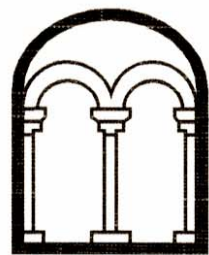


**RANGERS
JACKASS LANE
KESTON
LONDON BOROUGH OF BROMLEY**

ARCHAEOLOGICAL INVESTIGATION

Albion
archaeology



**RANGERS
JACKASS LANE
KESTON
LONDON BOROUGH OF BROMLEY**

ARCHAEOLOGICAL INVESTIGATION

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Preface

Every effort has been made in the preparation of this document to provide as complete an assessment as possible, within the terms of the specification. All statements and opinions in this document are offered in good faith. Albion Archaeology cannot accept responsibility for errors of fact or opinion resulting from data supplied by a third party, or for any loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in this document.

The project was monitored on behalf of the Local Planning Authority and English Heritage by Mark Stevenson (GLAAS) and Jane Sidell (EH Inspector of Ancient Monuments).

The fieldwork was undertaken by Christiane Meckseper (Project Officer). This report has been prepared by Christiane Meckseper with figures by Joan Lightning (CAD Technician). All Albion projects are under the overall management of Drew Shotliff (Operations Manager).

The assistance and co-operation of Eric Hampson throughout the project is gratefully acknowledged.

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Key Terms

Throughout this document the following terms or abbreviations are used:

EH	English Heritage
GLAAS	Greater London Archaeological Advisory Service (EH)
IAM	Inspector of Ancient Monuments
SAM	Scheduled Ancient Monument
Client	Eric Hampson
IfA	Institute for Archaeologists
LPA	Local Planning Authority
Procedures Manual	<i>Procedures Manual Volume 1 Fieldwork</i> , 2nd edn, 2001 Albion Archaeology



1. INTRODUCTION

1.1 *Planning Background*

Eric Hampson (client) obtained planning permission on appeal (application ref. DC/10/00454/FULL1; Planning Inspectorate ref. 2139130) for the construction of a 20m x 40m riding arena at Rangers, Jackass Lane, Keston. This land is henceforth referred to as the development area (DA) (Figure 1). It comprises an existing driveway (off Jackass Lane), an existing car park and the site of the proposed riding arena.

The DA has a high archaeological potential and includes part of a Scheduled Ancient Monument (SAM407834). In response to a recommendation from English Heritage (EH) and in order to safeguard archaeological remains on the site, the Inspector imposed a condition (5) on the planning permission to ensure that the works were carried out in accordance with a Scheme of Archaeological Resource Management (SARM).

Albion was subsequently commissioned to liaise (on behalf of the client) with the Greater London Archaeological Advisory Service, English Heritage (EH) and the Inspector of Ancient Monuments (IAM).

A SARM (version 1.2) was issued on 10th March 2009 (Albion 2009) and stipulated an acceptable methodology for carrying out construction, which was to be followed by the construction contractor and client in order to ensure the protection of known, and potential, archaeological remains within the application area.

As stipulated by EH, a revised version of the SARM (version 2.0) was issued on 5th July 2011 (Albion 2011) in response to a change in methodology of the construction of the arena by the client, involving stripping of the arena down to the underlying chalk. Version 2.0 of the SARM represents the written scheme of investigation stipulated in condition no. 5.

Archaeological monitoring of the stripping of the DA took place on 26th and 27th July 2011. The results are presented in this report.

The site archive will be deposited with the London Archaeological Archive and Research Centre (LAARC) under site code JAK11. The OASIS reference number of the project is: albionar1-107250.

1.2 *Site Location and Description*

The DA comprises an L-shaped piece of land lying south of Keston and east of Jackass Lane (NGR) TQ 5413 1633 (Figure 1). It measures c. 0.3ha in size and lies at c.150m OD. The underlying geology is chalk. The western part of the application area is an existing driveway giving access to Rangers. The northern part is under pasture.



The DA lies on the western side of the valley through which Jackass Lane runs; the site of the riding arena itself slopes down gently from NE to SW.

1.3 Archaeological Background

The central part of the DA (existing driveway and car park) lies within SAM 407834. The majority of land within the DA lies to the west or north of the SAM, the limits of which reflect what is known — not the limits of buried archaeological potential. The significance of remains lying within the boundaries of SAM 407834 has been determined; they are scheduled, and detailed accounts of these remains exist elsewhere (Philps *et al* 1991, 1999).

Archaeological investigations have been documented at this location since 1854 (Corner 1855); the focus at that time were the remains of a Roman villa. The series of investigations which followed have led to the site being described as the “*most complete villa excavation in London, Kent, Sussex or Surrey. Two major masonry buildings and two major timber buildings were excavated, the main villa house, a second house and a great aisled barn. Beyond were ditched enclosures, fenced compounds a quarry, a corn dryer, storage tanks, a metalled track and 1st-century kiln debris*” (Philps *et al*, 1991). Earlier structural remains dating to the Iron Age were also recorded along with later structural remains (Anglo-Saxon sunken-featured buildings).

1.4 Project Objectives

The immediate objective of the archaeological fieldwork was to monitor and supervise all groundworks that had the potential to reveal archaeological remains and to investigate, characterise and record any archaeological deposits encountered within them.

The broader objectives of the project was to add to understanding of the nature, function and character of an archaeological site in its cultural and environmental setting, specifically the remains of the SAM, and to produce an archive report that fully described the archaeological investigations. These characteristics are what form the “significance” of an archaeological heritage asset as defined by *PPS 5 Planning for the Historic Environment*.

1.5 Methodology

The SARM allowed for the removal of overburden from the area of the arena to the underlying chalk. If the area was revealed to be devoid of significant archaeological features, chalk could be quarried from the higher ground and used to build up on lower ground to achieve a level base. The removed soil would be used to cover the chalk banking around the arena, thus providing a suitable base for grass / turf, which in turn would allow the arena to blend in with its natural surroundings.

The turf and underlying overburden was removed by a mechanical excavator fitted with a toothless ditching bucket down to the underlying chalk geology under constant archaeological supervision.



Throughout the project the standards set out in the following documents were adhered to:

- IfA's *Code of Conduct* (2010);
- IfA's *Standards and Guidance for Archaeological Watching Briefs and Field Excavations* (updated 2008) and *finds* (updated 2008);
- Albion Archaeology's *Procedures Manual for Archaeological Fieldwork and the Analysis of Fieldwork Records* (2001);
- English Heritage. 2009. *Management of Research Projects in the Historic Environment* (MoRPHE).



2. RESULTS

2.1 Introduction

The higher lying three-quarters of the arena were stripped to the chalk to allow for potential quarrying, while topsoil only was removed from the western, lower lying quarter of the arena to prepare the ground for the import of chalk in order to raise the surface level (Figure 2).

2.2 Overburden and Geological Deposits

Overburden consisted of dark brown sandy clay with moderate inclusions of rounded pebbles. It was 0.10–0.30m thick, increasing in thickness with the falling slope from NW to SE. The underlying subsoil, most likely of colluvial origin, consisted of mid yellowish brown sandy clay with frequent inclusions of pebbles and moderate chalk fragments. It was 0.30–0.50m thick, again increasing in thickness with the slope from NW to SE. Both deposits contained very occasional small fragments of brick and tile.

The underlying geological deposits consisted of white chalk with occasional irregular patches of orange sandy clay.

2.3 Archaeological Remains

Removal of the overburden revealed several linear features which extended on a parallel NNW-SSE alignment through the centre of the site and continued beyond the limit of excavation at both ends (Figures 3, 5, 10). Feature [103] was 0.80–1.30m wide and 20–60mm deep, while parallel feature [105] was 0.60–0.80m wide and 20–50mm deep. Both features were only visible intermittently. Feature [105] gradually faded out towards the NNW and was replaced by a series of parallel thin slots (group number [112]) which were 0.20–0.40m wide and up to 40mm deep (Figure 5).

All features were filled with mid reddish brown sandy clay with frequent small chalk fragments. The deposits were very homogenous and sterile. Two sections were excavated across the features (Figure 3). Additional sondages were dug to try to recover datable artefacts, although none were found.

The combined width of the features was 3.40m. It is likely that they represent wheel ruts, forming a trackway which ran along the contour of the slope.

Two rectangular postholes, features [107] and [110], were also revealed within the area of the riding arena. Posthole [110] was filled with loose dark brown backfill (111) that contained medium-sized flint fragments and a modern brick (Figure 7). Fill (108) of posthole [107] was more compact in nature and contained no finds (Figure 8). However, due to their similar size and shape both postholes are considered to be modern.

Modern, narrowly spaced plough scars on an E-W alignment were visible in the southern part of the riding arena. They truncated the features of the trackway.



A number of irregularly shaped root bowls, filled with mixed dark brown and light orange brown clay and sand, were recorded on a N-S alignment in the NW corner of the riding arena. Their position coincides with the location of a former conifer hedge (E. Hampson pers. comm.).



3. CONCLUSIONS

The feature revealed in the area of the riding arena most likely represents a series of wheel ruts forming a trackway. Aerial photographs (consulted on [googlemaps.com](https://www.google.com/maps)) show a substantial linear cropmark in the field to the north of the riding arena, which may represent a continuation of the trackway (Figures 2 and 4). The image also shows a parallel cropmark to the trackway immediately to the NE of the riding arena. If the cropmark does represent a trackway, it is very likely that its position has shifted over time.

The date of the trackway is unclear. No artefacts were revealed during the archaeological investigation. When the trackway is put into a wider landscape context with the remains of the Roman settlement and burial site (SAM 407834) a short distance to the SE, it seems to correlate with the alignment of the boundary ditches of the potential Roman villa (Figure 4). It may therefore either represent a contemporary access route, or a later, possibly medieval, trackway that skirted the Roman features still visible within the landscape.

Features that tell of the recent management of the land as an agricultural and bird farm were also revealed in the form of plough scars, two modern post holes and the root bowls of a former hedge.

Despite being made up of shallow and intermittent features, the trackway was revealed clearly enough to allow a confident interpretation of its nature and alignment. It represents a locally significant heritage asset that may have been part of the Roman or medieval landscape.



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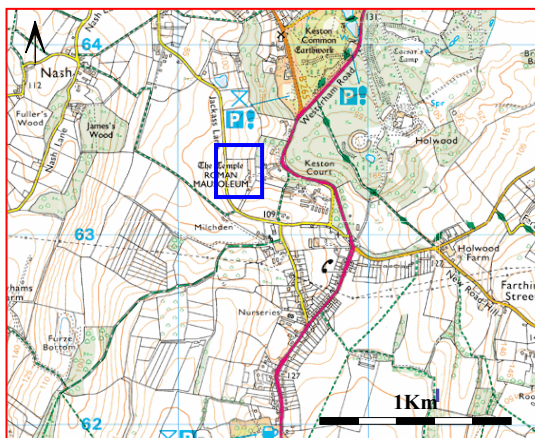
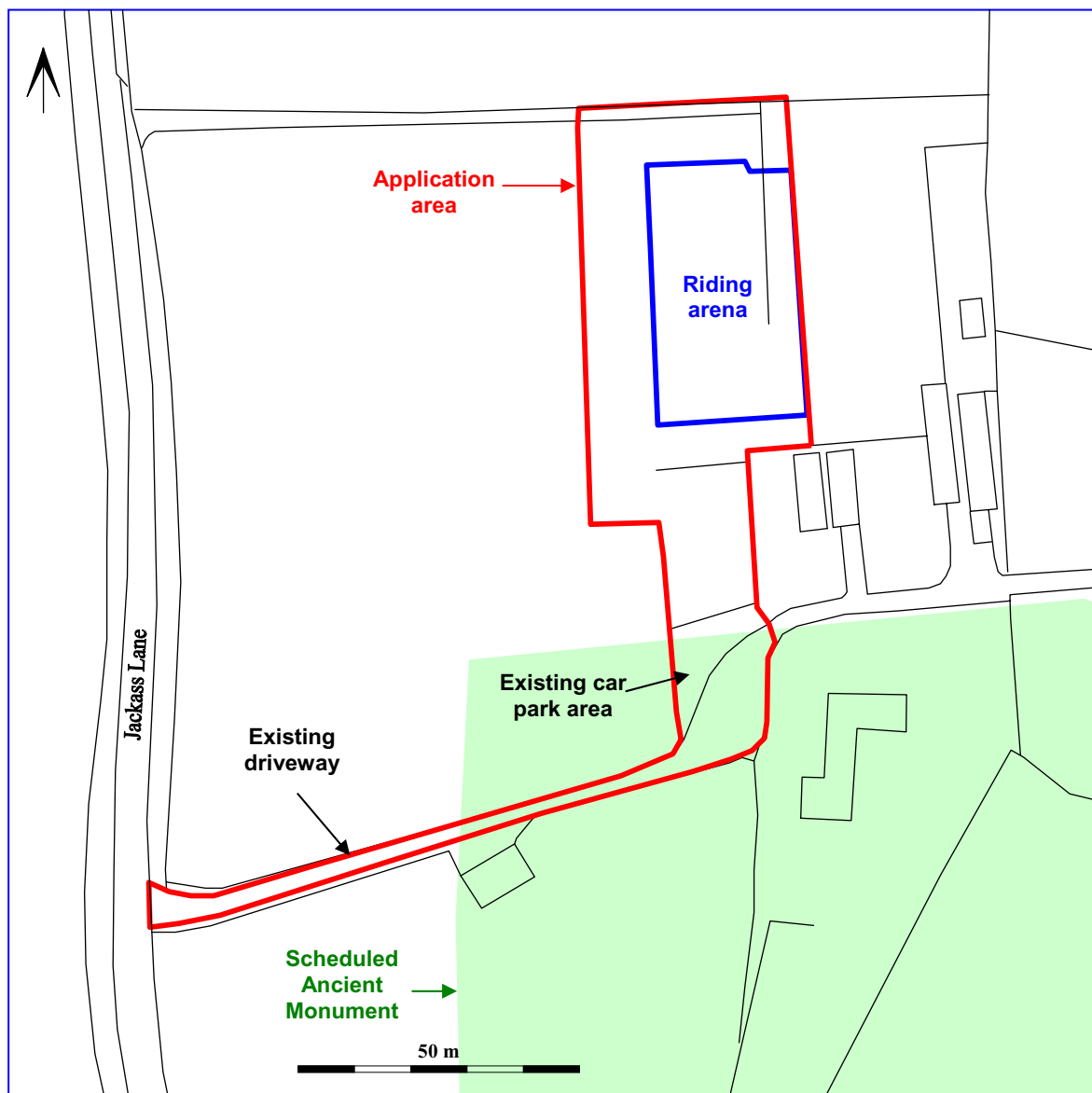


Figure 1: Site location

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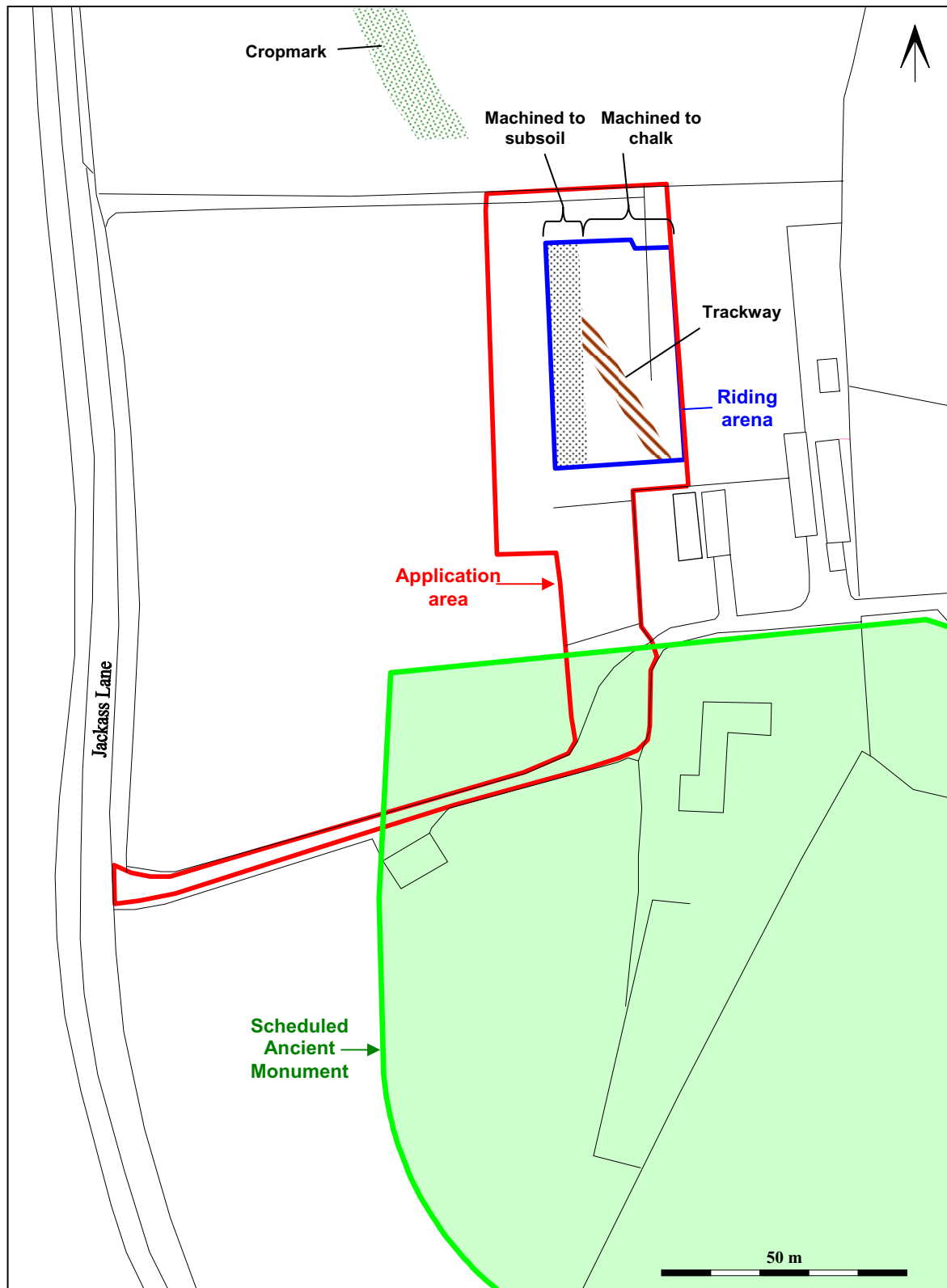


Figure 2: Development area and limits of SAM 407834

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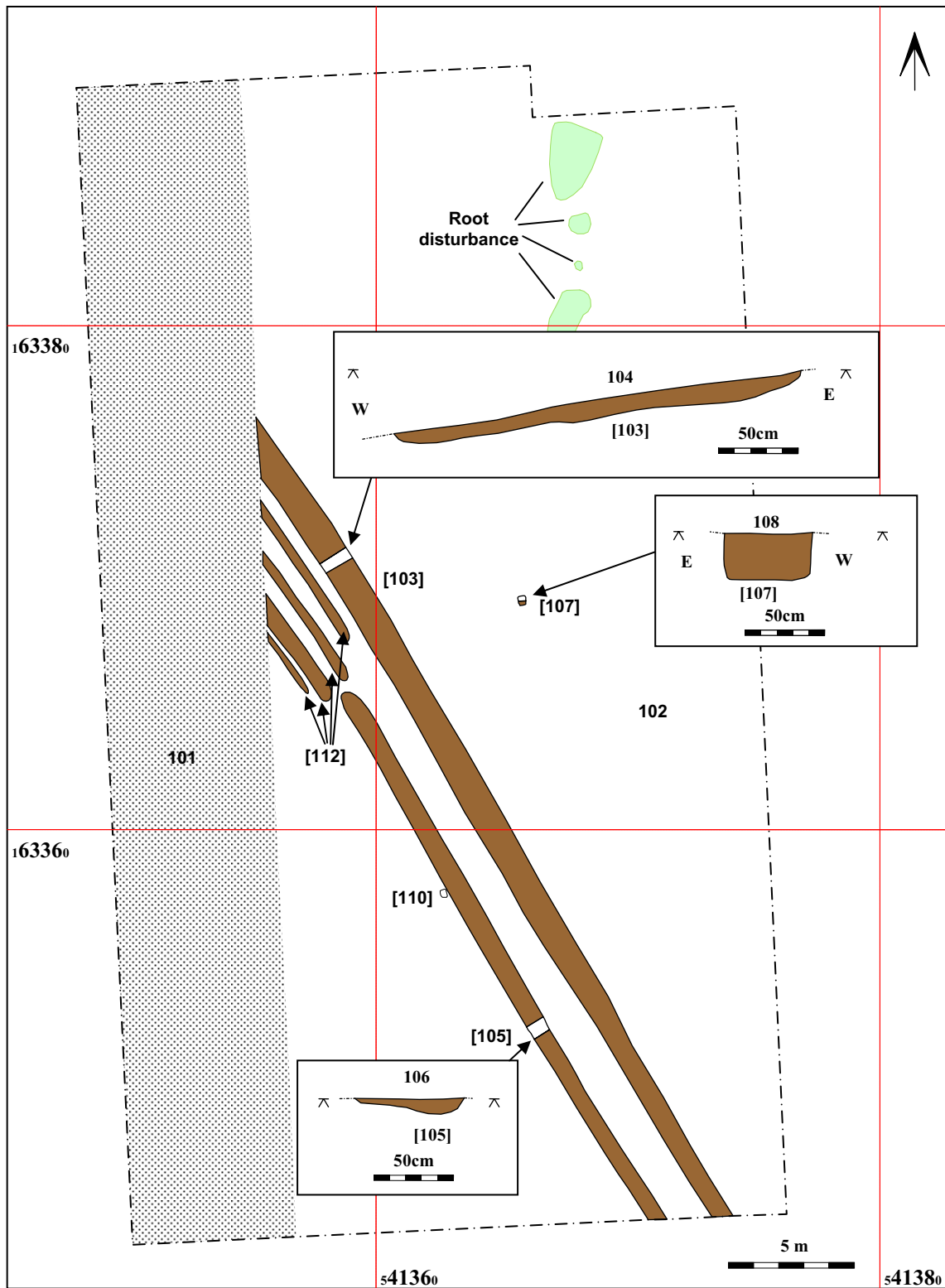


Figure 3: All features plan and sections

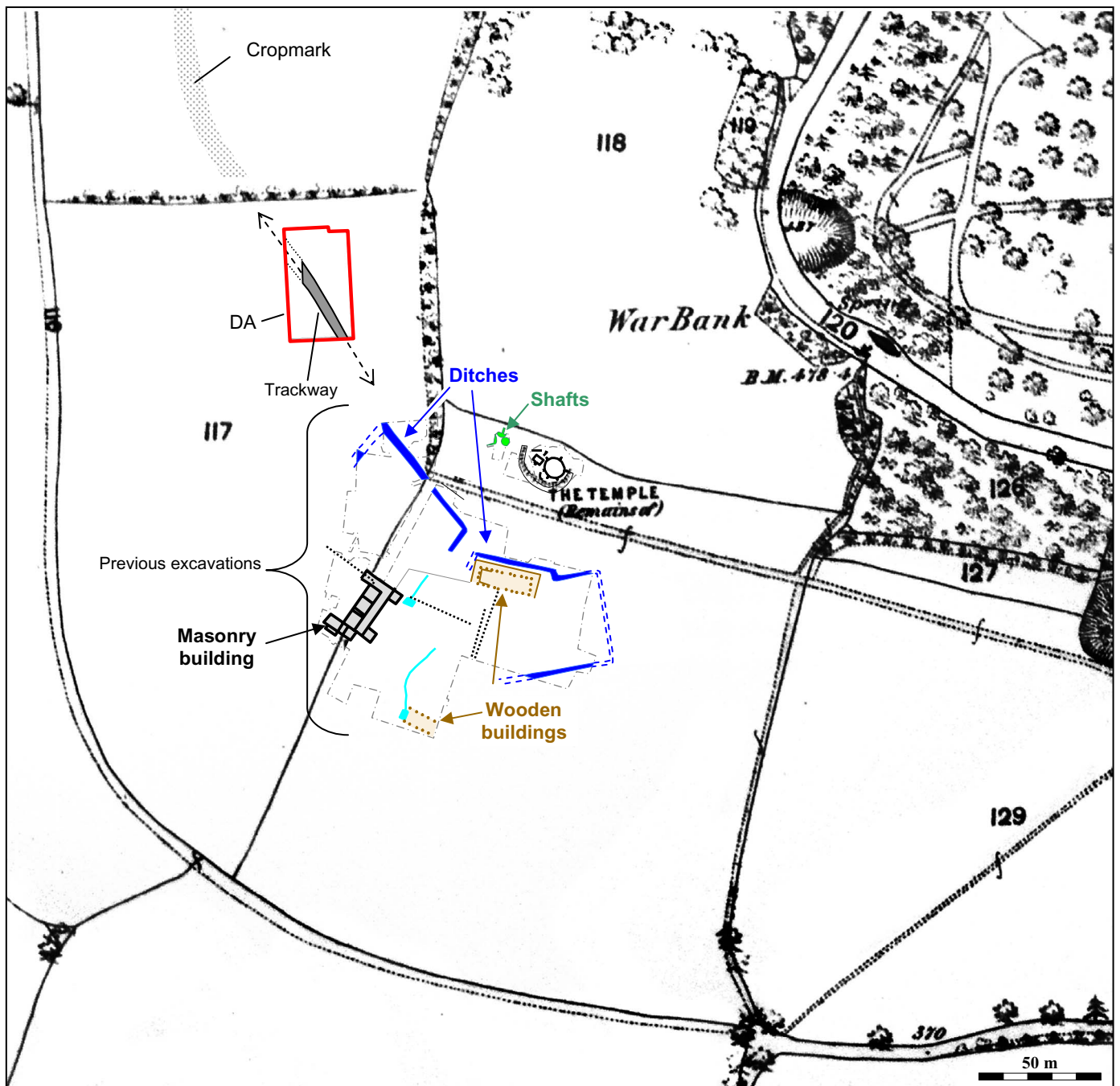


Figure 4: 1st edition OS map overlaid on development area — also showing previous excavation results (based on CKA).
(Scale and location are approximate)



Figure 5: Trackway under excavation (when features were most clearly visible). Looking SSE.



Figure 6: SSE-facing section through feature [103]. (Compare with Figure 3).



Figure 7: Posthole [110] looking NNW (and trackway ditch [103] in upper right of image), 1m scale.

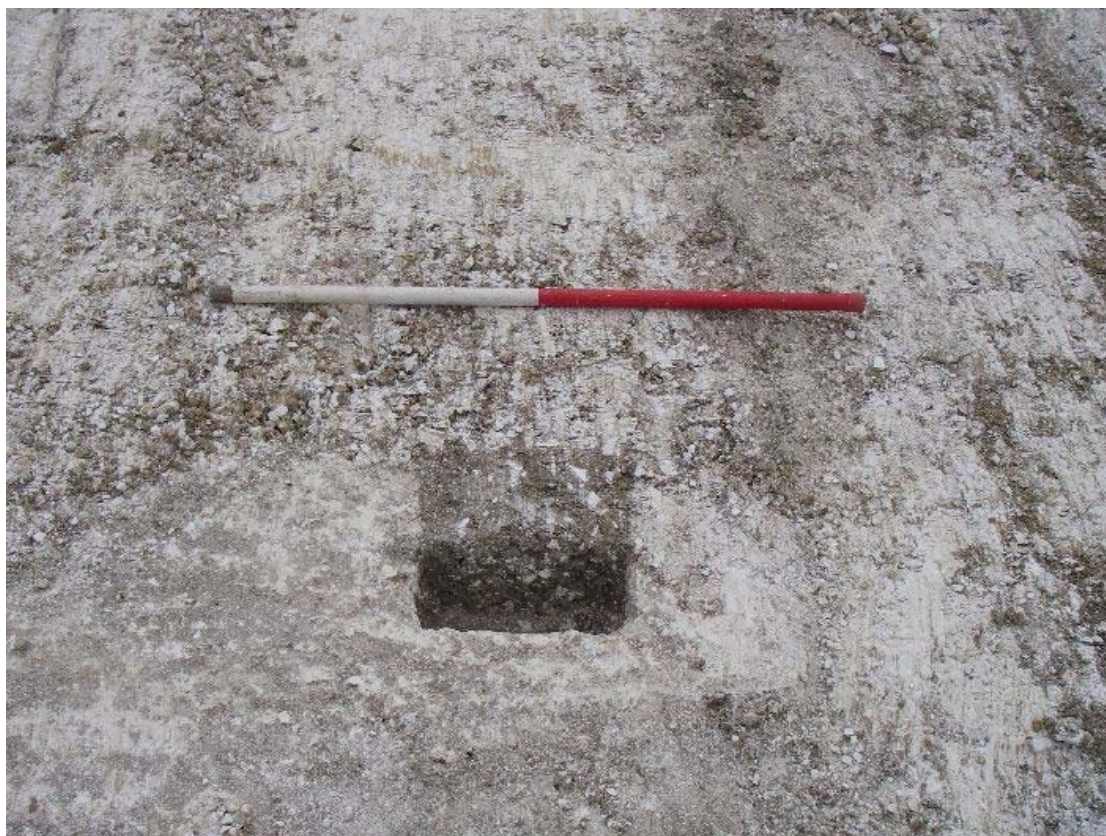


Figure 8: Posthole [107], looking south, 1m scale.



Figure 9: Location of riding arena, looking north.



Figure 10: Trackway after completion of machining, looking SSE.