with the Suffolk County Council Archaeological Service at its Bury St. Edmunds office under the Sites and Monuments Record reference, SLY 160. A summary of this project has also been entered onto OASIS, the online archaeological database, under the reference suffolkc1-19880.

2. Methodology

Trial trenches were machine excavated down to the level of the natural subsoil (or the top of any significant archaeological deposits, if encountered) using a small tracked excavator fitted with a 1.4m wide toothless ditching bucket although in one particular area it was necessary to use a narrow toothed bucket due to the extremely dry and compacted nature of the ground. The trenches were positioned in accordance with an approved plan but it was necessary to slightly move one trench due to the presence of felled trees.

The machining of the trenches was closely observed throughout in order to recover any artefacts that may be revealed. Excavation continued until the undisturbed natural subsoil was encountered. This was then examined for archaeological deposits and features. A small number of digital photographs using a 4 megapixel camera were taken.

Each trench was planned at a scale of 1:50 to record any features or details noted within. Consecutive context numbers were issued to each feature or deposit noted starting from 0002, 0001 being reserved for unstratified finds from the site. Cut features were sampled by hand excavation. The cross sections of any sampled features were recorded at a scale of 1:20. For each trench excavated a section was drawn illustrating the stratigraphy encountered, these were also at 1:20. All drawings and plans will be retained in an archive at their originally drawn scales. All plans and sections reproduced in this report have been reduced for convenience.

Following archaeological investigation the trench locations were plotted using a Total Station. Upon completion of the fieldwork the trenches were backfilled.

3. Results

Six trenches (numbered 1 to 6) were excavated across the evaluation area; see figure 3 adjacent for a plan of their locations.

Trench 1 was situated on the slope but close to its base at the level of the roadway adjacent the marina basin. The slope at this point was relatively steep but comprised a single unbroken incline. The trench measured just over 2m in length and was cut to a depth of c. 1.2m at its eastern end (see figure 4 below).

The first layer encountered was a thin topsoil, c. 0.12m thick, which overlay a thick deposit of dark brown sand and shingle within which were numerous fragments of 20th century debris including pieces of cutlery, glazed cup and plate sherds, glass bottles and brick rubble. This in turn overlay a 0.1m thick layer of dark silty loam, which in turn overlay a fine pale yellow silt which was highly compacted and very dry. This material contained no artefacts and was interpreted as the natural subsoil.

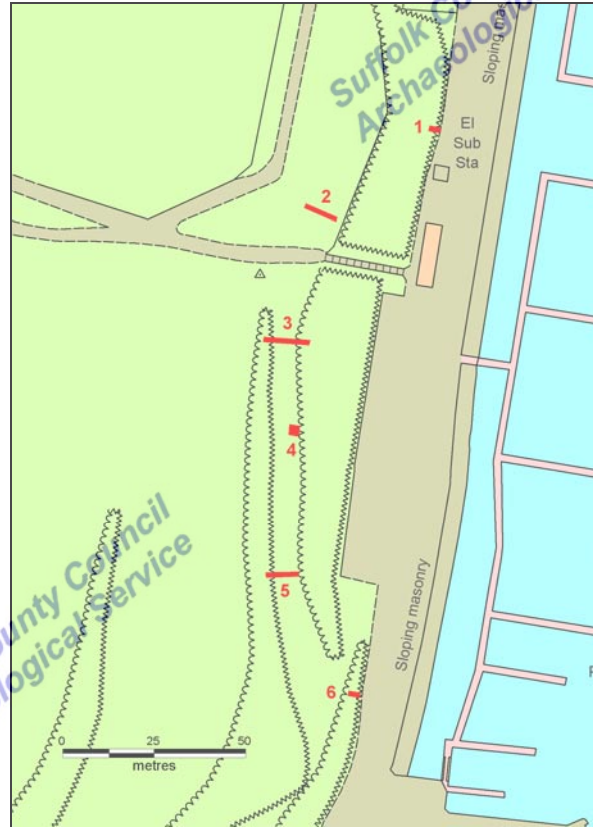


Figure 3: Trench Location Plan

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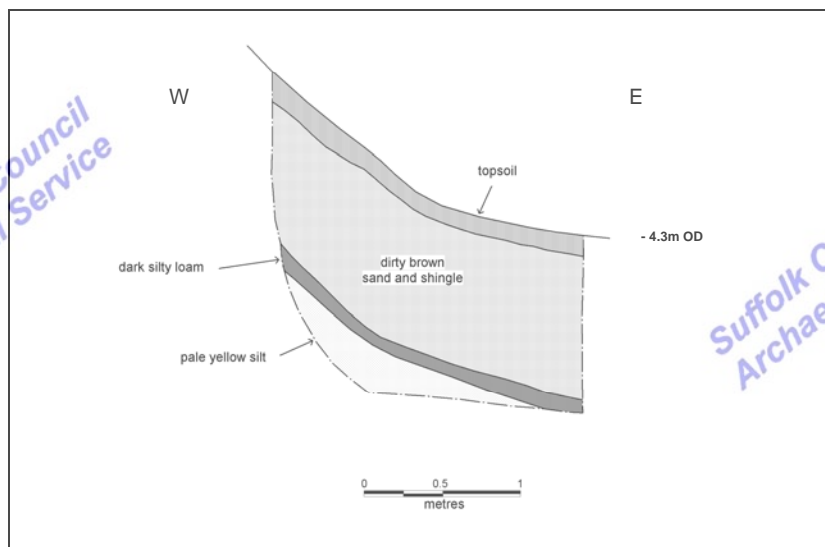


Figure 4: Section – northern face of Trench 1

Trench 2 was approximately 9.5m in length and aligned roughly east-west. It was cut across an area of level ground with the eastern end stopping just short of the slope down to the marina, which at this point is a single slope with no breaks or significant changes in incline. The area was wooded with relatively young but well-established trees and shrubs. A large amount of surface debris, rubble, bottles, cans, etc. was strewn across the ground.

Upon excavation a dark rich topsoil measuring *c.* 0.4m in thickness was encountered. Beneath this was a thin layer of brown silt, which in turn overlay a layer of dense ash and clinker. This layer immediately overlay a deposit of pale yellow silt at a depth of *c.* 0.5m, which has been interpreted as the natural subsoil.

Three separate interventions into the natural subsoil were noted all of which were interpreted as service trenches. Within one an iron or steel pipe approximately 18cm (7 inches) in diameter was noted. This is likely to be a water pipe, either a main supply or for waste water.

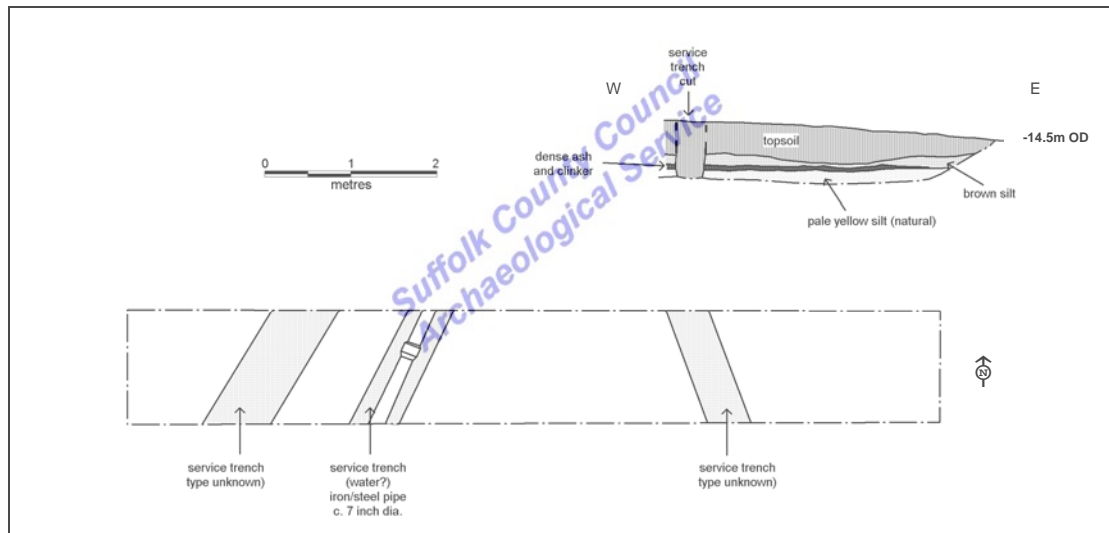


Figure 5: Plan and Section (sample of northern face) – Trench 2

Trench 3 was approximately 13m in length. It was aligned roughly east-west and was cut across a flat, grassed terrace some 3m down from the top edge of the slope. The western end of the trench commenced 1.2m into the slope whilst the eastern end stopped at the start of the slope down to the site of the septic tanks and the marina beyond. See figure 6 below for the plan section of this trench.

After removal of the topsoil, which was *c.* 0.4m thick, a near continuous layer of ash and clinker, within which were occasional thin yellow sand lenses, was revealed commencing from the base of the slope to the west. At one point this dipped and the resultant depression was filled with a deposit of orange sand and gravel. The ash and clinker overlay a thick deposit of mixed grey, brown and orange silt, which in turn overlay a pale yellow silt which was interpreted as the natural subsoil; on the level area of the terrace this lay at a depth of 0.8m.

At the western end of the trench a deposit of pale yellow and grey mixed clay, which appeared to be formed of roughly compacted lumps, was evident overlying the mixed grey, brown and orange silt layer. The interface between the two layers was horizontal and very abrupt suggesting the upper layer, which formed the face of the slope, was redeposited material although no artefacts were recovered from this material.

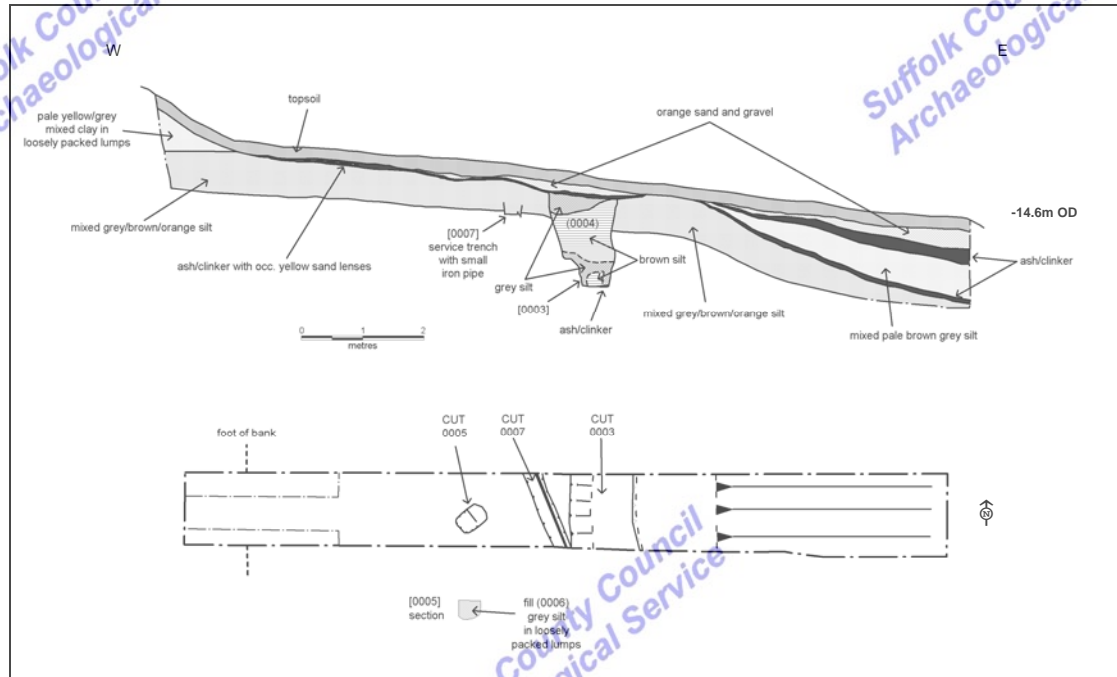


Figure 6: Plan and Section (northern face) – Trench 3 includes section through Cut 0005

At the eastern end of the trench the natural subsoil and the overlying layer of mixed silt sloped gently down from a point approximately 4m west of the edge of the slope down to the marina to the east, so that by the eastern end of the trench the top of the mixed silt was at a depth of 1.4m. This indicated that the terrace in this area had originally been narrower and the slope down to the marina gentler. A thin layer of ash and clinker overlay the mixed silt layer, which was likely to be the same layer seen further to the west.

The terrace had been extended to the east by the deposition of a series of layers comprising, in order of deposition, a mixed pale brown and grey silt layer (from which a relatively modern machine made brick was recovered), a clinker and ash layer and a layer of orange sand and gravel.

Three cuts into the natural subsoil were noted within this trench and were allocated the context numbers 0003, 0005 and 0007.

Also within this trench the remains of a cable was noted just beneath the topsoil on the slope at the western end of the trench. It comprised thin strands of copper wire twisted together. The remains of a badly degraded insulation material which appeared to be rubberised cloth was evident but it was not possible to determine if the cable comprised one or more separately insulated wires.

Cut **0003** appeared as a near sheer sided trench aligned approximately north-south that measured just over 1m in width and was cut to a depth of 1.4m. The west side of the cut stepped in towards the base which in combination with a slight slope reduced the width of the flat base to 0.5m. This cut was filled, in order of deposition, with a thin lens of ash and clinker, a pocket of brown silt, grey silt, a mass of pale brown silt (numbered 0004) and finally a further deposit of grey silt. Towards the top of the pale brown silt (0004) a large mass of early 20th century debris was noted comprising occasional broken Codd-neck glass bottles, tin mugs and jugs and pieces of cutlery. Although by far the most numerous item within the mass of material were fragments of off- white, glazed ceramic marmalade jars which accounted for c. 90% of the finds. These jars, none of which bore any maker's marks, are of a type that date from the first quarter of the 20th century.

This feature was cut from the top of the layer of mixed grey brown and orange clays and was sealed by the layer of ash and clinker.

Cut **0005** comprised a small rectangular pit with slightly rounded corners. It had sheer sides and a flatish base at a depth of 0.32m. The fill (0006) comprised a single deposit of grey silt in loosely packed lumps from which no artefacts were recovered. The feature was not noted until the natural subsoil was encountered but it was probably cut from a higher level.

Cut **0007** was a service trench containing a narrow iron or steel pipe although it could not be determined if this was for water, gas or contained electrical cable. No finds were recovered from its fill. This feature was not identified until the natural subsoil was encountered but as this level is coincidental with the pipe itself it was undoubtedly originally dug from a higher level.

Trench 4 comprised a box 2.8m square. It was located c. 20m south of trench 3 on the same grassed terrace. It was excavated in order to investigate what, if any, activities may have occurred on this terrace in an attempt to determine why it may have been created. See figure 7 below for a section of the northern face.

The revealed stratigraphy comprised topsoil over a thin lens of orange sand, which

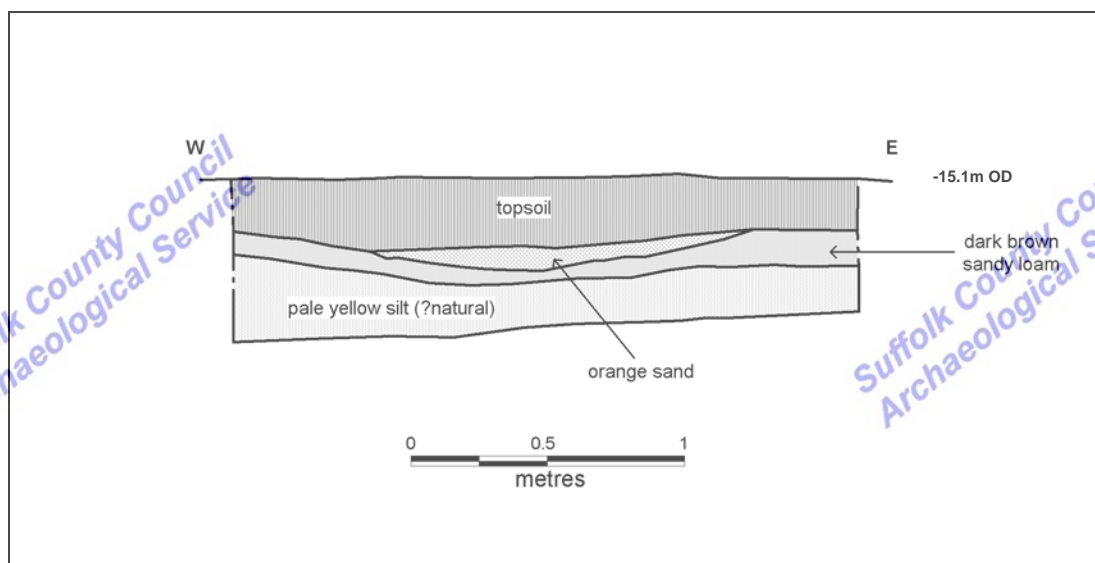


Figure 7: Section – northern face of Trench 4

overlay a layer of dark brown sandy loam, which in turn overlay the natural subsoil at a depth of c. 0.5m. No cut features were noted and no artefacts were recovered.

Trench 5 was approximately 9m in length and was aligned roughly east-west. It was cut across the same flat, grassed terrace as trenches 3 and 4 but it was now narrower and sloping down to the south being c. 5m below the very top edge of the slope. A further terrace had also become apparent between this terrace and the top edge of the slope to the west. The western end of the trench was commenced 1.5m into the slope whilst the eastern end continued for c. 2m down the slope towards the marina. See figure 8 below for a section of this trench.

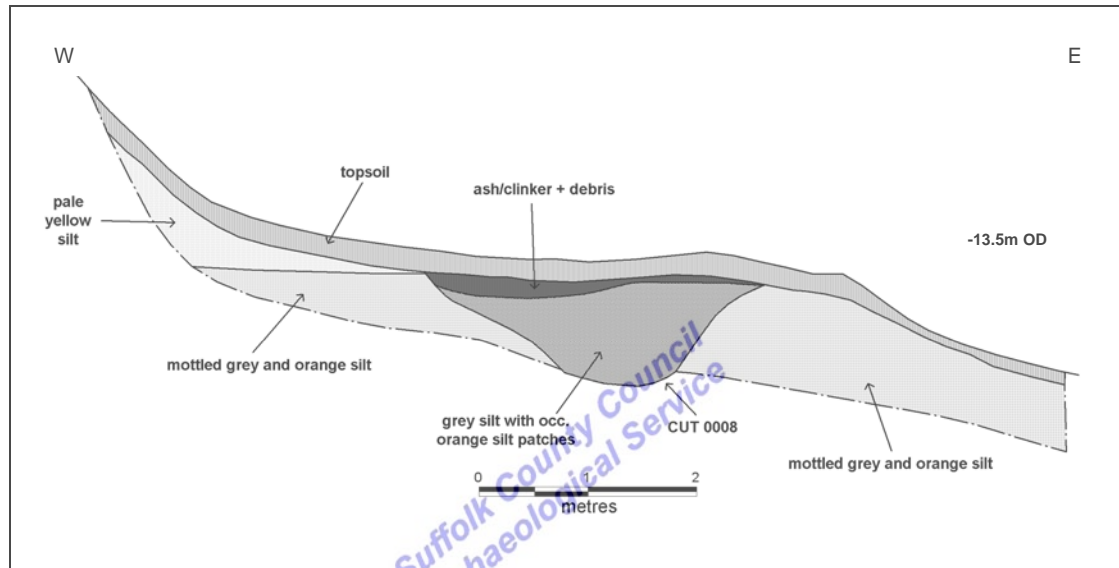


Figure 8: Section – northern face of Trench 5

Beneath a 0.2m thick layer of topsoil a deposit of pale yellow silt was noted at the western end of the trench which overlies mottled grey and orange silt. No artefacts were recovered from either layer and both were believed to be natural deposits although it is possible the pale yellow silt may be redeposited. The interface between the topsoil and the underlying layers was very abrupt suggesting possible truncation of the underlying subsoil.

A single pit type feature or possibly a linear cut was noted. This had gently sloping sides and rounded base. It was filled grey silt with occasional patches of orange silt which was overlain by a layer of ash and clinker within which was a large amount of 20th century debris including a sheet metal stove pipe and lengths of steel hawser.

The cable noted in the western of Trench 3 was again seen at the western end of this trench just below the topsoil close to the base of the slope. Its appearance was identical and it was assumed that they were parts of the same length of cable.

Trench 6 was situated close to the base of the slope adjacent to the marina roadway. At this point the slope up to the HMS Ganges site was broken into what appeared as two terraces of which the lower of the two was the same terrace upon which trenches 3, 4 and 5 had been excavated although it had dropped even further down the slope so

that it was now *c.* 8.5m below the top edge. See figure 9 below for a section of the southern face.

The base of the slope comprised grey brown silt which overlay a dark silt with occasional pockets and lenses of ash and clinker which in turn overlay a thick deposit of dense ash and clinker. Beneath this layer lay what was interpreted as a natural deposit of fine dense grey river silt indicative of mudflats and marshland. This occurred at a depth of approximately 0.6m (from the level of the marina roadway)

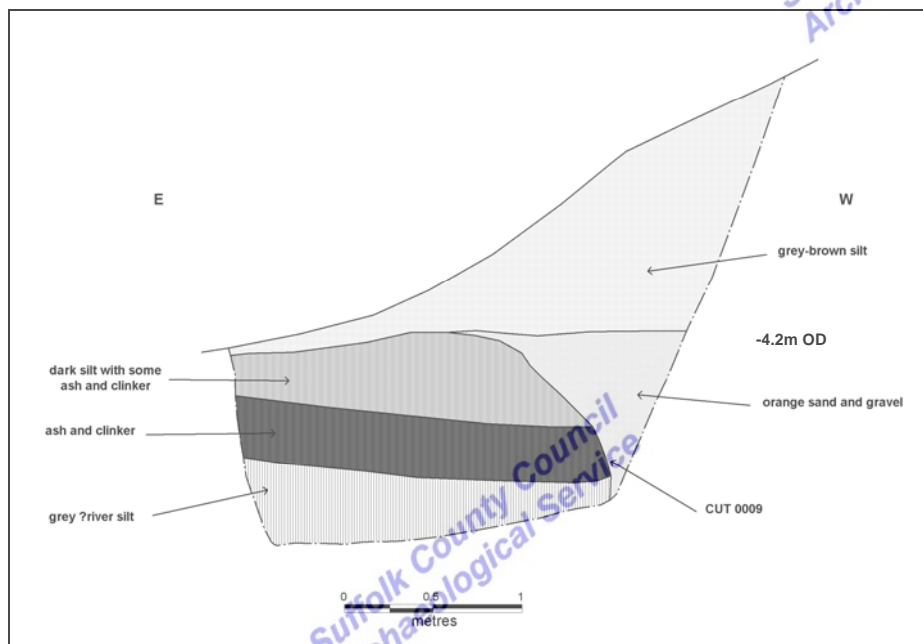


Figure 9: Section – southern face of Trench 6

At the back, western edge of Trench 6 a deep cut aligned approximately SW-NE was noted. The bottom of this cut, which was filled with clean orange sand and gravel, lay deeper than the excavated depth of the trench. Its appearance was relatively modern and it was interpreted as a service or drain. It was sealed by the grey brown silt which formed the base of the slope suggesting that the slope's profile in this area had changed since the service/drain was created.

Observations: During the evaluation the area was walked and inspected. It was noted that the top of the slope from HMS Ganges down to the marina was raised by a linear earthwork running approximately north-south for a distance of 140m. It was as this bank ran away to the west that what appeared to be a second terrace, as noted above Trench 5, was formed. On closer inspection it could be seen that the higher terrace was just an area of gently sloping ground between the battery and the top of the slope down to the marina across which the earthwork bank ran. Along the western edge of this earthwork at least three blocked off entrances to an underground space were visible. A single entrance was also noted to the east allowing access out onto the terrace. In one small area the roof of this underground space had collapsed. Upon looking in it could be seen that the bank contained a narrow tunnel lined with interlocking concrete panels and that it ran the full length of the bank. It was also noted that the tunnel zig-zagged back and forth across the full width of the bank. Graffiti within the tunnel indicated that it had been built in 1939 with further graffiti suggesting that it was probably sealed in April 1957 (many pencilled names

associated with this date and nothing later). The tunnel is undoubtedly an air raid shelter that was built for use by cadets at the training establishment during World War II.

4. The Finds

The significant finds were those recovered from Cut 0003 in Trench 3 and the build up deposit at the eastern end of Trench 3 which are discussed under the 'Trench 3' section above. None of the finds were retained.

5. Discussion

The purpose of the evaluation was to investigate the make up and profile of the slope that is liable to be affected by the proposed development and to assess the level and nature of any surviving archaeological deposits and features. The interpretation of the results will be dealt with below on a trench by trench basis and will be followed by an overall interpretation of the possible earthworks and slope.

Trench 1: No archaeological features were noted within this trench. The pale yellow silt noted at the base is likely to be the natural subsoil with the overlying dark silty loam being a buried topsoil. The dirty brown sand and shingle above contained many fragments of 20th century debris and is likely to be the related to the dumping of soil down from the top of the slope during the area's occupation by the training establishment, possibly in association with the reclamation of the embanked marsh to create the sports ground.



Plate I: aerial photograph illustrating the former sports ground – summer 1986

Trench 2: Within this trench a series of service trenches

were recorded that are undoubtedly related to activities during the occupation of the area by the HMS Ganges training establishment.

The layer of ash and clinker recorded in this trench is also related to activities at HMS Ganges being waste generated by the many fires, stoves and boilers that must have been in use within the site. The fact that it lies directly on the surface of the natural subsoil indicates that this area has at some point been stripped of topsoil and that the surface of the subsoil itself may have been truncated during the occupation of the area by the training establishment. It is possible that the ash and clinker may have been

deliberately spread to create a hard surface. All these activities may be associated with the creation of the sports ground.

Trench 3: The layer of ash and clinker seen in Trench 2 is also present within this trench. It lies directly on the surface of the mixed grey, brown and orange silt which could indicate that it is in fact a natural deposit, possibly a result of weathering of the underlying pale yellow silt, or that it is redeposited subsoil that possibly relates to the construction of the Shotleypoint Battery.

The sloping of the natural subsoil at the eastern end of this trench and the deposition of material to extend the terrace is probably the result of the filling in of a localised anomaly on the break of the slope. In figure 10 the location of the trenches are related to an extract of the 1867 plan of the 'Towers and Batteries Shotleypoint' (see figure 2 for a larger extract) and it can be seen that an indent in the face of the slope is marked in a coincidental location to Trench 3. It is undoubtedly this indent that has been filled. The thin ash and clinker layer can be seen to continue down the slope indicating that the spreading of the ash and clinker was going on prior to the filling of the indent. The filling material contained a fairly modern brick suggesting that this infilling occurred during the mid to late 20th century.

The cut 0003 is a slight mystery. It could be a slot or pit excavated just for the deposition of rubbish although only the very top of the fill actually contained any artefacts. A more likely theory suggested by the flat base and the step along the western edge is that it was a form of defence similar to a battlefield trench, with a flat base for standing on and a step that could just about be used as a seat. It could be associated with World War II or may have been just for training purposes.

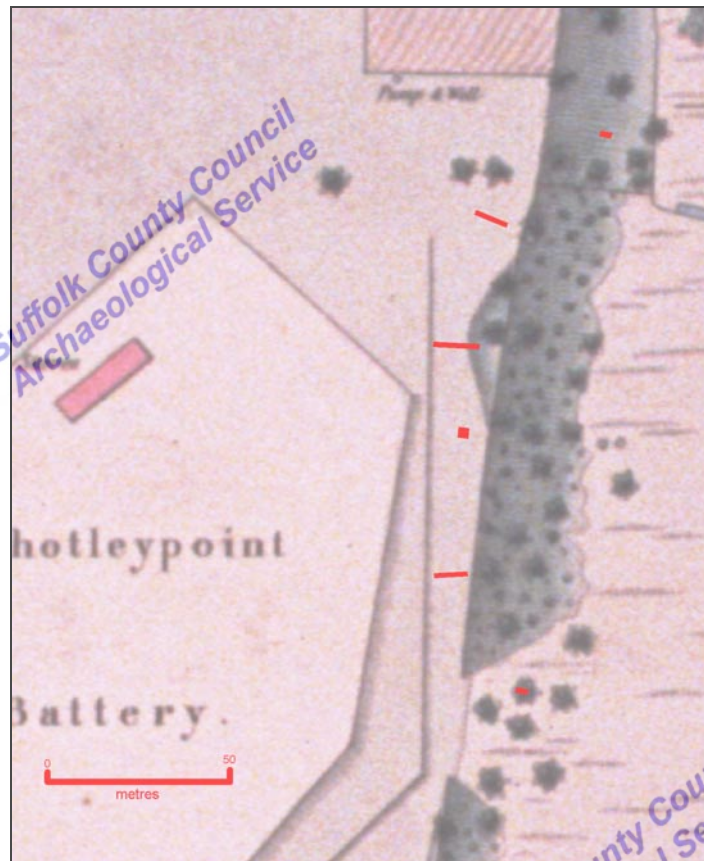


Figure 10: extract of 'Towers and Batteries Shotleypoint' with evaluation trench locations overlaid (trenches numbered 1 to 6 from north to south)

The purpose and date of the small pit 0005 is unknown.

Trench 4: No evidence for any obvious activity was recorded in this trench although the lens of orange sand beneath the topsoil could have been deliberately deposited to

fill a depression possibly suggesting there was some importance attached to keeping this area level.

Trench 5: No positive indication of any deposition of material to landscape this area of the terrace was recorded although there was suggestion that the natural subsoil may have been truncated. The cut feature is likely to be a pit, purpose unknown but undoubtedly associated with activities at the training establishment as indicated by the 20th century material in the upper fill.

Trench 6: This is located within an area of former marshland and this confirmed by the 1867 plan (figure 10) in which an inlet of the marsh is visible. The marsh was reclaimed to create the sports ground through the dumping of material to raise ground levels. The first material dumped in this area is the ash and clinker seen elsewhere in the evaluation area and is a further indication of the vast amounts of this material that must have been generated during HMS Ganges occupation. The terrace upon which trenches 3, 4 and 5 are located runs down the face of the slope at an angle creating a gently sloping trackway from top to bottom and it is possible that this is one of the routes used to transport the ash and clinker down from HMS Ganges above.



Figure 11: 'Towers and Batteries
Shotleypoint, Sheet 4' - 1867 (extract)

Overall Interpretation: From observation of the topography combined with results of the evaluation trenches and through the examination of the early plans it is highly likely that origin of the slope and the terrace is the result of deliberate landscaping in association with the Shotleypoint Battery and the two Martello Towers that stand on the high ground to the north and southwest of the evaluation area (towers 'L' and 'M', as illustrated in figure 2).

The extract of the plan in figure 11 appears to indicate an earthwork, or glacis, in front of the battery (the shallow 'V' shaped shaded area). The terrace or sloping

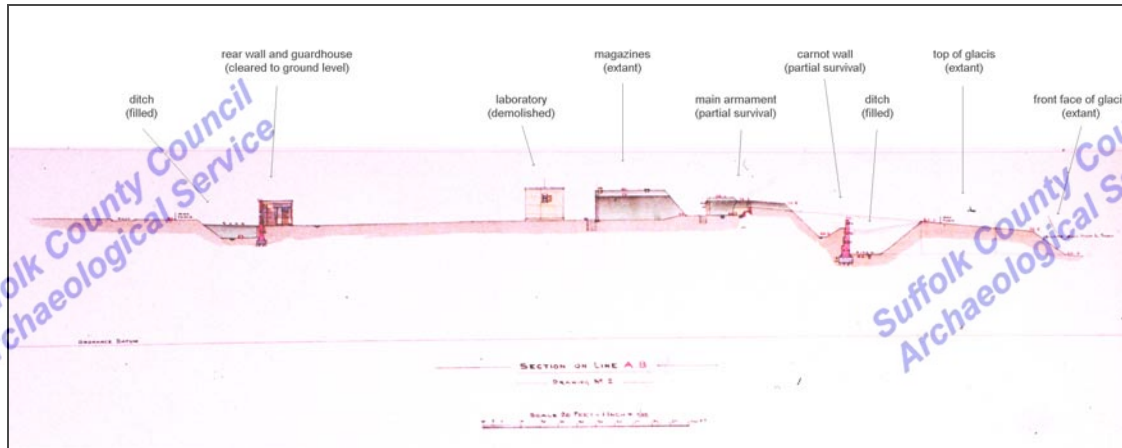


Figure 12: Section through Shotleypoint Battery – dated 1883

trackway upon which trenches 3, 4 and 5 were excavated is the base of the northern slope of this earthwork. This glacis is further illustrated in a cross section through the battery and its defences reproduced in figure 12 (*glacis: a slope in front of a fortification to prevent assailants sheltering in the area beneath the gun's maximum angle of depression*).

A piece of text adjacent the front of the glacis states 'slope seen from L Tower'. This would seem to indicate that the southern flank of the glacis could be seen and therefore covered by the Martello Tower 'L' which stood c. 350m to the southwest and from observation of the angles and location of Tower 'M' it would appear that the northern flank of the glacis would be covered by that tower. This would be particularly important as in this particular case, due to its height, the guns of the battery itself would not be able to fire at an assailant that had managed to land close to the base of the slope. The sloping terrace investigated in the evaluation would seem to provide a easy route up to the battery but in order to ascend the assailant would have to advance directly towards the guns on top of Tower 'M' which would have a clear view of an attacking force.

Figure 13 overleaf represents a probable layout of some of the earthworks associated with Shotleypoint Battery and the two Martello Towers.

6. Recommendations for Future Work

Based on the results of the evaluation it is would appear that the development likely to have an impact on the part of the earthworks associated with the Scheduled Ancient Monument of Shotleypoint Battery.

It is not clear from the plans seen so far exactly how the development is to be constructed or what landscaping will be required to the rear of the proposed apartment blocks. Consequently detailed recommendations cannot be made but some possible recommendations are outlined below.

1. At the very least a detailed topographic survey (Total-Station or sub-centimetre GPS?) should be undertaken prior to any construction work on the slope combined with a photographic record of the slope from the water, views along the face of the slope and views from the slope out towards the Harwich Harbour.
2. Any work to cut back the slope should be subjected to archaeological monitoring.

3. A simple photographic record should be made of the remains of the septic tanks.
4. A concrete structure is situated on the upper edge of the back wall of the septic tanks. This needs to be investigated and recorded.

M. Sommers
Suffolk County Council, Field Projects Team

3rd November 2006

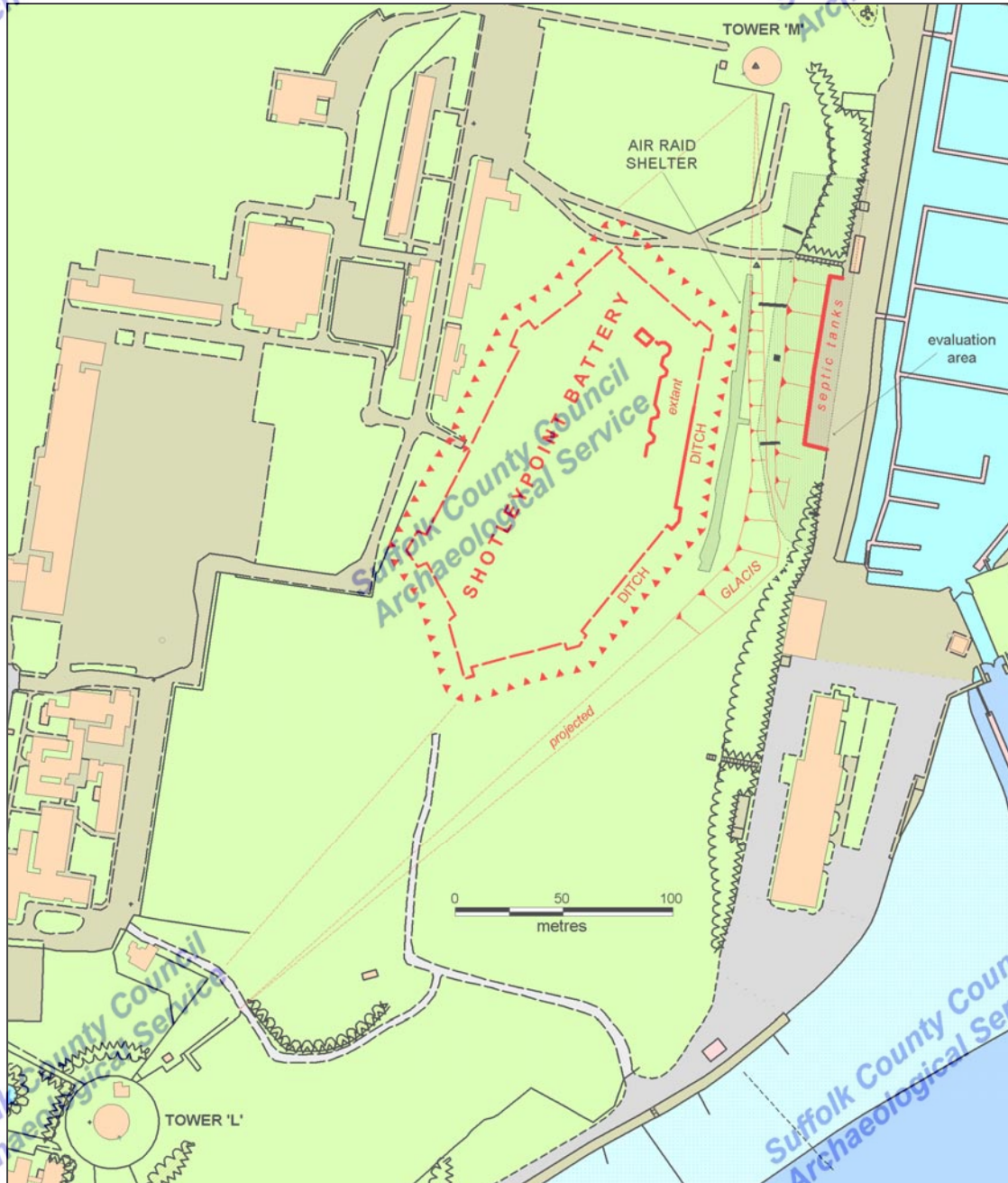


Figure 13: probable layout of battery and tower earthworks (evaluation trenches marked in black)

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Any opinions expressed in this report about the need for further archaeological work are those of the Field Projects Team alone. The need for further work will be determined by the Local Planning Authority and its archaeological advisors. Suffolk County Council's archaeological contracting service cannot accept responsibility for inconvenience caused to clients should the Planning Authority take a different view to that expressed in the report.

APPENDIX

**SUFFOLK COUNTY COUNCIL
ARCHAEOLOGICAL SERVICE - CONSERVATION TEAM**

Brief and Specification for an Archaeological Evaluation

SHOTLEY MARINA

The commissioning body should be aware that it may have Health & Safety and other responsibilities, see paragraphs 1.7 & 1.8.

1. Background

This is the brief for the first part of a programme of archaeological work. There is likely to be a requirement for additional work, this will be the subject of another brief.

- 1.1 Planning consent has been granted for residential development of 150 dwellings (B/91/00723/OUT). An archaeological PPG 16, paragraph 30 condition, is attached to this consent. A further reserved matters consent has been granted (B/03/01744).
- 1.2 The outline planning consent contains a condition requiring the implementation of a programme of archaeological work before development begins (Planning Policy Guidance 16, paragraph 30 condition). **An archaeological evaluation of the application area is required as the first part of such a programme of archaeological work; decisions on the need for, and scope of, any further work will be based upon the results of the evaluation and will be the subject of additional briefs..**
- 1.3 The development area includes two scheduled monuments (Martello Tower 'M', SAM Suffolk 2003 – entire, and Shotley Battery, SAM 30638 – part of the north east sector). Neither designated area is affected by development or landscaping (letters from Wincer Kievenaar, 20 March 2006 & 28 July 2006).

The development involves cutting into the rising ground behind the marina for both the housing and an access and parking area to the rear (i.e. west) of the buildings.

The areas affected have the potential to be within a zone affected by the engineering works for the Shotley Battery, e.g. outer glacis construction. The margins of the estuary are known to be a landscape with extensive occupation in all archaeological periods; there is potential for archaeological deposits to exist.

- 1.4 All arrangements for the field evaluation of the site, the timing of the work, access to the site, the definition of the precise area of landholding and area for proposed development are to be defined and negotiated with the commissioning body.
- 1.5 Detailed standards, information and advice to supplement this brief are to be found in *Standards for Field Archaeology in the East of England*, East Anglian Archaeology Occasional Papers 14, 2003.
- 1.6 In accordance with the standards and guidance produced by the Institute of Field Archaeologists this brief should not be considered sufficient to enable the total execution of the project. A Project Design or Written Scheme of Investigation (PD/WSI) based upon this

brief and the accompanying outline specification of minimum requirements, is an essential requirement. This must be submitted by the developers, or their agent, to the Conservation Team of the Archaeological Service of Suffolk County Council (Shire Hall, Bury St Edmunds IP33 2AR; telephone/fax: 01284 352443) for approval. The work must not commence until this office has approved both the archaeological contractor as suitable to undertake the work, and the PD/WSI as satisfactory. The PD/WSI will *provide the basis for measurable standards* and will be used to establish whether the requirements of the planning condition will be adequately met.

1.7 Before any archaeological site work can commence it is the responsibility of the developer to provide the archaeological contractor with either the contaminated land report for the site or a written statement that there is no contamination. The developer should be aware that investigative sampling to test for contamination is likely to have an impact on any archaeological deposit which exists; proposals for sampling should be discussed with this office before execution.

1.8 The responsibility for identifying any restraints on field-work (e.g. Scheduled Monument status, Listed Building status, public utilities or other services, tree preservation orders, SSSIs, wildlife sites &c.) rests with the commissioning body and its archaeological contractor. The existence and content of the archaeological brief does not over-ride such restraints or imply that the target area is freely available.

2. Brief for the Archaeological Evaluation

2.1 Establish whether any archaeological deposit exists in the area, with particular regard to any which are of sufficient importance to merit preservation *in situ* [at the discretion of the developer].

2.2 Identify the date, approximate form and purpose of any archaeological deposit within the application area, together with its likely extent, localised depth and quality of preservation.

2.3 Evaluate the likely impact on any element of the Battery earthworks.

2.4 Establish the potential for waterlogged organic deposits in the proposal area. Define the location and level of such deposits and their vulnerability to damage by development where this is defined.

2.5 Provide sufficient information to construct an archaeological conservation strategy, dealing with preservation, the recording of archaeological deposits, working practices, timetables and orders of cost.

2.6 Evaluation is to proceed sequentially: the desk-based evaluation will precede the field evaluation. The results of the desk-based work are to be used to inform the trenching design. This sequence will only be varied if benefit to the evaluation can be demonstrated.

2.7 This project will be carried through in a manner broadly consistent with English Heritage's *Management of Archaeological Projects*, 1991 (MAP2), all stages will follow a process of assessment and justification before proceeding to the next phase of the project. Field evaluation is to be followed by the preparation of a full archive, and an assessment of potential. Any further excavation required as mitigation is to be followed by the preparation of a full archive, and an assessment of potential, analysis and final report preparation may follow. Each stage will be the subject of a further brief and updated project design, this document covers only the evaluation stage.

2.8 The developer or his archaeologist will give the Conservation Team of the Archaeological Service of Suffolk County Council (address as above) five working days notice of the commencement of ground works on the site, in order that the work of the archaeological contractor may be monitored.

2.9 If the approved evaluation design is not carried through in its entirety (particularly in the instance of trenching being incomplete) the evaluation report may be rejected. Alternatively the presence of an archaeological deposit may be presumed, and untested areas included on this basis when defining the final mitigation strategy.

2.10 An outline specification, which defines certain minimum criteria, is set out below.

3. Specification A: Desk-Based Assessment

3.1 Consult the County Sites and Monuments Record (SMR), both the computerised record and any backup files with specific reference to Shotley Battery.

4. Specification B: Field Evaluation

4.1 Examine the area affected by development for earthworks which may relate to the Battery. If present these are to be recorded in plan at 1:2500, with appropriate sections. The Conservation Team of SCC Archaeological Service must be consulted if earthworks are present and before proceeding to the excavation of any trial trenches.

4.2 Trial trenches are to be excavated to cover a minimum 5% by area of the [development area](#) and shall be positioned to sample all parts of the site. Linear trenches are thought to be the most appropriate sampling method. Trenches are to be a minimum of 1.8m wide unless special circumstances can be demonstrated. If excavation is mechanised a toothless 'ditching bucket' must be used. The trench design must be approved by the Conservation Team of the Archaeological Service before field work begins. A suggested design is shown at Figure 1.

4.3 The topsoil may be mechanically removed using an appropriate machine fitted with toothless bucket and other equipment. All machine excavation is to be under the direct control and supervision of an archaeologist. The topsoil should be examined for archaeological material.

4.4 The top of the first archaeological deposit may be cleared by machine, but must then be cleaned off by hand. There is a presumption that excavation of all archaeological deposits will be done by hand unless it can be shown there will not be a loss of evidence by using a machine. The decision as to the proper method of further excavation will be made by the senior project archaeologist with regard to the nature of the deposit.

4.5 In all evaluation excavation there is a presumption of the need to cause the minimum disturbance to the site consistent with adequate evaluation; that significant archaeological features, e.g. solid or bonded structural remains, building slots or post-holes, should be preserved intact even if fills are sampled.

4.6 There must be sufficient excavation to give clear evidence for the period, depth and nature of any archaeological deposit. The depth and nature of colluvial or other masking deposits must be established across the site.

4.7 The contractor shall provide details of the sampling strategies for retrieving artefacts, biological remains (for palaeoenvironmental and palaeoeconomic investigations), and samples of sediments and/or soils (for micromorphological and other pedological/sedimentological analyses. Advice on the appropriateness of the proposed strategies will be sought from J Heathcote, English Heritage Regional Adviser for Archaeological Science (East of England). A guide to sampling archaeological deposits (Murphy and Wiltshire 1994) is available.

4.8 Any natural subsoil surface revealed should be hand cleaned and examined for archaeological deposits and artefacts. Sample excavation of any archaeological features revealed may be necessary in order to gauge their date and character.

4.9 Metal detector searches must take place at all stages of the excavation by an experienced metal detector user.

- 4.10 All finds will be collected and processed (unless variations in this principle are agreed with the Conservation Team of SCC Archaeological Service during the course of the evaluation).
- 4.11 Human remains must be left *in situ* except in those cases where damage or desecration are to be expected, or in the event that analysis of the remains is shown to be a requirement of satisfactory evaluation of the site. However, the excavator should be aware of, and comply with, the provisions of Section 25 of the Burial Act 1857. “*Guidance for best practice for treatment of human remains excavated from Christian burial grounds in England*” *English Heritage and the Church of England 2005* provides advice and defines a level of practice which should be followed whatever the likely belief of the buried individuals.
- 4.12 Plans of any archaeological features on the site are to be drawn at 1:20 or 1:50, depending on the complexity of the data to be recorded. Sections should be drawn at 1:10 or 1:20 again depending on the complexity to be recorded. Any variations from this must be agreed with the Conservation Team.
- 4.13 A photographic record of the work is to be made, consisting of both monochrome photographs and colour transparencies.
- 4.14 Topsoil, subsoil and archaeological deposit to be kept separate during excavation to allow sequential backfilling of excavations.

5. General Management

- 5.1 A timetable for all stages of the project must be agreed before the first stage of work commences, including monitoring by the Conservation Team of SCC Archaeological Service.
- 5.2 The composition of the project staff must be detailed and agreed (this is to include any subcontractors).
- 5.3 A general Health and Safety Policy must be provided, with detailed risk assessment and management strategy for this particular site.
- 5.4 No initial survey to detect public utility or other services has taken place. The responsibility for this rests with the archaeological contractor.
- 5.5 The Institute of Field Archaeologists’ *Standard and Guidance for Archaeological Desk-based Assessments* and for *Field Evaluations* should be used for additional guidance in the execution of the project and in drawing up the report.

6. Report Requirements

- 6.1 An archive of all records and finds must be prepared consistent with the principles of English Heritage’s *Management of Archaeological Projects*, 1991 (particularly Appendix 3.1 and Appendix 4.1).
- 6.2 The data recording methods and conventions used must be consistent with, and approved by, the County Sites and Monuments Record.
- 6.3 The objective account of the archaeological evidence must be clearly distinguished from its archaeological interpretation.
- 6.4 An opinion as to the necessity for further evaluation and its scope may be given. No further site work should be embarked upon until the primary fieldwork results are assessed and the need for further work is established.
- 6.5 Reports on specific areas of specialist study must include sufficient detail to permit assessment of potential for analysis, including tabulation of data by context, and must include non-technical summaries.

- 6.6 The Report must include a discussion and an assessment of the archaeological evidence. Its conclusions must include a clear statement of the archaeological potential of the site, and the significance of that potential in the context of the Regional Research Framework (*East Anglian Archaeology*, Occasional Papers 3 & 8, 1997 and 2000).
- 6.7 Finds must be appropriately conserved and stored in accordance with *UK Institute of Conservators Guidelines*. The finds, as an indissoluble part of the site archive, should be deposited with the County SMR if the landowner can be persuaded to agree to this. If this is not possible for all or any part of the finds archive, then provision must be made for additional recording (e.g. photography, illustration, analysis) as appropriate.
- 6.8 The site archive is to be deposited with the County SMR within three months of the completion of fieldwork. It will then become publicly accessible.
- 6.9 Where positive conclusions are drawn from a project (whether it be evaluation or excavation) a summary report, in the established format, suitable for inclusion in the annual 'Archaeology in Suffolk' section of the *Proceedings of the Suffolk Institute for Archaeology*, must be prepared. It should be included in the project report, or submitted to the Conservation Team, by the end of the calendar year in which the evaluation work takes place, whichever is the sooner.
- 6.10 County SMR sheets must be completed, as per the county SMR manual, for all sites where archaeological finds and/or features are located.
- 6.11 At the start of work (immediately before fieldwork commences) an OASIS online record <http://ads.ahds.ac.uk/project/oasis/> must be initiated and key fields completed on Details, Location and Creators forms.
- 6.12 All parts of the OASIS online form must be completed for submission to the SMR. This should include an uploaded .pdf version of the entire report (a paper copy should also be included with the archive).

Specification by: R D Carr

Date: 17 August 2006

Reference: /Shotley Marina 2006

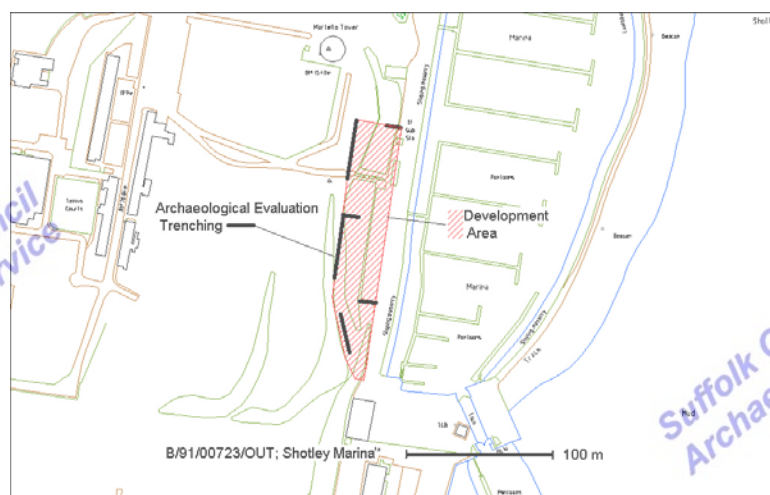


Figure 1

This brief and specification remains valid for 12 months from the above date. If work is not carried out in full within that time this document will lapse; the authority should be notified and a revised brief and specification may be issued.

If the work defined by this brief forms a part of a programme of archaeological work required by a Planning Condition, the results must be considered by the Conservation Team of the Archaeological Service of Suffolk County Council, who have the responsibility for advising the appropriate Planning Authority.

SUFFOLK COUNTY COUNCIL ARCHAEOLOGICAL SERVICE
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