



Vere Road Car Park, Vere Road Broadstairs, Thanet, Kent

Archaeological Evaluation Report





**VERE ROAD CAR PARK, VERE ROAD, BROADSTAIRS,
THANET, KENT**

Archaeological Evaluation Report

Prepared for:
GPM Partnership
34 Grosvenor Place
Margate
Kent
CT9 1UW

by
Wessex Archaeology
Bridgewood House
8 Laker Road
Rochester Airport Industrial Estate
Rochester
Kent
ME1 3QX

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*** I= Internal Draft E= External Draft F= Final**

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**VERE ROAD CAR PARK, VERE ROAD, BROADSTAIRS,
THANET, KENT**

Archaeological Evaluation

Summary

Wessex Archaeology was commissioned by GPM Partnership to undertake an archaeological evaluation on land at Vere Road Car Park, Broadstairs, Kent (NGR 369411, 16880). The Site is located on land at the northern end of Vere Road, approximately 400m to the west of the historic core of Broadstairs and its harbour. The Site currently comprises a car and coach park with areas of planting and landscaping, a disused toilet block and recycling facilities to the south.

The evaluation was undertaken between the 23rd February 2011 and the 28th February 2011. Six Trial Trenches measuring 15m in length by 1.80m wide were excavated and were targeted upon the development footprint.

Historic Site levelling, no doubt associated with the construction of the current car park, was evident across the Site. Made ground was recorded up to a depth of 0.23m below ground level (bgl) in Trench 2. Subsoil/hillwash was recorded underlying the made ground in Trenches 1, 4, 5 and 6 up to a depth of 0.93m below ground level (bgl) (Trench 1). Colluvium/hillwash was recorded underlying the made ground in Trenches 2 and 3 up to a depth of 1.50m below ground level (bgl) (Trench 3) possibly the result of a dry valley running through the centre of the site. Natural Chalk geology was recorded directly underlying the made ground/hardcore at the south of the site. The Site was observed to slope from south to north.

The archaeological evaluation did not reveal any features or deposits of archaeological significance, three abraded small pieces of Iron Age pottery and several struck flints were recovered from the colluvial deposits.

**VERE ROAD CAR PARK, VERE ROAD, BROADSTAIRS,
THANET, KENT**

Archaeological Evaluation

Acknowledgements

This project was commissioned by GPM Partnership and Wessex Archaeology is grateful to Laura Hodnett in this regard. Wessex Archaeology would also like to thank Simon Mason at Kent County Council (KCC) for his advice and monitoring the work.

The project was managed for Wessex Archaeology by Mark Williams. The trial trenching was undertaken between the 23rd February 2011 and the 28th February 2011 by Rob De' Athe, Jo Condliffe and Lisa McCaig. The illustrations were prepared by Ken Lymer. The report was prepared by Michelle Collings and edited by Mark Williams.

VERE ROAD CAR PARK, VERE ROAD, BROADSTAIRS, THANET, KENT

Archaeological Evaluation

1 INTRODUCTION

1.1 Project Background

- 1.1.1 Wessex Archaeology was commissioned by GPM Partnership to undertake an archaeological evaluation on land at Vere Road in Broadstairs, Kent broadly centred at (NGR 369411, 16880) as illustrated in **Figure 1** (hereafter referred to as 'the Site').
- 1.1.2 The Site lies to the northern end of Vere Road in Broadstairs, Kent approximately 400m to the west of the historic core of Broadstairs and its harbour. The main A255 road, the High Street adjoins Vere Road at its southern extent and residential properties align the eastern and western sides of Vere Road. The site is bounded by allotment gardens to the northeast and by the gardens of residential properties fronting Bradstow Way and Carlton Avenue to the north and west. To the east lies public open space which provides pedestrian access to the seafront via Alexandra Road. Further to the west lies a railway line.
- 1.1.3 The Site currently serves as a car and coach park comprised of a mixture of hard surfaced treatments and areas of planting and landscaping. It contains a disused public toilet block and recycling facilities to the south of the area and services are known to be present in the vicinity. The southern boundary of the Site slopes up to the south but it is not known if this reflects the original ground profile.
- 1.1.4 The Site was previously used as allotments and prior to that was open land. Archaeological potential was identified with relation to known remains 350m to the north and 450m to the south.
- 1.1.5 The development proposal is for fourteen dwellings, a toilet building and associated landscaping such as a resurfaced car park. Planning permission was granted by Thanet District Council (TH/09/0465) subject to the condition that a programme of archaeological work should be undertaken.
- 1.1.6 A Specification for the Archaeological Trial Trenching was prepared by the Heritage Conservation Group (HCG) at Kent County Council (KCC) (KCC 2011a) detailing the site specific requirements, aims, objectives and methodology. The evaluation was undertaken in accordance with this document and the general Specification for Evaluations (KCC 2011b).
- 1.1.7 The evaluation was carried out by Wessex Archaeology over the course of five days between the 23rd February 2011 and the 28th February 2011.

1.2 Geology, Topography and Land-use

- 1.2.1 The underlying solid geology of the Site and the surrounding area comprises of Upper Chalk overlain in the northern part by Head Brickearth.

- 1.2.2 The ground surface across the Site was recorded at heights between 26.19m aOD (**Trench 5**) falling to 24.68m aOD (**Trench 3**). The natural geology was encountered between 24.82m aOD (**Trench 5**) falling to 23.57m aOD (**Trench 3**).

2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

2.1 Introduction

- 2.1.1 Thanet is generally rich in archaeological remains and recent excavations in the wider vicinity of the Site have revealed evidence for multi-period activity in the area. The specific Site potential was outlined in the Specification prepared by KCC (2011) and is reproduced here with due acknowledgment.

2.2 Potential

Prehistoric

- 2.2.1 There has been significant evidence for prehistoric activity in close proximity to the Site. Prehistoric remains lay in fields 450m to the south of Vere Road car park.

Romano-British and Saxon

- 2.2.2 Evidence for Romano-British and Saxon activity is recorded 350m to the north of the Site, this comprises a Romano-British and a Saxon cemetery.

Undated

- 2.2.3 Several cropmarks are recorded in open spaces in the wider area indicating a general potential for archaeological remains of varying dates to survive.

3 AIMS AND OBJECTIVES

3.1 General

- 3.1.1 The general aim of the evaluation was to establish the presence/absence of archaeological remains. To determine as far as is reasonably possible, the location, form, extent, date, character, condition, significance and quality of any surviving archaeological remains, irrespective of period, liable to be threatened by the proposed development.

- 3.1.2 The evaluation further sought to clarify the nature and extent of existing disturbance and intrusions and assess the degree of archaeological survival of buried deposits and any surviving structures of archaeological significance.

3.2 Specific

- 3.2.1 The Site specific objectives were:
- Assess the likely archaeological impact of the proposed development
 - Assess the impact of past development on the archaeological potential at the Site and in particular if the Site has been terraced to form the present car and coach park
 - Establish the presence and character of any prehistoric, Romano-British and Saxon activity on the Site

- Contribute to the environmental and landscape history of the area.

4 METHODOLOGY

4.1 Scope of Work

- 4.1.1 A total of 6 trial trenches measuring 15m in length by 1.80m wide were excavated to a cumulative length of 90m. The trenches were positioned as close as possible to the development footprint (**Figure 1**).
- 4.1.2 All work was undertaken in accordance with the Site Specific Specification (KCC 2011a) and the Specification for Evaluations (2011b) and in compliance with the standards outlined in the Institute for Archaeologist (IfA) Standard and Guidance for Archaeological Evaluations (IfA 2008).
- 4.1.3 Some minor alterations to the trench plan were required due to logistical reasons and the requirement to maintain the pedestrian access throughout the duration of the archaeological works. Any necessary alteration to the approved trench plan was agreed with Simon Mason, Archaeological Officer at the Heritage Conservation Group, Kent County Council (KCC).

4.2 Fieldwork Methodology

- 4.2.1 All trenches were marked out on the ground prior to the commencement of work and the locations were scanned with a Cable Avoidance Tool (CAT) to verify the absence of any live underground services.
- 4.2.2 The six trenches (summarised in Appendix 1) were excavated using a JCB, fitted with a toothless ditching bucket. The mechanical excavation was undertaken in spits to remove overburden to the top of the uppermost archaeological horizon or to the top of the natural geology whichever was encountered first.
- 4.2.3 All machine excavation was undertaken under constant archaeological direction by a suitably qualified archaeologist. All mechanical excavation ceased at a point at which archaeological features or natural deposits were identified. The machine excavated arisings were separated and stored adjacent to the trench and spoil heaps were routinely inspected for artefacts or ecofacts of archaeological interest. All surfaces, deposits and arisings were scanned using a metal detector.
- 4.2.4 Possible archaeological features and deposits and any diffuse areas were hand cleaned as necessary as were sample trench sections. Archaeological features and deposits were hand-excavated in accordance with best archaeological practice and in keeping with the methodology as set out in the Specification prepared by KCC (2011).
- 4.2.5 Upon completion of the archaeological works, following all investigation and recording the evaluation trenches were backfilled. The topsoil and subsoil or different layers of overburden had been stored separately to allow for re-instatement as far as practicable.

4.3 Recording

- 4.3.1 All deposits and features were described and recorded using Wessex Archaeology's *pro forma* record sheets and a unique numbering system for individual contexts. Trench records were compiled at the trench side. A digital survey was created using a Leica GPS. The survey included the site extents and the location of individual trenches. All principal strata and features were related to the Ordnance Survey datum.
- 4.3.2 A comprehensive photographic record of the fieldwork was maintained including general Site photographs using digital format images. The photographic record illustrated both the detail and general context of the archaeological remains revealed, and the Site as a whole.

4.4 Finds and Environmental Strategies

- 4.4.1 All artefacts recovered during the excavations on the Site are the property of the landowner. Only three small pieces of pottery and several pieces of struck flint were recovered during the fieldwork.
- 4.4.2 No archaeological deposits were revealed which were considered suitable for environmental sampling.

4.5 Health and Safety

- 4.5.1 All work was carried out in accordance with the Health and Safety at Work Act 1974 and the Management of Health and Safety Regulations 1992, and all other relevant Health and Safety legislation, regulations and codes of practice in force at the time.
- 4.5.2 Wessex Archaeology prepared a Risk Assessment (WA 2011) which was read and understood by all staff attending the Site.

5 ARCHAEOLOGICAL RESULTS

5.1 Introduction

- 5.1.1 Six trial trenches were excavated positioned across the Site as illustrated in **Figure 1**. **Trench 1** was located to the north of the Site and revealed the tarmac car park surface (**101**) and underlying make up material (**102**) overlying subsoil/ hillwash (**103**) above natural (**104**) as summarised in Appendix 1.
- 5.1.2 **Trench 2** was position to the north of the Site and revealed the tarmac car park surface (**201**) and underlying make up material (**202**) overlying made ground (**203**) with two underlying layers of colluvium/ hillwash (**204**) and (**205**) above natural (**206**) as detailed in Appendix 1.
- 5.1.3 **Trench 3** was located to the north of the Site and revealed the tarmac car park surface (**301**) and underlying make up material (**302**) overlying three layers of colluvium/ hillwash (**303**), (**304**) and (**305**) above natural (**306**) as summarised in Appendix 1.
- 5.1.4 **Trenches 4 to 6** inclusive were position to the south of the Site and revealed the tarmac car park surface (**401**), (**501**) and (**601**) and underlying make up material (**402**), (**502**) and (**602**) overlying subsoil/ hillwash (**403**), (**503**) and (**603**) above natural (**404**), (**504**) and (**604**) as summarised in Appendix 1.

5.2 Natural deposits and soil sequences

- 5.2.1 The soil sequence varied across the Site as outlined above and as detailed in Appendix 1. In general the trenches located in close proximity such as **Trenches 4, 5 and 6** revealed the same stratigraphic sequences. The stratigraphic layers recorded within each Evaluation Trench were assigned Context Numbers specific to the Trench.
- 5.2.2 The soil sequence across the Site generally comprised of a 0.08m thick (**Trenches 2 and 4**) to 0.10m thick (**Trenches 1, 3, 5 and 6**) layer of tarmac underlain by a 0.12m thick (**Trench 4**) to 0.20m thick (**Trench 3**) layer of made ground comprised of mixed hardcore forming a make-up deposit for the tarmac surface (Appendix 1). This was directly underlain by subsoil/hillwash above natural in **Trenches 1 and 4 to 6** inclusive. The subsoil/hillwash was a 0.15m thick (western end of **Trench 1**) to 0.87m thick (northern end of **Trench 4**) layer of silty clay as further detailed in Appendix 1.
- 5.2.3 Three layers of colluvium/ hillwash (**303**), (**304**) and (**305**) were recorded underlying the made ground/ hardcore (**302**) in **Trench 3** above natural (**306**) as further detailed in Appendix 1.
- 5.2.4 **Trench 2** revealed a similar soil sequence to **Trench 3** however an additional layer of made ground (**203**) was recorded underlying the made ground/hardcore (**202**) overlying two layers of colluvium/hillwash (**204**) and (**205**) above natural (**206**) as summarised in Appendix 1.
- 5.2.5 The greater depth of colluvium in **Trenches 2 and 3** is of significance, this may indicate the presence of a dry valley between **Trenches 1, 2 and 3** and the remaining trenches. That **Trench 1** only had 0.27m of colluvium may indicate that there is a ridge immediately to the north of the site.
- 5.2.6 The natural comprising of white chalk with flint nodule was recorded between 0.20m (southern end of **Trench 4**) and 1.50m (**Trench 3**) below ground level (bgl).

5.3 Summary of the evaluation results

- 5.3.1 No archaeological deposits, features or remains were recorded despite careful investigation.

6 ARTEFACTS

- 6.1.1 The only artefacts recovered comprised three small abraded fragments of Iron Age pottery and several small struck flint flakes from colluvial deposits (**305**). These artefacts had no discernable provenance and may have travelled some distance downslope.

7 ENVIRONMENTAL EVIDENCE

- 7.1.1 No contexts suitable for environmental sampling were identified during the course of the fieldwork.

8 DISCUSSION AND CONCLUSIONS

- 8.1.1 Despite close monitoring and investigation the evaluation did not reveal any archaeological deposits, features and only small abraded pottery and flints.
- 8.1.2 There was evidence of ground disturbance related to the construction of the car park and made ground was recorded up to a maximum depth of 0.32m bgl in **Trench 2**.
- 8.1.3 The made ground/hardcore was underlain by subsoil/hillwash in **Trenches 1 and 4 to 6** inclusive and by colluvium/ hillwash in **Trench 3**. The made ground in **Trench 2** was underlain by colluvium/hillwash. Accordingly it seems likely that the construction of the car park would only have had an impact on any archaeological remains present cutting these hillwash deposits which sealed the natural, particularly those of a more ephemeral nature. It seems unlikely that the construction of the car park would have had any impact on any features cutting the natural where it remained overlain by the hillwash deposits.
- 8.1.4 However, there was evidence of ground truncation in **Trenches 4 to 6** inclusive and the made ground/hardcore was recorded directly overlying the natural at the southernmost end of all three trenches. This was in close proximity to the disused toilet block at the south of the Site. It is probable that the construction of these facilities and the car park have had an impact on any archaeological remains present within this area of the Site.
- 8.1.5 It is evident from the evaluation that truncation of the colluvial deposits in the southern part of the Site had taken place, probably when the allotment gardens, which predated the car park, were in use. There is also a marked drop in ground level from the toilet block which could indicate that the
- 8.1.6 A greater depth of the colluvium was recorded in **Trenches 2 and 3** in comparison with the trenches further to the south of the Site. This could reflect a north-south declining slope of a possible dry valley, probably running east / west towards the coastline some 500m to the east. **Trench 1**(at the north of the Site) shows a shallower depth of colluvium which suggests it is closer to the top of the slope and that a ridge exists between two valleys running into Broadstairs Bay. This ridge may have been a focus of prehistoric activity with extensive views out across the bay and would explain the origin of the residual pottery in the colluvium in **Trench 3**.
- 8.1.7 The small amount of abraded Iron Age pottery found within the colluvial deposits in **Trench 3** is indicative of activity upslope from the Site. However, it is impossible to gauge how far this material may have travelled. Similarly the struck flint (which appears to be of an earlier date) may have travelled some distance over many years before coming to rest.
- 8.1.8 What the evaluation has shown is that any further intrusive work in the immediate surrounding area of the Site be monitored for any archaeological features especially any future upslope area developments where archaeological features may survive.

9 ARCHIVE

9.1 Preparation and Deposition

9.1.1 The complete project archive will be prepared in accordance with Wessex Archaeology's Guidelines for Archive Preparation and in accordance with *Guidelines for the preparation of excavation archives for long-term storage* (Walker 1990) and following nationally recommended guidelines (SMA 1995). On completion of the project, the archive will be deposited with a suitable local Museum in Kent.

9.2 The Archive

9.2.1 Following the fieldwork the archive was subsequently transported to the offices of Wessex Archaeology in Rochester where they were processed and assessed for this report. The accompanying documentary records from the excavation have been compiled into a stable fully cross-referenced and indexed archive in accordance with Appendix 6 of Management of Archaeological Projects (English Heritage 1991).

9.2.2 The contents of the project archive, consists of the following (as further detailed in Appendix 2):

- 1 x A4 file containing the paper records
- Digital data (site photographs, survey data, word and pdf files)

9.2.3 The project archive including plans, photographs and written records are currently held at the offices of Wessex Archaeology at Bridgewood House, 8 Laker Road, Rochester Airport Industrial Estate, Rochester, Kent, ME1 3QX under the site code **76970**. The project archive will be deposited with a suitable local Museum in Kent.

9.3 Discard Policy

9.3.1 Wessex Archaeology follows the guidelines set out in Selection, Retention and Dispersal (Society of Museum Archaeologists 1993) which allows for the discard of selected artefact and ecofact categories, which are not considered to warrant any future analysis. There were no finds recovered during the fieldwork.

9.4 Copyright

9.4.1 The full copyright of the written and illustrative archive relating to the site will be retained by Wessex Archaeology Ltd under the Copyright, Designs and Patents Act 1988 with all rights reserved. The recipient museum, however, will be granted an exclusive license for the use of the archive for educational purposes, including academic research, providing that such use shall be non-profit making, and conforms to the Copyright and Related Rights regulations 2003.

9.5 Security Copy

9.5.1 In line with current best practice, on completion of the project a security copy of the paper records will be prepared, in the form of microfilm. The master jackets and one diazo copy of the microfilm will be submitted to the National Monuments Record Centre (NMR) (English Heritage) in Swindon;

a second diazo copy will be deposited with the paper records at the local Museum, and a third diazo copy will be retained by Wessex Archaeology.

10 REFERENCES

English Heritage Centre for Archaeology Guidelines. 2002. Environmental archaeology: a guide to the theory and practice of methods, from sampling and recovery to post-excavation

Institute for Archaeologists (IfA), 2008. Standards and Guidance for Archaeological Evaluations

KCC. 2011a. Site Specific Requirements, Specification for Archaeological Evaluation (Trial Trenching) at Vere Road Car Park, Vere Road, Broadstairs, Thanet, Kent

KCC. 2011b. Manual of Specification, Evaluation Trial Trenching Requirements-Vere Road, Broadstairs

WA.2011. Vere Road, Broadstairs, Kent Project Health and Safety Risk Assessment

Walker, K. 1990. Guidelines for the Preparation of Excavation Archives for Long-term storage, UKIC, London.

10.1 Cartographic Sources

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APPENDIX 1: TRENCH SUMMARY TABLES

All depths are below ground level. The order in which the deposits are listed represents their stratigraphic position, except where noted.

Trench 1	Dimensions :	12.8m x 1.80m x 1.02m	
	Land use:	Car and coach park	
	Coordinates:	639425.73, 168093.106	23.877m AOD
Context	Category	Description	Depth
101	Tarmac Surface	Tarmac car park surface, very degraded and overgrown with soil and grass at the eastern end of the trench	0-0.10m
102	Layer- Made Ground	Hardcore, broken bricks in a yellowish green sand matrix	0.10m-0.27m
103	Subsoil/ Hillwash	Mid yellowish brown silty clay with frequent flecks of chalk and occasional flint nodules	0.27m+
104	Natural	White chalk with flint nodules	0.42m+

Trench 2	Dimensions :	13.90m x 1.80m x 1.55m	
	Land use:	Car and coach park	
	Coordinates:	639412.959, 168081.716	23.631m AOD
Context	Category	Description	Depth
201	Tarmac Surface	Tarmac car park surface, overgrown with soil and grass at the north-eastern end of the trench	0-0.08m
202	Layer- Made Ground	Hardcore, yellowish green sand with frequent bricks	0.08m-0.25m
203	Layer- Made Ground	Dark brownish grey silty clay with frequent charcoal and chalk flecks and flint piece	0.25m-0.32m
204	Colluvium/ Hillwash	Mid yellowish brown silty clay with flecks of chalk	0.32m-0.86m
205	Colluvium/ Hillwash	Light grey brown silty clay with flecks of chalk and flint	0.85m-+
206	Natural	White chalk	1.40m+

Trench 3	Dimensions :	14.7m x 1.80m x 1.20m	
	Land use:	Car and coach park	
	Coordinates:	639414.364, 168071.124	23.572m AOD
Context	Category	Description	Depth
301	Tarmac Surface	Tarmac car park surface	0-0.10m
302	Layer-Made Ground	Hardcore, broken bricks and lenses of yellowish green sand in a dark greyish brown silty clay with flecks of charcoal	0.10m-0.30m
303	Colluvium/Hillwash	Mid yellowish brown silty clay with flecks of charcoal and flints	0.30m-0.60m
304	Colluvium/Hillwash	Light greyish brown silty clay with frequent flint nodules	0.60m-0.94m
305	Colluvium/Hillwash	Light greyish brown silty clay with frequent flecks of chalk and pieces of chalk and occasional flint nodules	0.94m+
306	Natural	White Chalk	1.50m+

Trench 4	Dimensions :	11.7m x 1.80m x 1.07m	
	Land use:	Car and coach park in the vicinity of toilet and recycling facilities	

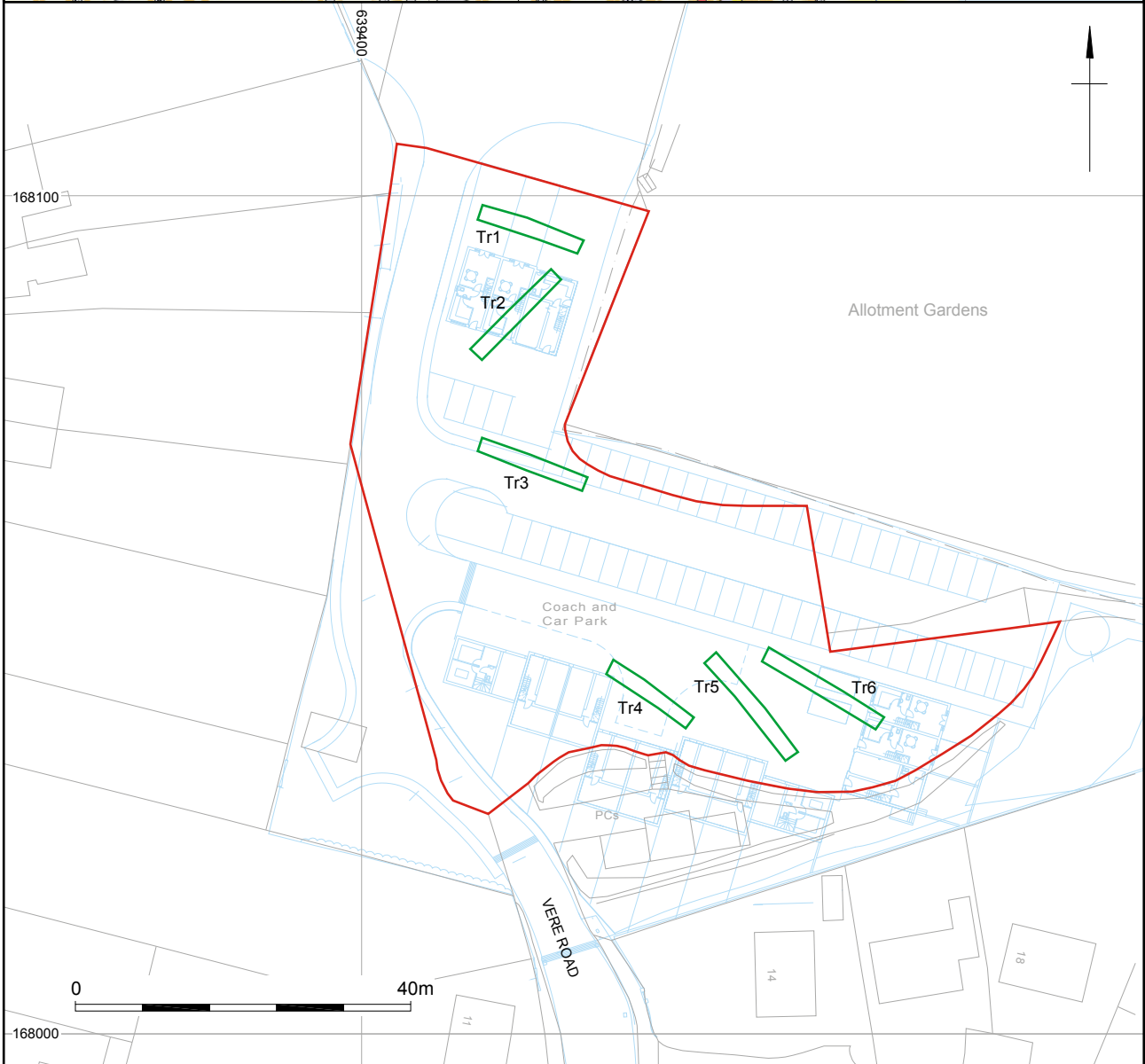
	Coordinates:	639438.652, 168036.455	24.609m AOD
Context	Category	Description	Depth
401	Tarmac Surface	Tarmac car park surface	0-0.08m
402	Layer-Made Ground	Hardcore- yellowish green sand gravel with frequent broken CBM and lumps of concrete	0.08m-0.20m
403	Subsoil/ Hillwash	Mid yellowish brown silty clay with frequent flecks of chalk and pieces of chalk and flint nodules	0.20m+
404	Natural	White chalk with flint nodules	0.20m+

Trench 5	Dimensions :	15.00m x 1.80m x 0.65m	
	Land use:	Car and coach park in the vicinity of toilet and recycling facilities	
	Coordinates:	639440.883, 168044.232	24.824m AOD
Context	Category	Description	Depth
501	Tarmac Surface	Tarmac car park surface	0-0.10m
502	Layer-Made Ground	Hardcore- yellowish green sandy gravel with frequent broken CBM and lumps of concrete	0.10m-0.26m
503	Subsoil/ Hillwash	Mid yellowish brown silty clay with frequent flecks of chalk and pieces of chalk and flint nodules	0.26m+
504	Natural	White chalk with flint nodules	0.26m+

Trench 6	Dimensions :	15.00m x 1.80m x 0.60m	
	Land use:	Car and coach park in the vicinity of toilet and recycling facilities	
	Coordinates:	639447.755, 168044.444	24.767m AOD
Context	Category	Description	Depth
601	Tarmac Surface	Tarmac car park surface	0-0.10m
602	Layer- Made Ground	Hardcore-yellowish green sandy gravel with frequent broken CBM and lumps of concrete	0.10m-0.27m
603	Subsoil/ Hillwash	Mid yellowish brown silty clay with flecks of chalk and pieces of chalk and flint nodules	0.27m+
604	Natural	White chalk with flint nodules	0.27m+

APPENDIX 2: ARCHIVE INDEX

File No.	NAR Cat.	Details	Format	No. Sheets
1	-	Index to Archive	A4	
1	A	Client Report	A4	
1	-	Project Specification	A4	3 & 18
1	B	Day Book (photocopy)	A4	
1	B	Trial trench records	A4	6
1	B	Survey Data Index	A4	
1	B	Survey Data Print-out	A4	
1	B	Site Graphics	A4	NA
1	B	Site Graphics	A3	NA
1	D	Photographic Register	A4	1
1	D	CD-Rom – digital photo's	-	
1	E	Environmental Sample Register	A4	NA
1	E	Environmental Sample Records	A4	NA
2	-	B+W Negatives	35mm	NA
2	-	Colour slides	35mm	NA
FINDS				



- ▭ Site boundary
- ▭ Evaluation trench
- ▭ Proposed development

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Illustrator: KL

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Site location and trench location plan

Figure 1



Plate 1: Trench 2 plan



Plate 2: Trench 2 southeast facing section

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WESSEX ARCHAEOLOGY LIMITED.

Registered Head Office: Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB.

Tel: 01722 326867 Fax: 01722 337562 info@wessexarch.co.uk

Regional offices in **Edinburgh**, **Rochester** and **Sheffield**

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