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TURNER CENTRE
MARGATE
KENT
ARCHAEOLOGICAL DESK-BASED ASSESSMENT

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SUMMARY

Oxford Archaeology was commissioned by Campbell Reith Consulting Engineers on behalf of Kent County Council to undertake an archaeological desk-based assessment of the proposed site of the new Turner Centre at Margate, Kent. The area of the proposed development is located on Margate seafront, immediately north of the Old Town. It is divided between two areas: an upper area of former sea cliff on Fort Hill and a lower area of reclaimed ground below the cliff. The current report is the result of an assessment of known archaeological remains recorded within a 500 m study area around the area of the proposed development. It also incorporates a report on an archaeological watching brief conducted during geotechnical investigations of the site, carried out in March 2006.

There is no potential for early remains sealed beneath the made ground of the lower part of the area of the proposed development, as prior to the construction of the 19th century sea wall, the cliff was eroding at an estimated rate of 30 m per century, and so this area was not exposed until recent times.

On the upper part of the area of the proposed development there is a high potential for remains dating from the Iron Age and Roman period as the area of the proposed development lies within a known Iron Age settlement, and Roman remains have also been found at a number of locations in the vicinity. Remains dating from the late medieval period may survive at the western end of the area of the proposed development, although such remains may have been destroyed during subsequent development of this area during the post-medieval period. Most of the upper part of the area of the proposed development is likely to have been used as pasture until it was developed during the 19th century, with the exception of the construction of the Napoleonic battery from which Fort Hill takes its name. The exact location, survival and extent of this installation is uncertain, but the headquarters is believed to have been located on the site of the modern police station. There is no evidence to indicate that this structure extended into the area of the proposed development, but equally this possibility cannot be entirely ruled out.

The upper part of the area of the proposed development was densely occupied during the 19th century, with buildings extending up to the cliff edge. These buildings were swept away during the 20th century when the existing road was widened to form the current dual carriageway. It is not known how much impact the construction of either the 19th century housing or the dual carriageway had on any archaeological remains present.

The remains of the Marine Palace and slipway sealed beneath made ground in the lower part of the area of the proposed development are of local significance as part of the 19th century development of Margate as a seaside resort, and should be recorded by means of a watching brief if they are to be exposed or destroyed in the course of the development. This should not however be necessary if these areas are affected only by piling.

The potential for the discovery of remains of sufficient significance and/or preservation to prevent the development from going ahead is very low. The impact of the development on the potential Iron Age/Roman remains within the upper part of the area of the proposed development and on the potential medieval remains at the western end of the area of the proposed development is best mitigated through preservation by record, comprising field evaluation of those areas available for such advance investigation followed if necessary by a "strip, map and sample" exercise integrated into the construction programme. The field evaluation should also establish whether remains of the Napoleonic battery extend into the area of the proposed development.

1 INTRODUCTION

1.1.1 Oxford Archaeology has been commissioned by Campbell Reith Consulting Engineers on behalf of Kent County Council to undertake an archaeological desk-based assessment of the proposed site of the new Turner Centre at Margate, Kent. The purpose of this document is to assess the possible archaeological implications of the development. The assessment also incorporates a report on an archaeological watching brief conducted during geotechnical investigations carried out at the area of the proposed development in March 2006 (Appendix Two).

1.1.2 This desk-based assessment forms an initial stage of archaeological investigation. For the purposes of this report a Study Area of 500 m radius was defined around the site of the proposed development (designated centre point TR 355 713) based on a preliminary site plan which shows the limits of the proposed development area. Documentary, cartographic and archaeological sources, including the results from previous archaeological investigations within the Study Area, have been examined in order to determine the likely nature, extent, preservation and significance of any archaeological remains that may be present within the area of the proposed development. The potential impact of the proposed development on such remains is considered. The assessment also included a site visit which was carried out on 31st March 2006.

2 LOCATION, GEOLOGY AND TOPOGRAPHY

2.1.1 The area of the proposed development is located on Margate seafront, immediately north of the Old Town (Fig. 1). It encompasses an area of *c* 2.4 hectares between the harbour to the west and the Winter Gardens to the east. This comprises the western end of Fort Lower Promenade, the north-western side of the dual carriageway on the western slope of Fort Hill as far as the junction with The Parade in front of the pier, and the area of The Rendezvous and adjacent car park below the cliff.

2.1.2 The underlying geology is Cretaceous Upper Chalk. No drift deposits are present.

2.1.3 The area of the proposed development is divided between two levels. The upper part is situated on Fort Hill, which rises to 17.7 m OD at the eastern end of the site at Fort Green. This is the western end of a ridge *c* 3 km long forming the north-eastern edge of the Isle of Thanet. The northern boundary of this area is formed by the edge of a cliff overlooking the lower part of the site and the North Sea. The site includes the western slope of Fort Hill, which drops to *c* 5 m OD at the junction of Fort Hill and the Parade. The low-lying area represents the confluence of the northern ends of the Dane and Tivoli river valleys. The lower part of the area of the proposed development comprises an area of made ground below the cliff and is predominantly flat, lying between *c* 5 m and *c* 7 m OD.

3 SOURCES CONSULTED

3.1.1 The Kent Sites and Monuments Record (SMR) is the primary repository for information on all known archaeology in the area. Oxford Archaeology obtained

a record of all SMR data for known archaeological sites and finds within a 500 m radius surrounding the area of the proposed development (referred to hereafter as the ‘Study Area’). In addition the following sources were consulted:

- Centre for Kentish Studies - historic maps
- Margate Library - Thanet Sites and Monuments Record and historic maps
- British Geological Survey map (sheet 274)
- English Heritage - National Monuments Record
- Bodleian Library - secondary sources
- Sackler Library - secondary sources

3.1.2 Appendix One is a gazetteer of archaeological sites and finds within the 500 m Study Area. Each entry has been allocated an OA number which is included in the gazetteer, referred to in the text, and marked on the Archaeological Features Mapping (Fig. 2).

3.1.3 A full list of the sources consulted is listed in Appendix Two.

4 PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

4.1.1 The Study Area has been the subject of archaeological interest since the mid-19th century, when antiquarians reported finding remains during the development of the area, as the town expanded in response to its booming tourist industry. The only such report from within the area of the proposed development was the discovery in 1894 of a Roman cremation, recorded in the SMR as having been found “opposite Britannia public house” **(OA1)**.

4.1.2 Further such chance finds have been reported from within the Study Area, including Roman material from the site of the modern police station and Fort Road, both only *c* 50 m south of the area of the proposed development, and possible Anglo-Saxon burials uncovered *c* 300 m south site in the Dane Valley **(OA2, OA3)**.

4.1.3 In 1984 the Trust for Thanet Archaeology excavated foundations dating from the late medieval or Tudor period and a well, at Cobbs Place, *c* 100 m south of the area of the proposed development **(OA8)**.

4.1.4 The Trust for Thanet Archaeology also carried out excavations on the site of the police station in 1984-5 and 1998, *c* 50 m south of the area of the proposed development, recording pits and ditches of the Roman period **(OA9)**.

4.1.5 John Villette directed excavations *c* 350 m south of the proposed development at Union Row during November 1985 and June 1986, discovering features interpreted as either two ditches or one ditch and a pit. No dating evidence was discovered in association with these features, the only find being a minute trace of bronze **(OA7)**.

4.1.6 In 2004 the Trust for Thanet Archaeology conducted an archaeological evaluation at Carroways Place, *c* 475 m south of the area of the proposed

development, which revealed a boundary ditch containing Neolithic/Bronze Age flintwork (**OA22**).

- 4.1.7 Swale and Thames Archaeology carried out two phases of excavation in 2003 and 2004 in advance of development of a site on the south side of Trinity Square, c 300 m south-east of the area of the proposed development (**OA21**). This revealed part of a densely occupied settlement enclosed by a palisade and two concentric ditches.

5 ARCHAEOLOGICAL BACKGROUND

5.1 Prehistoric period (500 000 BC - AD 43)

Palaeolithic period (500 000 - c 9000 BC)

- 5.1.1 During the Palaeolithic period Britain was subject to a series of glacial episodes, alternating with spells of warmer conditions. Resultant variations in sea levels meant that for much of this time Britain was part of the European land mass, and bands of early humans were able to migrate freely between southern England and the continent. As the main corridor of entry into Britain, Kent is particularly rich in Palaeolithic remains, including one of the most important Palaeolithic sites in Europe, at Swanscombe. The remains of this period mainly comprise worked flint artefacts, most commonly handaxes. These remains are concentrated predominantly in the river gravel deposits of the Thames Estuary and the valley of the River Stour, partly due to the preference of Palaeolithic populations for valley locations and partly due to the erosional effects of post-glacial meltwater, which have removed contemporary land surfaces and re-deposited artefacts from higher ground within the valleys (Ashbee 2005, 68). The artefact-bearing gravel deposits do not extend further east than Reculver, and the only items of Palaeolithic date recorded from Thanet are a small pointed implement found at Minster, and a handaxe from Broadstairs (Birch 1994, 5).

Mesolithic period (c 9000 - 4000 BC)

- 5.1.2 After the end of the last glaciation the climate warmed and the ice sheets melted, the water thus released causing sea levels in the North Sea and English Channel to rise to something approximating their current levels, and the Kent coast to adopt its current form. It was probably at this time that Thanet became an island. Forest gradually spread across much of Britain, and humans, who had been absent during the height of the glaciation, returned. These hunter-gatherer communities led a largely nomadic lifestyle, moving between locations to exploit the availability of different resources. Their settlements comprised temporary camps that left only an insubstantial trace in the archaeological record and generally survive only as scatters of flint tools incorporated within the modern topsoil, identifiable only by intensive fieldwork. No mesolithic remains have been recorded in either the area of the proposed development or the Study Area. Little evidence has been identified for mesolithic occupation of Thanet, although two tools of a type known as 'Thames Picks' have been found, at Nethercourt, Ramsgate and at Bethlehem Farm, Cliffsend, and a small number of flint scatters recorded elsewhere (Birch 1994, 7).

Neolithic period (c 4000 - 2000 BC)

- 5.1.3 During the Neolithic period the introduction of agriculture resulted in the increase in human impact on the environment. The wildwood was partly cleared for pasture and arable, and the population increased substantially. New religious practices were also adopted, involving the construction of substantial monuments commemorating the dead. Settlements of this period, like those of the mesolithic, usually survive only as concentrations of flint tools in the topsoil and are not easily identified, although shallow pits containing pottery, flint tools and animal bones are also known.
- 5.1.4 No archaeological features dating from the Neolithic period have been discovered within the area of the proposed development. The only archaeological feature identified within the Study Area which may be of Neolithic date is a 'boundary ditch' containing worked flint of Neolithic/Bronze Age type recorded during an evaluation at Carroways Place, c 475 m south of the area of the proposed development (**OA22**). In addition to this, flintwork dating from the Neolithic has been found in features of later periods during excavations at Fort Hill (**OA9**) and Trinity Square (**OA21**).

Bronze Age (c 2000 - 700 BC)

- 5.1.5 As with the preceding periods, settlements dating from the Bronze Age are generally represented only by scatters of worked flint within the modern topsoil. The most obvious and distinctive remains of this period are funerary monuments in the form of round barrows, which usually date from the early part of the period. More than 130 such monuments have been recorded in Thanet, and many more are likely to remain undetected or to have been destroyed by subsequent agriculture or development, indicating the presence of a large population during this time (Birch 1994, 10).
- 5.1.6 No archaeological features dating from this period have been recorded within the area of the proposed development or the Study Area. However, two sherds of beaker pottery dating from this period were recovered from an Iron Age pit at Trinity Square, c 300 m south-east of the area of the proposed development, and may indicate that an early Bronze Age site or burial had been disturbed by the later settlement here (**OA21**). Cropmarks identified on aerial photographs of the area indicate the presence of ring ditches in Hartsdown Park, c 1 km south-west of the area of the proposed development. These features are likely to be the plough-levelled remains of Bronze Age barrows.
- 5.1.7 Beyond the Study Area, an excavation by the Trust for Thanet Archaeology at Margate football ground, c 1 km south-west of the area of the proposed development recorded features of middle Bronze Age date.
- 5.1.8 Five cut features containing pottery dating from the late Bronze Age/early Iron Age were recorded during a watching brief conducted during the digging of foundations at Margate Police Station, c 50 m south-east of the area of the proposed development (**OA9**). A small quantity of late Bronze Age pottery was recovered from the excavation at Trinity Square (**OA21**). These sparse remains of late Bronze Age date may indicate that the much more substantial Iron Age settlement in the Fort Hill area had its origins in the late Bronze Age.

Iron Age (c 700 BC - AD 43)

5.1.9 The presence of Iron Age and Romano-British settlement in the vicinity of the area of the site has been recognised for some time. Pottery from this settlement was found in 1939 during building work at the rear of 18 Trinity Square, less than 100 m south-east of the site, and more finds were made nearby during the clearing of Cobbs Brewery during the 1980s (OA9). The full significance of this material was revealed by excavations carried out on the south side of Trinity Square by Kent Archaeological Field School in 2003-4 (OA21). This revealed occupation dating from c 250 BC until the end of the Iron Age and, most significantly, parts of two large concentric ditches encircling the hilltop (Denison 2003). Taken together, this evidence indicates that Fort Hill was the site of a Iron Age hillfort encompassing an estimated area of c 6 hectares, and including the area of the proposed development. The hillfort appears to have been densely occupied, containing a concentration of roundhouses and rubbish pits, and also included human burials, including evidence for an unusual funerary ritual in which two bodies were laid out within a hut which was subsequently burnt down around them (Pitts 2004).

5.2 Roman Period (AD 43 - 410)

5.2.1 Archaeological remains dating from the Roman period have been recorded from a number of locations in the vicinity of Fort Hill, including a cremation recorded in 1894 'opposite the Britannia public house' (OA1). The road in front of the public house has been widened since the discovery to form the dual carriageway climbing the western slope of Fort Hill, and this description is likely to indicate a location under the east-bound carriageway, just inside the area of the proposed development.

5.2.2 Most finds of this period are concentrated between the modern dual carriageway and Trinity Square, and include collections of Roman pottery and patera, discovered in 1900 at Port Road (OA6) and in 1939 behind 18 Trinity Square (OA9), both c 50 m south of the area of the proposed development. More formal excavations during the 1980s revealed pits and ditches containing Roman material at the site of the modern police station (OA9).

5.2.3 In addition to this, the NMR records two Roman coins on exhibition at Margate Public Library which were found locally, one on Margate sands, although the precise findspots are not known.

5.2.4 Although the landing place of the Roman invasion fleet is believed to have been at nearby Pegwell Bay, and major military sites were located at Reculver and Richborough, Thanet itself seems to have been relatively unimportant during the Roman period. No towns or military installations are known here, and it is likely that settlement on the island was predominantly agricultural in nature, as demonstrated by a villa at Tivoli Park, c 1.5 km south of the area of the proposed development.

5.2.5 It is not entirely clear whether the remains recorded in the Fort Hill area represent settlement or some other form of land-use. The known presence of a cremation, and the apparently large number of ceramic vessels discovered by workmen during the 19th and early 20th centuries could equally be the remains of a cemetery. Whatever the nature of the activity represented by these findings,

it would appear to be concentrated in the area immediately adjacent to, and extending into, the area of the proposed development.

5.3 Early medieval (AD 410 - 1066)

5.3.1 No archaeological sites or finds dating from the early medieval period have been recorded within the area of the proposed development.

5.3.2 An Anglo-Saxon cemetery has been identified within the southern part of the Study Area in the Dane Valley, *c* 300 m south of the area of the proposed development. This first came to light in 1840 when burials accompanied by spears were discovered during the laying of gas pipes (**OA2**). In 1923 further human remains and an iron knife were found in gardens in the lower part of Dane Hill, and are assumed to be part of the same cemetery (**OA3**).

5.3.3 According to the tradition derived from Bede, Kent was the first part of Britain to receive Anglo-Saxon settlers, when the British leader Vortigern employed them to act as a defence against Pictish raiders during the mid-5th century, rewarding them with the gift of the Isle of Thanet. The Anglo-Saxon mercenaries eventually rebelled against their employers, establishing a series of kingdoms which were eventually amalgamated to form England. The Kentish Kingdom was pre-eminent until the 8th century, when it came under the influence of Mercia before finally being annexed by Kingdom of Wessex in AD 825.

5.3.4 Settlements of the Anglo-Saxon period have left very ephemeral traces in the archaeological record and are consequently difficult to locate. The period is best known from the evidence of burials, with more than 200 cemeteries having been identified in Kent alone (Richardson 2005, 55). In most cases no trace of any associated settlement has been discovered, and this would appear to be the case for the Dane Road cemetery.

5.3.5 Margate itself is not mentioned in any early Medieval source, and there is no evidence that the Fort Hill area was occupied at this time.

5.4 Later medieval (AD 1066 - 1550)

5.4.1 Margate was not mentioned in the Domesday book, the earliest reference being in 1254. By 1293 it was recorded as being a 'limb' of Dover (Quested 2002, 38), a status that the town retained until the granting of a charter in 1857 (Clarke 1957, 1). Throughout the medieval period Margate was a small fishing village of no great note; Henry VIII's Chaplain John Leland said of it that "there is a village and peere for shyppes, but now sore decayed". The quality of the construction of the Tudor House, a Grade II* listed building *c* 450 m south of the area of the proposed development, however indicates that the town was not without some wealthy residents (**OA5**). The settlement was at this time concentrated around the area of the Old Town and harbour. Foundations dating from the later medieval or Tudor periods have been recorded in an excavation at Cobbs Place, *c* 100 m south of the area of the proposed development (**OA8**), indicating that settlement extended onto the lower slopes of Fort Hill, and it is likely that this included the western end of the area of the proposed development. There is no evidence for medieval occupation of the upper parts of Fort Hill, which is likely to have been in agricultural use.

5.5 Post-medieval and modern (AD 1550 - present)

- 5.5.1 Fort Hill was used as pasture throughout the post-medieval period, with the exception of the construction of a Napoleonic battery at its western end, from which Fort Hill takes its name. The precise location of this installation is uncertain as it had passed out of use and been demolished before any detailed maps of the area were drawn. However, a consideration of the 1st Edition Ordnance Survey map of 1872 provides an indication of its approximate form and location. The battery was intended to defend the sea approaches to Margate harbour and is likely to have consisted of a number of gun emplacements along the cliff-top, such as that depicted on the promontory at the western end of Fort Green, with a headquarters to provide centralised accommodation and storage facilities. The name of Fort Mews, indicating an area at the top of the western slope of Fort Hill, is suggestive of former stables associated with the headquarters, and would indicate a location for the headquarters in this vicinity, where the police station now stands, *c* 50 m south-east of the area of the proposed development (OA16). The “subterranean passages” indicated beneath Fort Green are likely to have been underground storage for munitions.
- 5.5.2 During the first half of the 18th century Margate started to grow as the new fashion for sea bathing made the town a popular destination for visitors from London. The SMR records a number of features within the Study Area associated with this growth and with the development of the town’s infrastructure. These include the pier sheltering the harbour (OA12) and its lighthouse (OA17), the latter listed as Grade II, the former pier, demolished during the 1970s and 1980s due to storm-damage (OA4) and a number of breweries (OA13, 14, 15). The historic maps indicate the former existence of a jetty at the eastern end of the area of the proposed development (OA19) and a slipway at the western end (OA11). The jetty was recorded on the 1st Edition 25” Ordnance Survey map of 1872, but does not appear on subsequent maps. The slipway is shown on the 2nd and 3rd Edition 25” Ordnance Survey maps but is not present on the 1st Edition map, indicating that it dates from the end of the nineteenth century. The date and nature of Margate caves, situated *c* 250 m south of the area of the proposed development, has been much debated, but it is now thought that they date from no earlier than the 17th century (OA10).
- 5.5.3 Development spread into the Fort Hill area during the 19th century, and by the early part of the century the lower part of the slope at western end of the area of the proposed development was occupied by Neptune Square and a number of hotels built near the pier (Fig. 3). The 1st Edition OS map (Fig. 4) shows that by the latter part of the century the part of the area of the proposed development above the cliffs had been densely developed. These buildings can be seen extending right up to the cliff edge in the background of Figure 9 and on maps of 1907 and 1932 (Figs 10 and 11). These buildings were eventually demolished during the 20th century when the existing road was widened to form the current dual carriageway.
- 5.5.4 The lower part of the area of the proposed development comprises an area of made ground reclaimed from the sea at the end of the 19th century. This area was first occupied by a skating rink, opened in 1875 and shown on Keen’s ‘New map of the watering places of Kent’, published in the following year (Fig. 5). In 1886 the Marine Palace opened on this site (Figs 6 and 7). This was an indoor bathing establishment, exploiting Margate’s popularity as a seaside resort, but was destroyed in the Great Storm of 1897. Contemporary photographs show that the

superstructure of the Marine Palace was completely destroyed with the exception of the restaurant and pump house (Figs. 8 and 9), which were presumably demolished shortly afterwards as neither appears on the 3rd edition 25" Ordnance Survey map published ten years later (Fig. 10). The site was not subsequently re-developed, although the 1907 map shows a single small rectangular building of unknown function toward the rear of the area. In 1911 the Winter Gardens were constructed immediately to the east of the area of the proposed development. As part of this work, the area of reclaimed land was extended to the east, resulting in the creation of the eastern extent of the lower part of the area of the proposed development, as depicted on the Revised Edition Ordnance Survey map of 1932. (Fig. 11).

6 SITE VISIT

- 6.1.1 A site visit was carried out on 31st March 2006 to assess the topography and current land-use of the area of the proposed development and to identify any archaeological remains visible on the ground.
- 6.1.2 The upper part of the area of the proposed development extends along the cliff from the top of Fort Hill in the east, down the western slope of the hill to the vicinity of Margate pier. The top of Fort Hill is generally flat, and comprises a tarmac-surfaced area of Fort Lower Promenade, which skirts around the edge of Fort Green along the cliff-edge. On the slope of the hill the site encompasses the northern side of the dual carriageway, which drops some 12 m to a junction with The Parade.
- 6.1.3 The western part of the cliff has a straight edge, in contrast to the series of minor promontories that form the eastern part, and was presumably cut back to this profile when the dual carriageway was constructed. A wall a little over 1 m in height extends along the entire length of the cliff edge.
- 6.1.4 The lower part of the area of the proposed development is located below the cliff and is generally flat, comprising a tarmac-surfaced car park and access road. Margate Life Boat Station is situated in the western part of this area, along with a small compound where boats are stored.

7 RESULTS OF THE WATCHING BRIEF

- 7.1.1 An archaeological watching brief was conducted during geotechnical investigations at the area of the proposed development in March 2006. A total of ten test pits were monitored, comprising two in the upper part of the area, excavated in the central reservation of the dual carriageway, and eight in the lower area.
- 7.1.2 The two test pits excavated in the upper part of the site produced contrasting results. In Test Pit 7 and Borehole 3 chalk bedrock was exposed at a depth of 0.86 m, overlain by soil probably derived from landscaping associated with the construction of the dual carriageway. There was no evidence to indicate whether the bedrock here was at its original level or whether it had been reduced during the construction of either the 19th century housing that formerly occupied this area or the dual carriageway. Test Pit 1 did not reach the bedrock, but revealed a depth of at least 4.5 m of made ground. This is assumed to indicate that substantial landscaping was involved in the construction of the dual carriageway during the 20th century.

7.1.3 The test pits in the lower part of the site revealed a depth of up to 4.5 m of made ground associated with the initial reclamation of this area and the subsequent raising of the ground level following the destruction of the Marine Palace in the Great Storm of 1897. Only Test Pit 11 reached undisturbed natural deposits, comprising beach sand encountered at a depth of 3.2 m from the current ground surface. The concrete surface which necessitated the termination of excavation in Test Pit 6 is likely to be part of the Marine Palace complex. This was recorded at a depth of 3.2 m, indicating that the ground level was raised by this amount following the destruction of the Palace in the Great Storm of 1897. The wall recorded in Test Pit 2 is likely to be part of the hotel shown at this location on the historic maps. In the remaining test pits only made ground was recorded. No surfaces contemporary with the Marine Palace were seen, and it was not possible to identify the contemporary ground level as the composition of the made ground beneath which it was buried was similar to that on which it was built.

8 ASSESSMENT OF PREVIOUS IMPACTS

8.1.1 The part of the area of the proposed development on the western slope of Fort Hill was developed during the 19th century expansion of Margate. The historic maps and contemporary photographs show a dense concentration of buildings extending from Fort Hill/Paradise Road to the cliff edge, as can be seen in the background of Figure 9. The construction of these buildings is likely to have had an impact on the survival of any archaeological remains present, but the extent of this impact is difficult to quantify. It is likely that the footprints of the buildings will have been stripped down to the surface of the chalk, potentially truncating any archaeological features present, and the digging of footings into the chalk will have resulted in further truncation localised to the lines of these foundations. It is also possible that the buildings may have been constructed on terraces dug into the slope, which would have caused more severe truncation. Such a situation was found in excavations at the site of the modern police station in 1984-5 and 1998, where it had resulted in the archaeological remains being preserved only in those areas where the terracing had been more shallow or where the features were originally deep (Perkins 1999, 375). It is also possible that the buildings may have had basements. The large depth of made ground encountered in Test Pit 1 suggests that the lower part of the western slope of Fort Hill was also subject to a substantial amount of landscaping during the subsequent construction of the dual carriageway. These impacts did not extend onto the area of Fort Promenade, at the eastern end of the area of the proposed development, where archaeological remains are more likely to survive relatively intact.

8.1.2 The 19th century buildings on Fort Hill were demolished during the 20th century when the existing road was widened to form the dual carriageway. The large depth of made ground recorded in Test Pit 1 of the watching brief indicates that this involved a substantial amount of landscaping, which may have impacted further on any archaeological remains present.

9 ARCHAEOLOGICAL POTENTIAL

9.1.1 There is no potential for early remains sealed beneath the made ground of the lower part of the area of the proposed development, as prior to the construction of the 19th century sea wall the cliff was eroding at an estimated rate of 30 m per century (Perkins 2001, 50), and so this area was not exposed until recent times.

- 9.1.2 On the upper part of the area of the proposed development, the potential for remains dating from the Palaeolithic period is low, as remains of this period are rare in this vicinity, generally being restricted to the river gravels further west.
- 9.1.3 The potential for remains dating from the mesolithic period is similarly low, as such sites are relatively rare, and no flintwork dating from this period has been recorded in the area, despite the fact that several modern excavations have been carried out within the Study Area.
- 9.1.4 The potential for remains dating from the Neolithic and Bronze Age is low as no substantial remains dating from these periods have been recorded in the excavations carried out within the Study Area. However, the cropmarks in Hartsdown Park indicate that barrows of this date were constructed in the Margate area, and Fort Hill would have provided a suitably prominent point in the landscape for such funerary monuments. There is also some evidence that the Iron Age settlement on Fort Hill had its origins in the late Bronze Age.
- 9.1.5 The upper part of the area of the proposed development has a high potential for remains dating from the Iron Age. Excavations on Fort Hill and at Trinity Square have identified a large, densely-populated settlement in this area which is likely to have extended up to the cliff edge and to have incorporated at least the eastern part of the area of the proposed development. The exact line of the ditches enclosing the settlement is not known, so it is not possible to predict how far down the western slope of Fort Hill Iron Age occupation extended.
- 9.1.6 The potential for remains dating from the Roman period is also high. A Roman cremation was recorded in 1894 'opposite the Britannia public house', a description that indicates a location within the area of the proposed development. Roman remains have also been found at several locations between Fort Hill and Trinity Square, indicating the probable presence of a small settlement in this area, and probably extending into the area of the proposed development. Any remains of Iron Age and Roman occupation in the western part of the area of the proposed development is likely to have been effected by the 19th century development of this area and the subsequent construction of the current dual carriageway, but remains in the eastern part of the area may survive relatively intact.
- 9.1.7 The potential for remains dating from the early medieval period is low. Although a possible Anglo-Saxon cemetery has been identified on the floor of the Dane Valley, within the southern part of the Study Area, excavations within the Study Area have found no evidence that it extends up the hill toward the area of the proposed development. No evidence has been found for any associated settlement.
- 9.1.8 The potential for remains dating from the later medieval period is uncertain. Although the upper part of the area of the proposed development is unlikely to contain any medieval remains, it is likely that medieval settlement extended onto the lower part of the slope of Fort Hill, at the western end of the site. However, it is not known whether such remains have survived subsequent development of the area and landscaping associated with the construction of the modern dual carriageway. Test Pit 2, excavated in this area, recorded a considerable depth of made ground and part of a wall likely to be part of the hotel that stood here into the 20th century, but was unable to reach the chalk bedrock.

- 9.1.9 The potential for significant remains dating from the post-medieval period is uncertain. The upper part of Fort Hill continued to be used as pasture into the 19th century, with the exception of the construction of the Napoleonic battery from which it takes its name. The battery headquarters is believed to have been located on the site of the modern police station, and it is uncertain whether it extended into the area of the proposed development. Further field evaluation may clarify this point.
- 9.1.10 The concrete surface encountered within the lower area in the geotechnical investigation indicates that the ground level and foundations of the Marine Palace may still exist beneath the made ground used subsequently to raise levels in this area after the storm. The slipway shown at the western end of the area of the proposed development on historic maps may similarly still survive.

10 IMPACT OF THE PROPOSED DEVELOPMENT

- 10.1.1 OA has not received any detailed development proposals or engineering details such as the depth and nature of foundations to be used. Consequently it has not been possible to examine in detail how the proposed development would impact on any archaeological remains that may be present. However, OA has been advised by the designers, Campbell Reith Consulting Engineers, that it is possible this may involve substantially reducing the upper part of the site, while the buildings on the lower part are likely to be constructed on piles. It is assumed that the truncation resulting from the reduction of the upper area would be sufficient to completely destroy any archaeological remains present. The piling of the lower area would result in minimal localised impacts affecting any medieval remains at the western end of the area of the proposed development and the buried remains of the Marine Palace.

11 ARCHAEOLOGICAL MITIGATION

- 11.1.1 Simon Mason of Kent County Council has indicated that the impact of the proposed development on any archaeological remains will be best dealt with by preservation by record. The high potential of the upper part of the area of the proposed development for archaeology dating from the Iron Age and Roman periods makes a phase of field evaluation desirable in order to assess the extent of more recent impacts, and the extent and nature of any surviving archaeological remains. The presence of the dual carriageway limits the area available for evaluation trenching, but it should be possible to excavate evaluation trenches in the area of Fort Lower Promenade and in the central reservation of the dual carriageway, which is wide enough to accommodate such an operation. Evaluation may also be necessary at the western end of the area of the proposed development to assess the possible preservation of medieval remains in this area.
- 11.1.2 Dependent on the results of the evaluation, further mitigation may be required. This is likely to take the form of a “strip, map and sample” exercise integrated into the construction programme, comprising archaeological supervision during the removal of the overburden above the chalk and targeted excavation of any archaeological features thus revealed. It is possible that the evaluation will show that some areas have been truncated sufficiently by past impacts to completely destroy any archaeology formerly present, and that such areas can be excluded from any mitigation.

12 CONCLUSION

- 12.1.1 The area of the proposed development is located on Margate seafront, immediately north of the Old Town. It is divided between two areas: an upper area of former sea cliff on Fort Hill and a lower area of reclaimed ground below the cliff. The current report is the result of an assessment of known archaeological remains recorded within a 500 m Study Area around the area of the proposed development. It also incorporates a report on an archaeological watching brief conducted during geotechnical investigations of the site carried out in March 2006.
- 12.1.2 There is no potential for early remains sealed beneath the made ground of the lower part of the area of the proposed development, as prior to the construction of the 19th century sea wall the cliff was eroding at an estimated rate of 30 m per century, and so this area was not exposed until recent times.
- 12.1.3 On the upper part of the area of the proposed development, little potential has been identified for archaeological remains pre-dating the Iron Age. There is a high potential for Remains dating from the Iron Age and Roman period. The area of the proposed development lies within a known Iron Age settlement, and Roman remains have also been found at a number of locations concentrated around Fort Hill and the north-western side of Trinity Square. There is also a potential for late medieval remains to be present at the western end of the area of the proposed development in the area of bankside.
- 12.1.4 The upper part of the area of the proposed development was densely occupied during the 19th century, with buildings extending up to the cliff edge. These buildings were swept away during the 20th century when the existing road was widened to form the current dual carriageway. It is not known how much impact the construction of either the 19th century housing or the dual carriageway had on any archaeological remains present although the results of the watching brief indicate that a considerable amount of landscaping has taken place, particularly on the lower part of the slope.
- 12.1.5 Detailed development proposals or engineering details such as the depth and nature of foundations have not been examined at this stage. However the designers, Campbell Reith Consulting Engineers, have indicated that the upper part of the site is likely to be substantially reduced. It is expected that the resultant truncation would be sufficient to completely destroy any archaeological remains present. It is likely that further evaluation would be necessary to clarify the survival of archaeological deposits in the upper area of the proposed development.
- 12.1.6 The remains of the Marine Palace and slipway sealed beneath made ground in the lower part of the area of the proposed development are of local significance as part of the 19th century development of Margate as a seaside resort, and should be recorded by means of a watching brief if they are to be exposed or destroyed in the course of the development. This should not however be necessary if these areas are affected only by piling.

The potential for the discovery of remains of sufficient significance and/or preservation to prevent the development from going ahead is low. The impact of the development on the potential Iron Age/Roman remains within the upper part of the area of the proposed development and on the potential medieval remains at the western end of the area of the proposed development is best mitigated through preservation by record, comprising field evaluation of those areas available for such advance investigation followed if necessary by a “strip, map and sample” exercise integrated into the construction programme. The field evaluation should also establish whether remains of the Napoleonic battery extend into the area of the proposed development.

13 APPENDICES**Appendix One: Gazetteer of known archaeology within the Study Area**

OA	Grid ref.	Description	NMR Ref	SMR Ref
1	TR 3552 7127	Roman cremation, found c 1894 opposite Britannia public house	469629	TR 37 SE 1
2	TR 3573 7089	Anglo-Saxon cemetery, found during pipe laying at gasworks in 1840	469729	TR 37 SE 35
3	TR 357 710	Possible Saxon inhumation, found in gardens in 1923	469730	TR 37 SE 36
4	TR 352 714	Site of Margate pier, built 1853-6, extended 1875-8, demolished 1982-4	469731	TR 37 SE 37
5	TR 3555 7105	16th century house. Listed Grade II*	469734	TR 37 SE 40
6	TR 3541 7114	Roman pottery and patera, found 1900	469736	TR 37 SE 42
7	TR 3550 7088	Excavation carried out between November 1985 and June 1986. Two ditches or one ditch and a pit were recorded, undated.	469749	TR 37 SE 53
8	TR 3547 7112	Late medieval/Tudor foundations and well	469766	TR 37 SE 70
9	TR 355 712	Site of Iron Age and Roman settlement, excavated 1939 and 1980s	469764, 469746	TR 37 SE 68, TR 37 SE 50
10	TR 356 711	Margate Caves		TR 37 SE 268
11	TR 3534 7122	Slipway recorded on 2nd and 3rd Edition OS maps		TR 37 SE 1036
12	TR 3522 7119	Site of pier sheltering Margate harbour. Built in 1954 to replace stone original.		TR 37 SE 267
13	TR 3540 7117	Site of 19th century brewery, built before 1873		TR 37 SE 269
14	TR 3552 7100	Site of 18th century brewery (disused)		TR 37 SE 268
15	TR 3551 7119	Site of 18th century brewery (demolished)		TR 37 SE 272

OA	Grid ref.	Description	NMR Ref	SMR Ref
16	TR 355 712	Site of Napoleonic battery		TR 37 SE 69
17	TR 3511 7116	Lighthouse at end of pier. Listed Grade II.		TR 37 SE 1025
18	TR 3553 7139	Site of posts on foreshore, noted on 3rd Edition OS map		TR 37 SE 1026
19	TR 3562 7136	Site of jetty recorded on 1st ED OS map		TR 37 SE 1027
20	TR 3524 7104	Site of King's Stairs		TR 37 SE 1014, TR 37 SE 1038
21	TR 3572 7107	Excavations by Kent Archaeological Field School in 2003 and 2004 recorded Iron Age occupation, including the palisade and ditch encircling the settlement.		
22	TR 3568 7082	Excavations by the Trust for Thanet Archaeology recorded a boundary ditch containing flintwork of Neolithic/Bronze Age date		

Appendix Two:

Watching brief on geotechnical investigations

SUMMARY

Between March 14th and 16th 2006 Oxford Archaeology (OA) carried out an archaeological watching brief during geotechnical investigations at the proposed site of the new Turner Centre at Margate, Kent (Centred at NGR TR 354 713. A total of ten test pits were monitored, all of which revealed deposits of made ground, varying in depth from 0.86 m to at least 4.5 m. In the upper part of the site chalk bedrock was encountered in a single test pit, at a depth of 0.86 m. In the lower part of the site, a concrete surface believed to be associated with the Marine Palace which occupied this part of the site during the late 19th century was identified in Test Pit 6 at a depth of 3.2 m. Beach sand was recorded in Test Pit 11, located at the eastern end of the site, at a depth of 3.2 m. Excavation of the remaining test pits was terminated without reaching the bottom of the made ground.

14 INTRODUCTION

14.1 Scope of work

- 14.1.1 Between March 14th and 16th 2006 Oxford Archaeology (OA) carried out an archaeological watching brief during geotechnical investigations at the proposed site of the new Turner Centre at Margate, Kent (Centred at NGR: TR 354 713) on behalf of Campbell Reith Hill LLP.

15 PROJECT AIMS AND METHODOLOGY

15.1 Aims

- 15.1.1 To identify and record the presence or absence, extent, condition, quality and date of archaeological remains in the areas affected by the development.
- 15.1.2 To preserve by record any archaeological deposits or features that may be destroyed or disturbed during the investigation. To make available the results of the archaeological investigation.

15.2 Methodology

- 15.2.1 The site was monitored as a continuous archaeological presence during the excavation of the test pits.
- 15.2.2 The test pits were machine dug using a mechanical excavator (JCB) fitted with a 0.6 m wide toothed bucket, to a maximum depth of 4.5 m.
- 15.2.3 Because of time restraints the monitoring was focused on those areas with the highest archaeological potential. A total of ten test pits were recorded, comprising two in the upper part of the site, in the central reservation of the dual carriageway on Fort Hill, and eight on the reclaimed land beneath the cliff. A

plan showing the location of the excavations was maintained at a scale of 1:100 (Fig. 12) and sample sections were drawn at a scale of 1:20. All sections were photographed using colour slide and black and white print film. A general photographic record of the work was also made. Recording followed procedures detailed in the *OA Field Manual* (ed D Wilkinson, 1992).

16 RESULTS

16.1 Description of deposits

Test pits in the upper part of the site (Fig. 13)

Test Pit 1

16.1.1 This measured 4 m in length by 0.65 m wide and was excavated to a depth of 4.5 m. The pit itself was located within the central reservation of a dual carriageway (Fort Hill) on a south-west facing slope.

16.1.2 A layer of loose demolition debris interspersed with chalk (15) was encountered at a depth of 2.3 m below ground level. This could be seen to be in excess of 2.2 m deep within the section and whose full depth was not exposed. This was sealed by a 0.5 m deep layer of very dark grey silt (14) which contained a large percentage of brick rubble suggesting a layer of made ground. Overlying this was a 0.5 m thick layer of mixed grey-brown and yellow-brown clay silt (13) which contained chalk lenses, demolition debris, barbed wire and iron pipe. This was also a layer of made ground. This was overlain by a 1.0 m thick layer of dark yellow-brown clay silt (12) containing demolition debris and lenses of chalk, another layer of made ground. The stratigraphy was completed by a 0.3 m deep layer of dark brown silt loam (11), a modern landscaping layer.

Test Pit 7

16.1.3 This was located within the central reservation of a dual carriage way (Fort Hill) and measured 4 m long by 0.65 m wide by 4 m deep.

16.1.4 The underlying natural chalk (73) was encountered at a depth of 0.86 m below ground level. This was sealed by a 0.66 m thick layer of reddish brown clay silt (72). This may be part of the local brickearth deposits, however the presence of a fragment of 19th century clay pipe stem suggests it may either be a layer of worked soil or possibly may have been imported. Overlying this was a 0.2 m thick layer of dark brown silt loam (71), a modern landscaping deposit.

Test pits in the lower part of the site (Figs 14, 15 and 16)

Test Pit 2

16.1.5 This was excavated on the grass bank leading up to Fort Hill, within the south-western corner of the Rendezvous car park. It measured 5 m long by 0.65 m wide and was excavated to a depth of 4.0 m.

16.1.6 A partial stub of a north-south aligned wall (25) was encountered at a depth of 2.6 m below ground level. It was constructed of yellow machine made brick, bonded with a hard mortar. There is some evidence to suggest that this may have

been part of a hotel known to have stood in that area. Abutting, and overlying the wall to a depth of 1.1 m was a layer of demolition debris (24) consisting of yellow, frogged, machine made bricks, slate and two concrete lintels which may relate to the same structure. Overlying this was a 0.9 m thick layer of grey silt (23) containing a quantity of demolition debris, a layer of made ground. This was sealed by a 0.35 m deep layer of dark yellow brown clay silt (22). This contained a large proportion of broken concrete and brick and was also a layer of made ground. This was overlaid by a 0.2 m thick layer of dark brown silt loam (21), a modern landscaping layer.

Test Pit 4

- 16.1.7 This was originally located within the carpark of the lifeboat station but was moved 10 m to the north-east. It measured 4 m long by 0.65 m wide and was excavated to a depth of 3.5 m, where instability of the sides precluded excavating any deeper.
- 16.1.8 A layer of loose mixed grey and olive coloured clay silts (46) were encountered at a depth of 2.4 m below ground level. This contained fragments of brick, much bottle glass, flower pot and butchered bone and was a probable layer of made ground. This was overlain by a 0.3 m thick layer of loose chalk (45), another layer of made ground. Overlying this was a 1.4 m deep layer of mixed grey-brown and yellow-brown clay silts (44). This contained many lenses of chalk rubble and occasional fragments of brick suggesting a layer of made ground. This was sealed by a 0.28 m thick layer of loose blocky chalk (43), another layer of made ground. Overlying this was a 0.42 m deep layer of demolition debris (42), comprising mostly yellow frogged bricks, a layer of hardcore supporting the modern tarmac carpark surface (41).

Test Pit 5

- 16.1.9 Because of the relocation of Test Pit 4, this was relocated 15 m to the north-east of its original position. It measured 4 m long by 0.65 m wide and was excavated to a depth of 4.1 m.
- 16.1.10 A layer of grey clay (59A) containing many chalk inclusions was encountered at a depth of 3.9 m below ground level. This could be seen to be in excess of 0.2 m deep within the section. Its composition suggests a layer of made ground. This was overlain by a 0.5 m thick layer of loose chalk (59) which contained occasional brick fragments indicating that it was made ground. Overlying this was a 0.55 m deep layer of grey clay (58) containing chalk inclusions, a layer of made ground similar to layer 59A. Sealing this was a 0.9 m deep layer of grey-brown clay silt (57) which contained many lenses of chalk and numerous fragments of beer bottles and stoneware pottery all of a 19th century date, but probably deposited as made ground at a later date. This was overlain by a 0.5 m deep layer of loose chalk (56), also a layer of made ground. Overlying this was a 0.25 m thick layer of made ground composed of mixed grey-brown and yellow-brown silts (55). Sealing this deposit was a 0.35 m deep layer of loose blocky chalk (54). This was overlain by a 0.35 m thick layer of mixed dark grey and dark brown clay silts (54) which contained many lenses of chalk, indicative of a made ground. This was sealed by a 0.31 m thick layer of broken concrete and brick (52), a hardcore base for the modern tarmac surface (51).

Test Pit 6

- 16.1.11 This measured 4 m long by 0.65 m wide and was excavated to a depth of 3.2 m
- 16.1.12 A layer of concrete (66) was encountered at a depth of 3.2 m below ground level, which prevented further excavation. This was sealed by a 2.0 m thick layer of grey clay silt (65) which contained many lenses of loose chalk and occasional brick fragments indicative of made ground. Overlying this was a 0.6 m deep layer of loose dark yellow-grey silt (64) containing many fragments of brick. This was overlain by a 0.2 m thick layer of blocky chalk (63), another layer of made ground. Sealing this was a 0.3 m deep layer of broken brick and concrete in a grey-brown silt clay matrix (62), a layer of hardcore over which the modern carpark surface (61) had been laid.

Test Pit 8

- 16.1.13 This was located approximately half way up a sloping bank running down from Hill Fort Road onto the car park. The excavation measured 4.5 m long by 0.7 m wide and excavation was abandoned at 3.2 m depth because of continually collapsing sides.
- 16.1.14 A layer of loose mid brown clay silt (85) was reached at a depth of 1.8 m, and could be seen to be in excess of 1.4 m deep within the section. This layer contained demolition rubble and post-medieval rubbish and was a probable layer of made ground. Overlying this was a 0.8 m thick layer of blocky chalk (84), another layer of made ground. This was overlaid by a 0.5 m deep layer of pale grey sandy silt (83), a layer of made ground. This was sealed by a 0.3 m thick layer of dark grey-brown clay silt (82). This contained brick fragments and chalk suggesting it was a layer of made ground. Overlying this was a 0.18 m thick layer of dark brown silt loam (81), a modern landscaping layer.

Test Pit 10

- 16.1.15 This was located within the car park at the base of the cliff below Fort Promenade and measured 5.4 m long by 0.7 m wide by 4.2 m deep.
- 16.1.16 A layer of grey-brown clay silt (108) containing demolition debris and lenses of chalk was encountered at a depth of 2.2 m below ground level. This was in excess of 2 m deep within the section and the composition suggests a layer of made ground. It was overlaid by a 0.3 m deep layer of made ground comprising imported chalk (107). Overlying this was a 0.4 m thick layer of yellow clay silt (106) which contained fragments of salt glazed pipe and brick, indicating a layer of made ground. This was sealed by a 0.72 m deep layer of blocky imported chalk (105). Cutting into the surface of this layer was a south-west by north-east aligned trench (104) measuring 0.5 m wide by 0.6 m deep. Within this trench a brick wall (103) had been constructed using machine-made red bricks bonded with lime mortar, with up to 0.6 m in height remaining. Its location and construction suggests that it may be part of the end wall of the "Marine Palace" built in the 19th century.
- 16.1.17 Butting up to and overlying wall (103), was a layer of grey-brown clay silt (102). This contained lenses of chalk suggesting it was a layer of made ground. Sealing this was a 0.08 m thick layer of tarmac (101), the modern carpark surface.

Test Pit 11

- 16.1.18 This was located on Lower Fort Promenade, to the west of the Winter Gardens, and measured 4 m long by 0.7 m wide by 4.1 m deep.
- 16.1.19 A layer of pale brown sand (116) containing many shell fragments was encountered at a depth of 3.2 m below ground level. This layer sloped away to the north, which together with its composition suggests that it was a probable layer of natural sand banked up against the base of the cliff. This was overlaid by a 1.6 m deep layer of pale yellow-brown silt (115). This contained slate fragments and much chalk flecking suggesting a layer of made ground. Overlying this was a 0.5 m thick layer of yellow-brown clay silt (114) containing bottle glass, slate and lenses of chalk, indicating another layer of made ground. This was overlaid by a 0.28 m deep layer of dark reddish black clinker (113), also a layer of made ground. This was sealed by a 0.55 m thick layer of pale brown clay silt (112) which produced brick fragments and lenses of chalk indicating a layer of made ground. The modern tarmac surface (111) had been laid directly upon this layer.

Test Pit 14

- 16.1.20 This was an additional trench dug in order to try and locate the south wall of the Marine Palace and was located approximately within the centre of the carpark at the base of the cliff below Hill Fort Road. The trench measured 7 m long by 0.7 m wide and was excavated to a depth of 4.1 m.
- 16.1.21 A layer of made ground composed of imported chalk mixed with black silt and ash (147) was encountered at a depth of 3.3 m below ground level. This was overlaid by a 0.7 m thick layer of black silt (146) which contained brick fragments and lenses of ash indicating a layer of made ground. Overlying this was a 1.2 m deep layer of mixed chalk and silt (145) this produced brick fragments suggesting another layer of made ground. This was sealed by a 0.4 m thick layer of made ground composed of a mix of ashes and silt (144). This was overlaid by a 0.4 m deep layer of loose imported chalk (143). Overlying this was a 0.45 m thick layer of modern made ground composed of broken concrete and brick fragments mixed within a grey-brown silt matrix (142), forming the hardcore base for the modern carpark tarmac surface (141).

16.2 Finds

- 16.2.1 Fragments and examples of bricks and ceramic tile were recovered from a total of 25 contexts. All these were mid 19th to mid 20th century in date and were evaluated on site but were not retained. Examples of bottle glass was observed within 4 contexts and which spanned a similar date range. A representative sample of the glass was retained. A sample of a stoneware bottle marked "Margate Brewery", also dating to the same period was recovered from layer (57). A single fragment of clay pipe stem, unstamped, but probably dating to the mid to late 19th century was recovered from layer (72). No examples of earlier residual finds were observed.

17 DISCUSSION AND CONCLUSIONS

- 17.1.1 The two test pits excavated in the upper part of the site, both excavated in the central reservation of the dual carriageway, produced contrasting results. In test

Pit 7 chalk bedrock was exposed at a depth of 0.86 m, overlain by soil probably derived from landscaping associated with the construction of the dual carriageway. There was no evidence to indicate whether the bedrock here was at its original level or whether it had been reduced during the construction of either the 19th century housing that formerly occupied this area or the dual carriageway. Test Pit 1 did not reach the bedrock, but revealed a depth of at least 4.5 m of made ground. This may be the back-fill of a former basement of one of the buildings that fronted onto the northern side of Paradise Street prior to the widening of the road during the 20th century, or may indicate that the construction of either the road or the earlier housing had involved a considerable amount of landscaping.

- 17.1.2 The test pits in the lower part of the site revealed a depth of up to 4.5 m of made ground associated with the initial reclamation of this area and the subsequent raising of the ground level following the destruction of the Marine Palace in the Great Storm of 1897. Only Test Pit 11 reached undisturbed natural deposits, comprising beach sand encountered at a depth of 3.2 m from the current ground surface. The concrete surface which necessitated the termination of excavation in Test Pit 6 is likely to be part of the Marine Palace complex. This was recorded at a depth of 3.2 m, indicating that the ground level was raised by this amount following the destruction of the Palace in the Great Storm of 1897. The wall recorded in Test Pit 2 was constructed from bricks of 18th/19th century type and is likely to be part of the hotel shown at this location on the historic maps. In the remaining test pits only made ground was recorded. No surfaces contemporary with the Marine Palace were seen, and it was not possible to identify the contemporary ground level as the composition of the made ground beneath which it was buried was similar to that on which it was built.

APPENDICES

ARCHAEOLOGICAL CONTEXT INVENTORY

<i>Context</i>	<i>Type</i>	<i>Depth/ Height</i>	<i>Width</i>	<i>Comments</i>	<i> Finds</i>	<i>Date</i>
Test Pit 1						
11	Layer	0.3 m	-	Modern landscaping layer	-	C20th
12	Layer	1.0 m	-	Made ground	Brick	C20th
13	Layer	0.5 m	-	Made ground	Brick, iron pipe, barbed wire	C20th
14	Layer	0.5 m	-	Made ground	Brick	C19th/ C20th
15	Layer	> 2.2 m	-	Made ground	Brick	C19th/ C20th
Test Pit 2						
21	Layer	0.2 m	-	Modern landscaping layer	-	C20th
22	Layer	0.35 m	-	Made ground	Brick	C20th
23	Layer	0.9 m	-	Made ground	Brick, tile	C20th
24	Layer	> 2.5 m	-	Demolition rubble	Brick, tile	C20th
25	Wall	> 1.4 m	0.5 m	Basement wall of demolished hotel	Brick	C19th/ C20th
Test Pit 4						
41	Layer	0.08 m	-	Modern tarmac carpark surface	-	C20th
42	Layer	0.42m	-	Hardcore base for tarmac	Brick, concrete	C20th
43	Layer	0.28 m	-	Made ground	-	-
44	Layer	1.4 m	-	Made ground	-	C19th/ C20th
45	Layer	0.3 m	-	Made ground	-	C19th/ C20th
46	Layer	> 1.0 m	-	Made ground	Brick, bottle glass	C19th/ C20th
Test Pit 5						
51	Surface	0.08 m	-	Modern carpark tarmac surface	-	C20th
52	Layer	0.42 m	-	Hardcore base for tarmac	Brick, concrete	C20th

53	Layer	0.35 m	-	Made ground	-	C19th/ C20th
<i>Context</i>	<i>Type</i>	<i>Depth/ height</i>	<i>Width</i>	<i>Comments</i>	<i>Finds</i>	<i>Date</i>
Test Pit 5						
54	Layer	0.35 m	-	Made ground	-	C19th/ C20th
55	Layer	0.25 m	-	Made ground	-	C19th/ C20th
56	Layer	0.5 m	-	Made ground	-	C19th/ C20th
57	Layer	0.9 m	-	Made ground	Bottle glass, stoneware fragments	C19th/ C20th
58	Layer	0.55 m	-	Made ground	-	C19th/ C20th
59	Layer	0.5 m	-	Made ground	-	C19th/ C20th
59A	Layer	>0.2 m	-	Made ground	-	C19th/ C20th
Test Pit 6						
61	Surface	0.08 m	-	Modern tarmac carpark surface	-	C20th
62	Layer	0.3 m	-	Made ground	Brick	C20th
63	Layer	0.2 m	-	Made ground	-	C19th/ C20th
64	Layer	0.6 m	-	Made ground	Brick	C19th/ C20th
65	Layer	2.0 m	-	Made ground	brick	C19th/ C20th
66	Layer	> 0.01 m	> 0.7 m	Solid concrete slab	-	C19th/ C20th
Test Pit 7						
71	Layer	0.2 m	-	Modern landscaping layer	-	C20th
72	Layer	0.66 m	-	Worked soil, possibly imported	Clay pipe stem	C19th/ C20th
73	Layer	> 3.1 m	-	Natural chalk	-	-
Test Pit 8						
81	Layer	0.18 m	-	Modern landscaping layer	-	C20th
82	Layer	0.3 m	-	Made ground	Brick	C19th/

						C20th
83	Layer	0.5 m	-	Made ground	-	C19th/ C20th
84	Layer	0.8 m	-	Made ground	-	C19th/ C20th
85	Layer	> 1.2 m	-	Made ground	Brick, bottle glass	C19th/ C20th

<i>Context</i>	<i>Type</i>	<i>Depth/ height</i>	<i>Width</i>	<i>Comments</i>	<i>Finds</i>	<i>Date</i>
Test Pit 10						
101	Surface	0.08 m	-	Modern tarmac carpark surface	-	C20th
102	Layer	0.5 m	-	Made ground	-	C20th
103	Wall	0.6 m	-	Possible end wall of Marine Palace	Brick	C19th
104	Cut	0.35 m	0.6 m	Foundation trench	-	C19th
105	Layer	0.72 m	-	Made ground	-	C19th
106	Layer	0.4 m	-	Made ground	Brick, salt glazed pipe	C19th
107	Layer	0.3 m	-	Made ground	-	C19th
108	Layer	> 2.0 m	-	Made ground	Brick, slate	C19th
Test Pit 11						
111	Surface	0.1 m	-	Modern tarmac road surface	-	C20th
112	Layer	0.55 m	-	Made ground	Brick	C20th
113	Layer	0.28 m	-	Made ground	Clinker	C19th/ C20th
114	Layer	0.5 m	-	Made ground	Bottle glass, slate	C19th/ C20th
115	Layer	1.6 m	-	Made ground	Slate	C19th/ C20th
116	Layer	> 0.8 m	-	Wind/sea deposited sand at base of cliff	-	-
Trail Pit 14						
141	Surface	0.08 m	-	Modern tarmac carpark surface	-	C20th
142	Layer	0.45 m	-	Hardcore base for tarmac	Brick, concrete	C20th
143	Layer	0.4 m	-	Made ground	-	C19th/ C20th
144	Layer	0.4 m	-	Made ground	Ashes	C19th/ C20th

145	Layer	1.2 m	-	Made ground	Brick	C19th/ C20th
146	Layer	0.7 m	-	Made ground	Brick, ashes	C19th/ C20th
147	Layer	> 1.3 m	-	Made ground	Ashes	C19th/ C20th

<i>Context</i>	<i>Type</i>	<i>Depth/ height</i>	<i>Width</i>	<i>Comments</i>	<i>Finds</i>	<i>Date</i>
Test Pit 15						
151	Surface	0.08 m	-	Modern tarmac carpark surface	-	C20th
152	Layer	0.4 m	-	Hardcore base for tarmac	Brick, concrete	C20th
153	Layer	0.4 m	-	Made ground	-	C19th/ C20th
154	Layer	0.7 m	-	Made ground	Brick	C19th/ C20th
155	Layer	0.5 m	-	Made ground	-	C19th/ C20th
156	Layer	> 2.4 m	-	Made ground	Brick, ashes	C19th/ C20th

SUMMARY OF SITE DETAILS

Site name: Turner Centre, Margate, Kent

Site code: MARTC 06

Grid reference: Centred at NGR TR 354 713

Type of watching brief: Monitoring of machine dug test pits

Date and duration of project: 14th to 16th March 2006, 3 days

Area of site: Approximately 0.7 hectares

Summary of results: The watching brief exposed deep deposits of 19th and 20th century made ground throughout the site with only 2 of the test pits exposing natural deposits. No evidence for earlier archaeology was observed.

Location of archive: The archive is currently held at OA, Janus House, Osney Mead, Oxford, OX2 0ES, and will be deposited with the Powell-Cotton Museum in due course.

Appendix Three: Bibliography and list of sources consulted

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Cartographic Sources

Mappa Thaneti Insule, 1719

A map of the Isle of Thanet, 1750

A map of the County of Kent, 182?

Ports and harbours on the south east coast of England, 1852

Keen's New map of watering places of Kent, 1876

1st Edition 25" Ordnance Survey map of 1876 (Kent sheet 25.4)

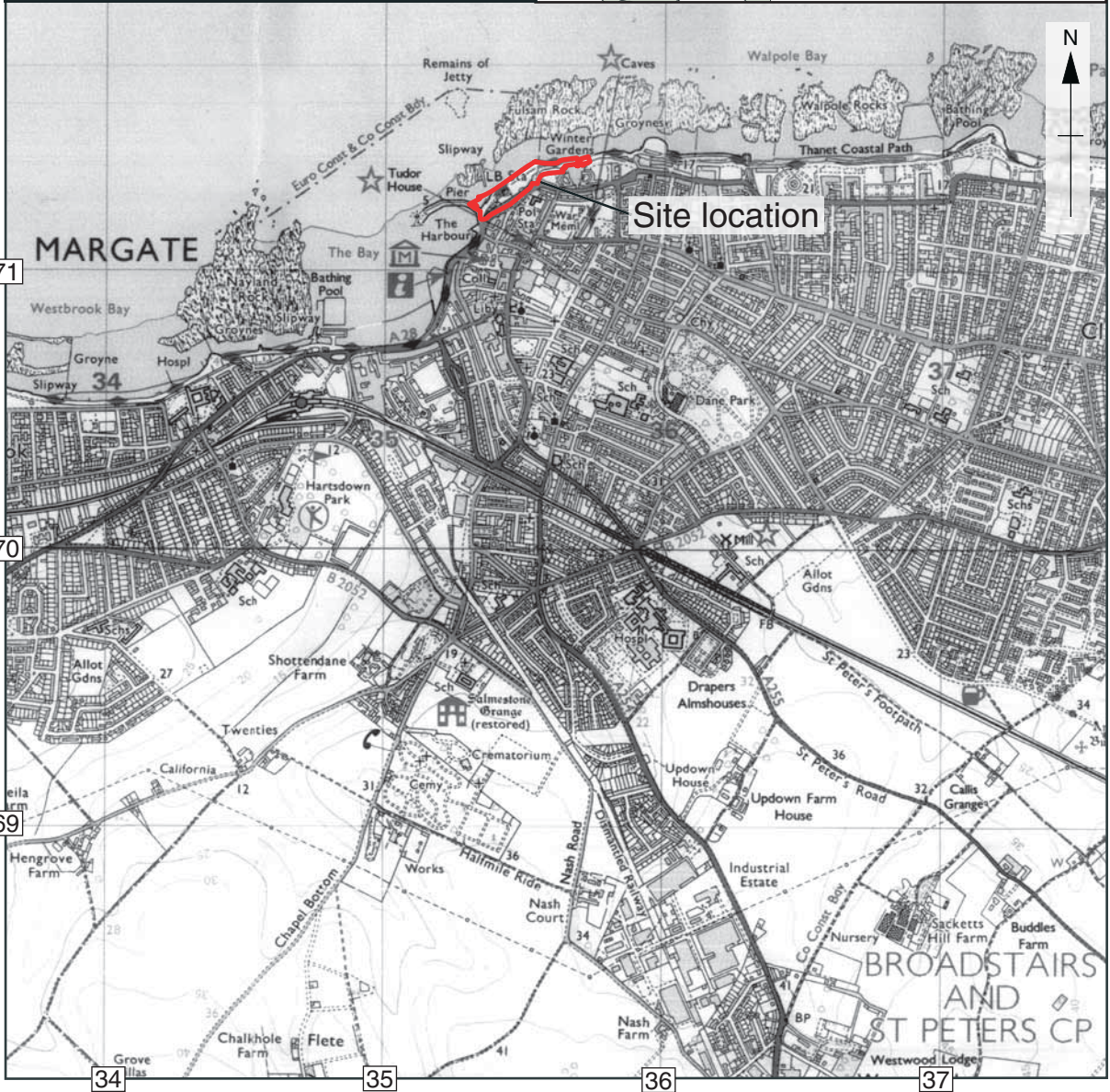
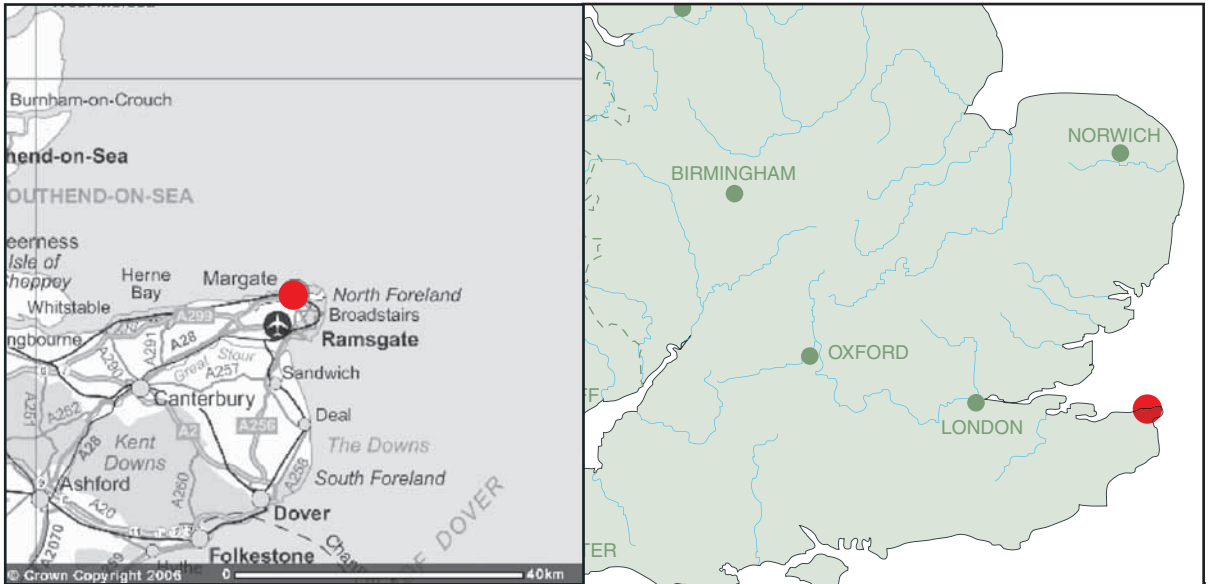
2nd Edition 25" Ordnance Survey map of 1898 (Kent sheet 25.4)

3rd Edition 25" Ordnance Survey map of 1907 (Kent sheet 25.4)

Revised Edition Ordnance Survey map of 1932 (Kent sheet 25.4)

British Geological Survey of Great Britain Geology Map: Sheet 274

Other Sources



Scale 1:25,000

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Figure 1: Site location

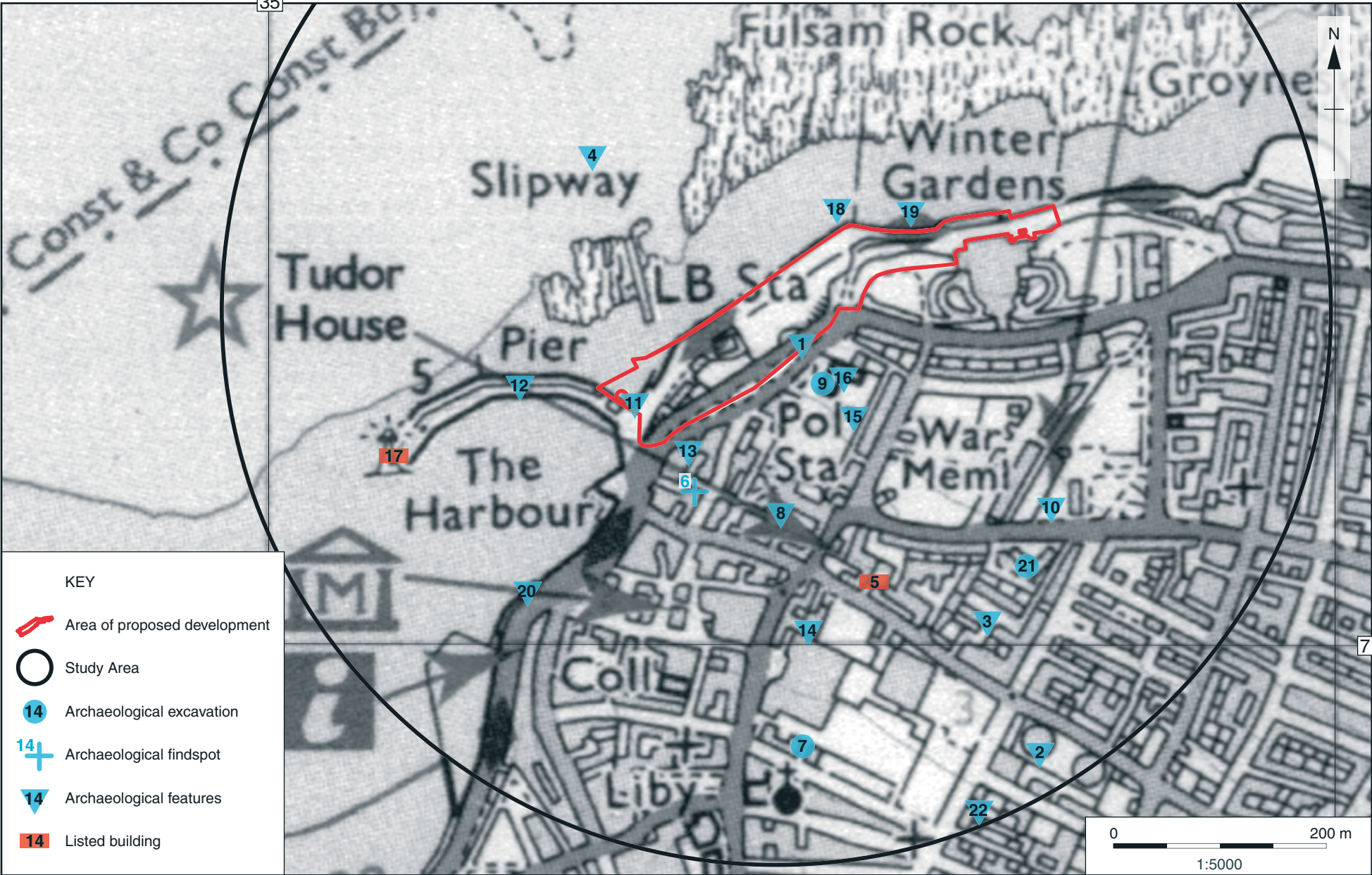


Figure 2: Archaeological features mapping

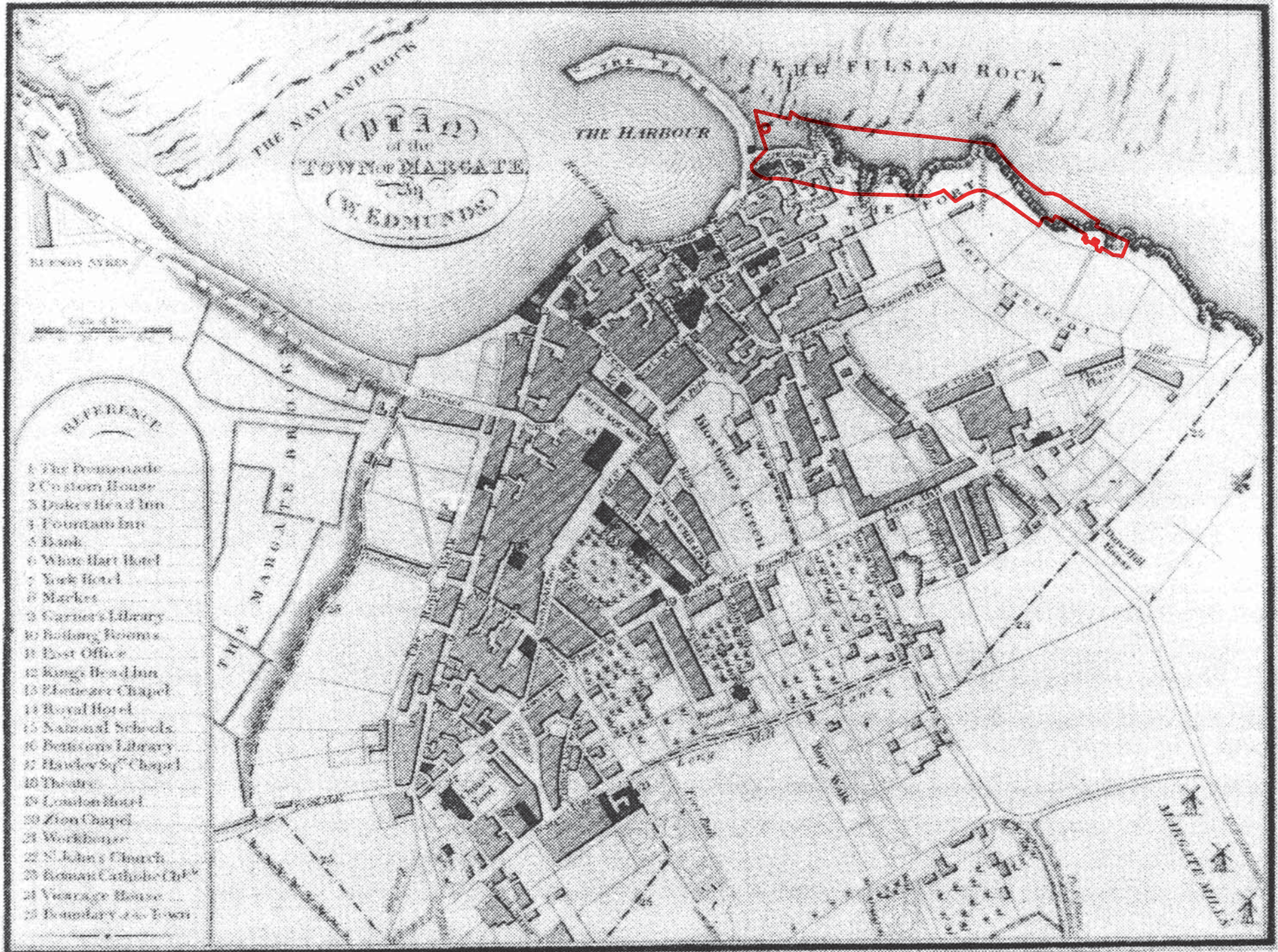


Figure 3: Plan of Margate 1821

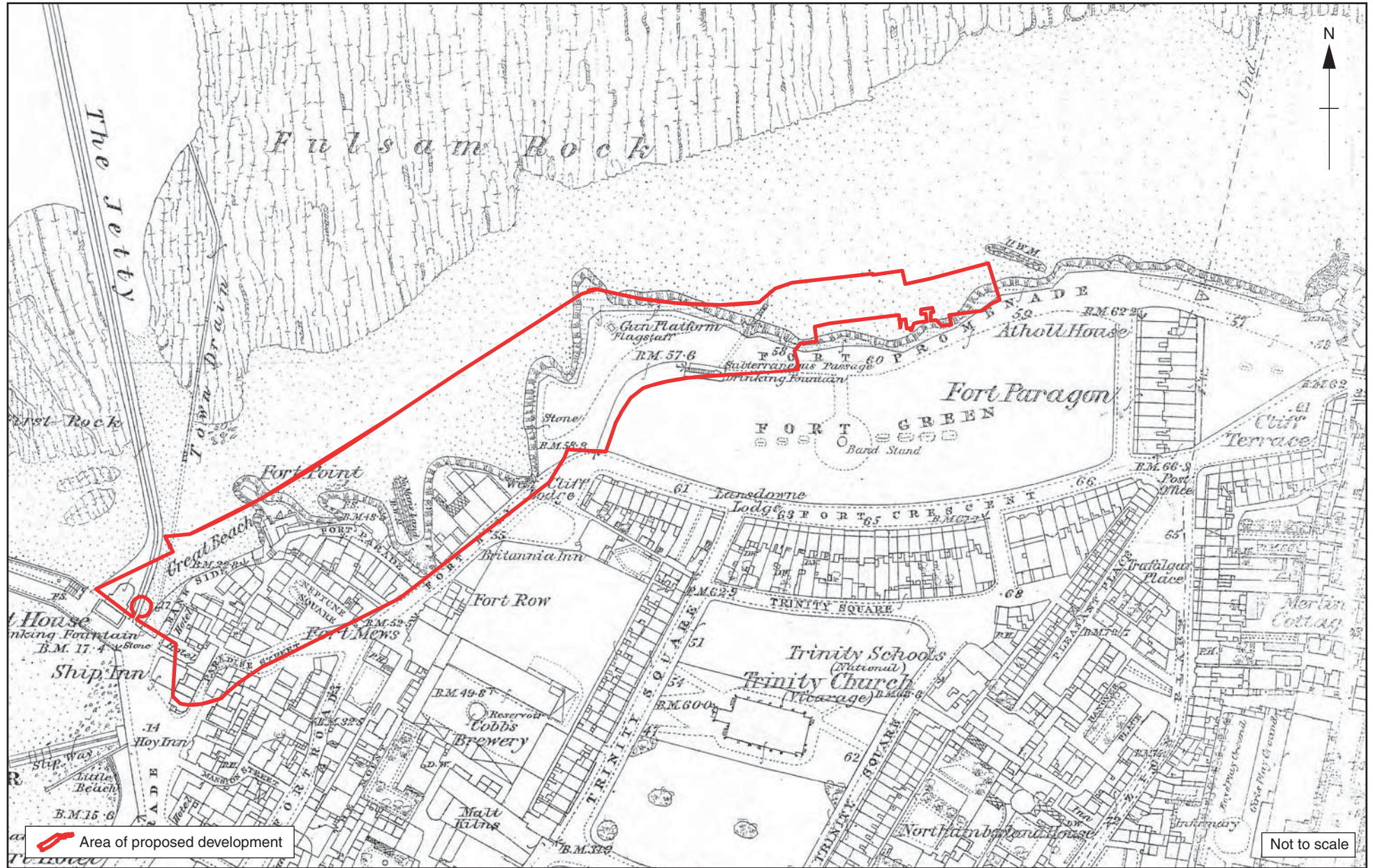
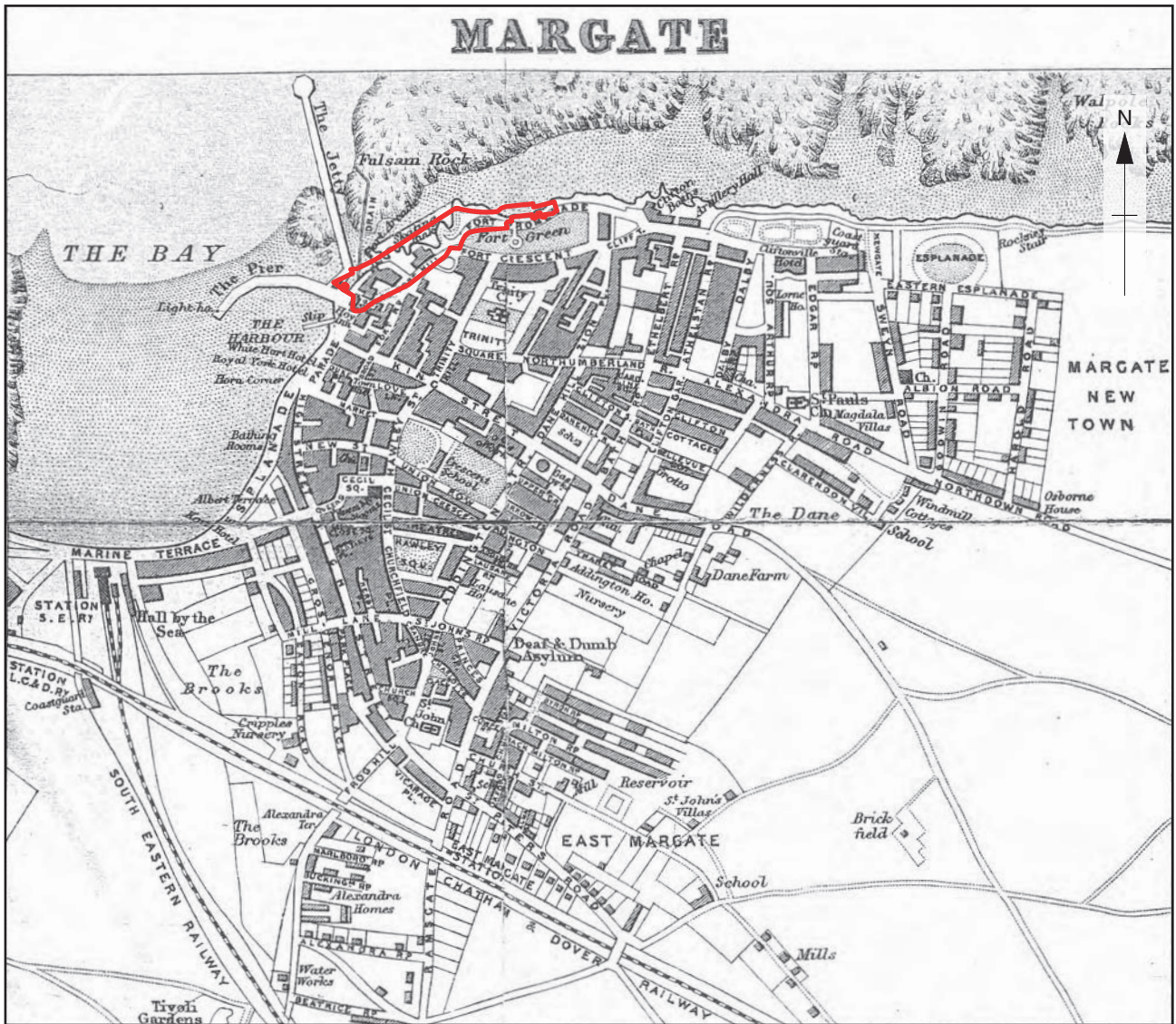



Figure 4: 1st Edition 25" Ordnance Survey map, 1872



 Area of proposed development

Not to scale

Figure 5: Margate, from Keen's New map of watering places in Kent, 1876

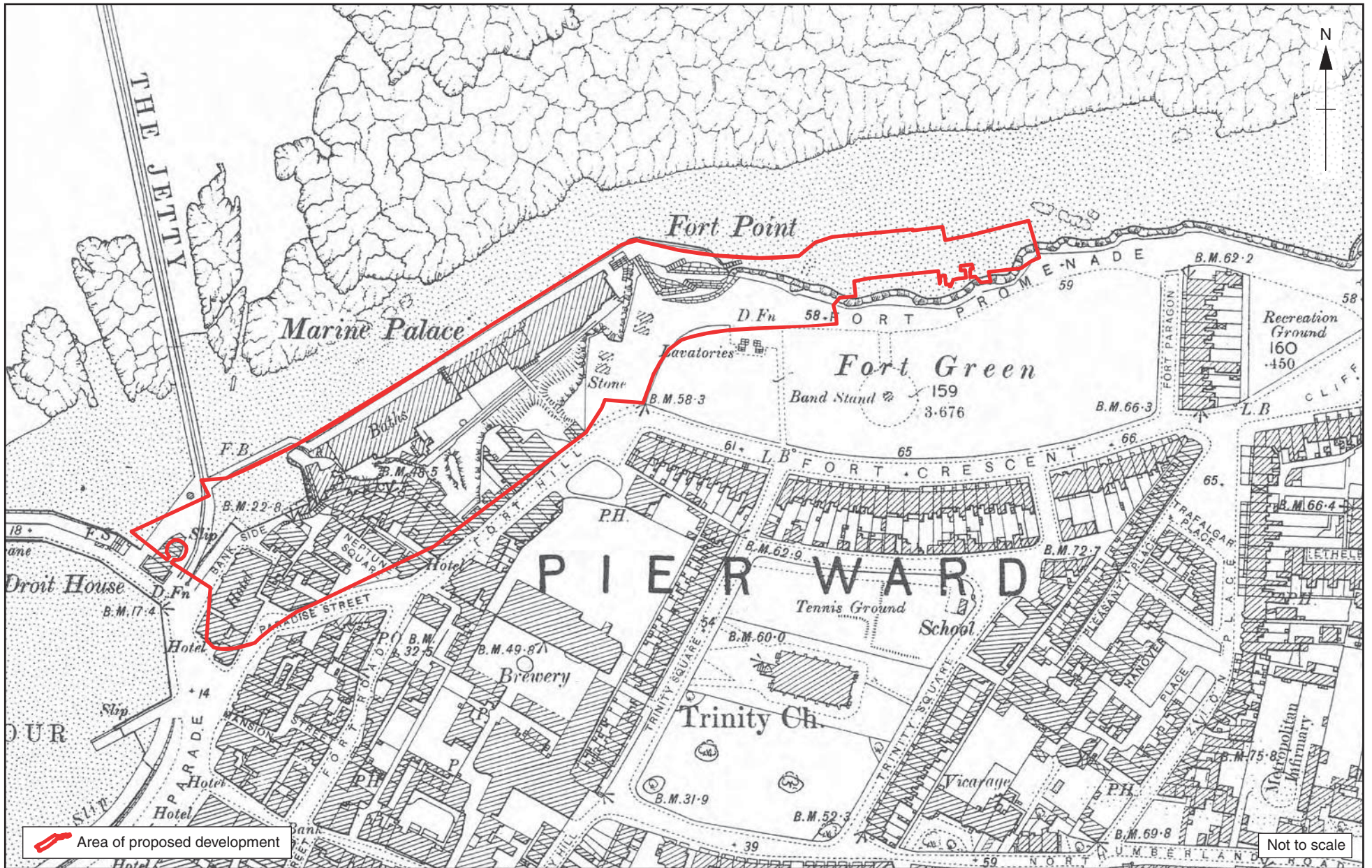


Figure 6: 2nd Edition 25" Ordnance Survey map, 1898

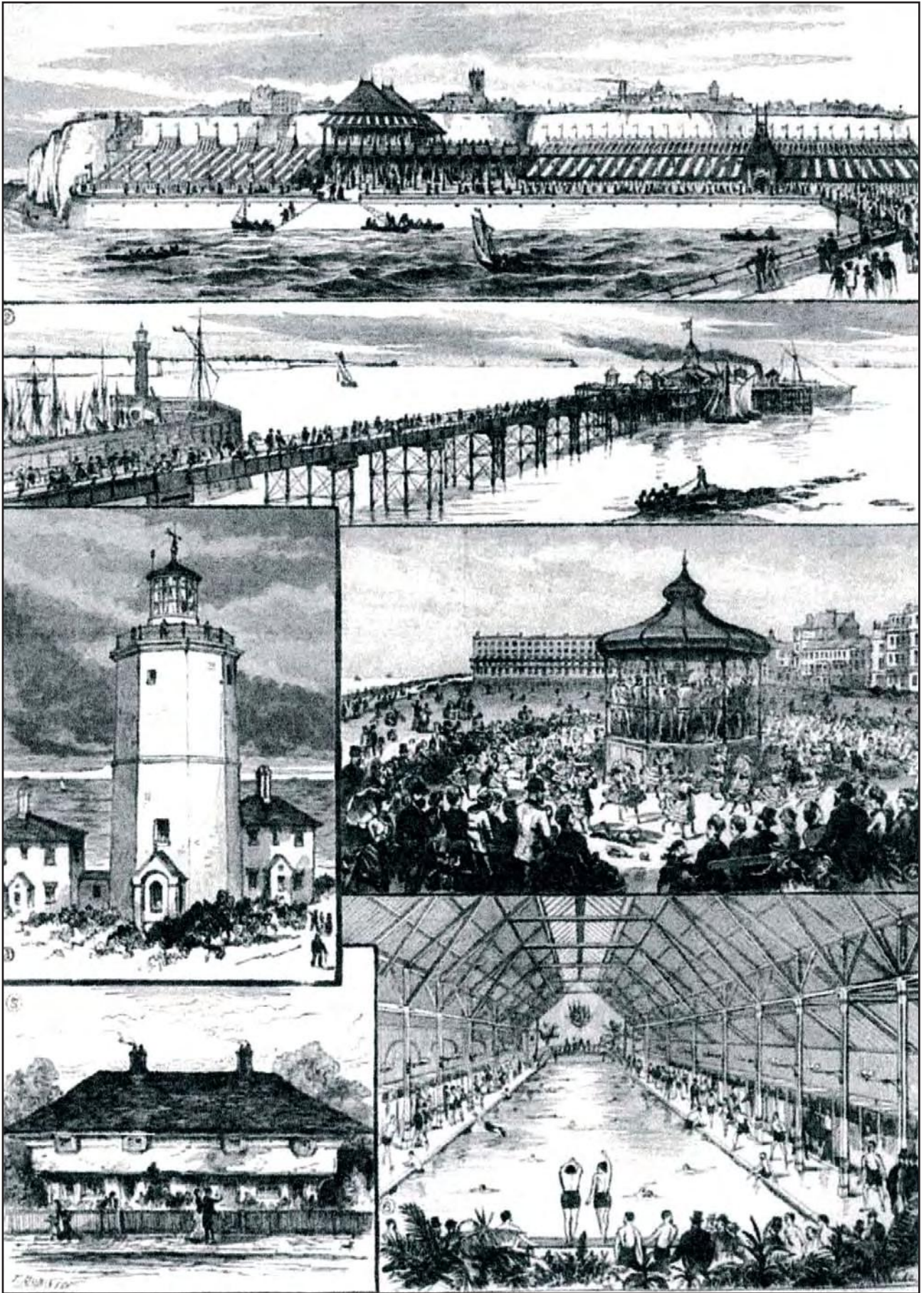


Figure 7: Sketches of Margate from Illustrated London News, August 22nd 1895, showing the Marine Palace (top) and swimming baths (bottom right)



Figure 8: Ruins of the Marine Palace after the Great Storm of 1897, looking east. The restaurant can be seen still standing (centre)

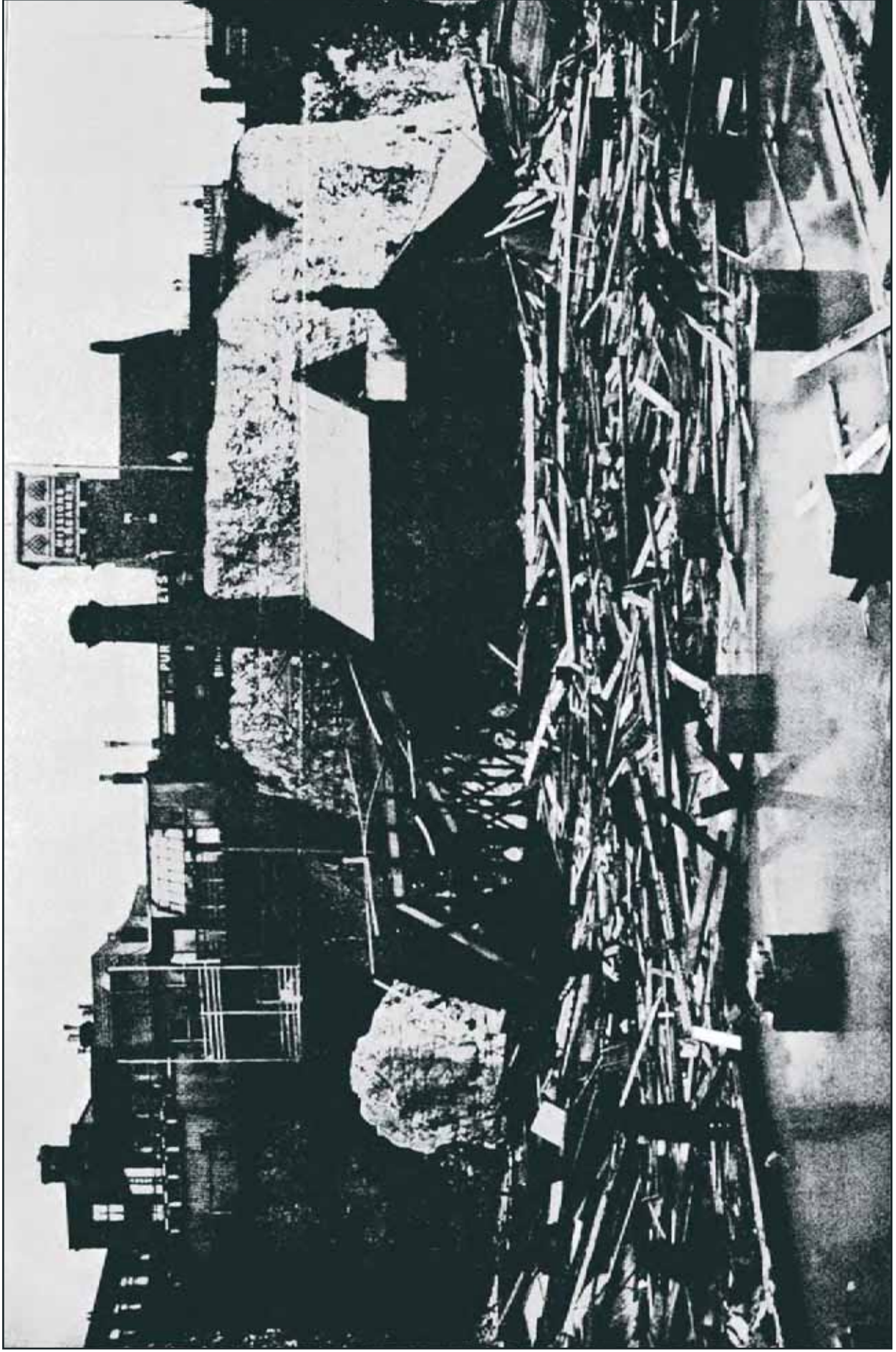


Figure 9: Ruins of the Marine Palace after the Great Storm of 1897

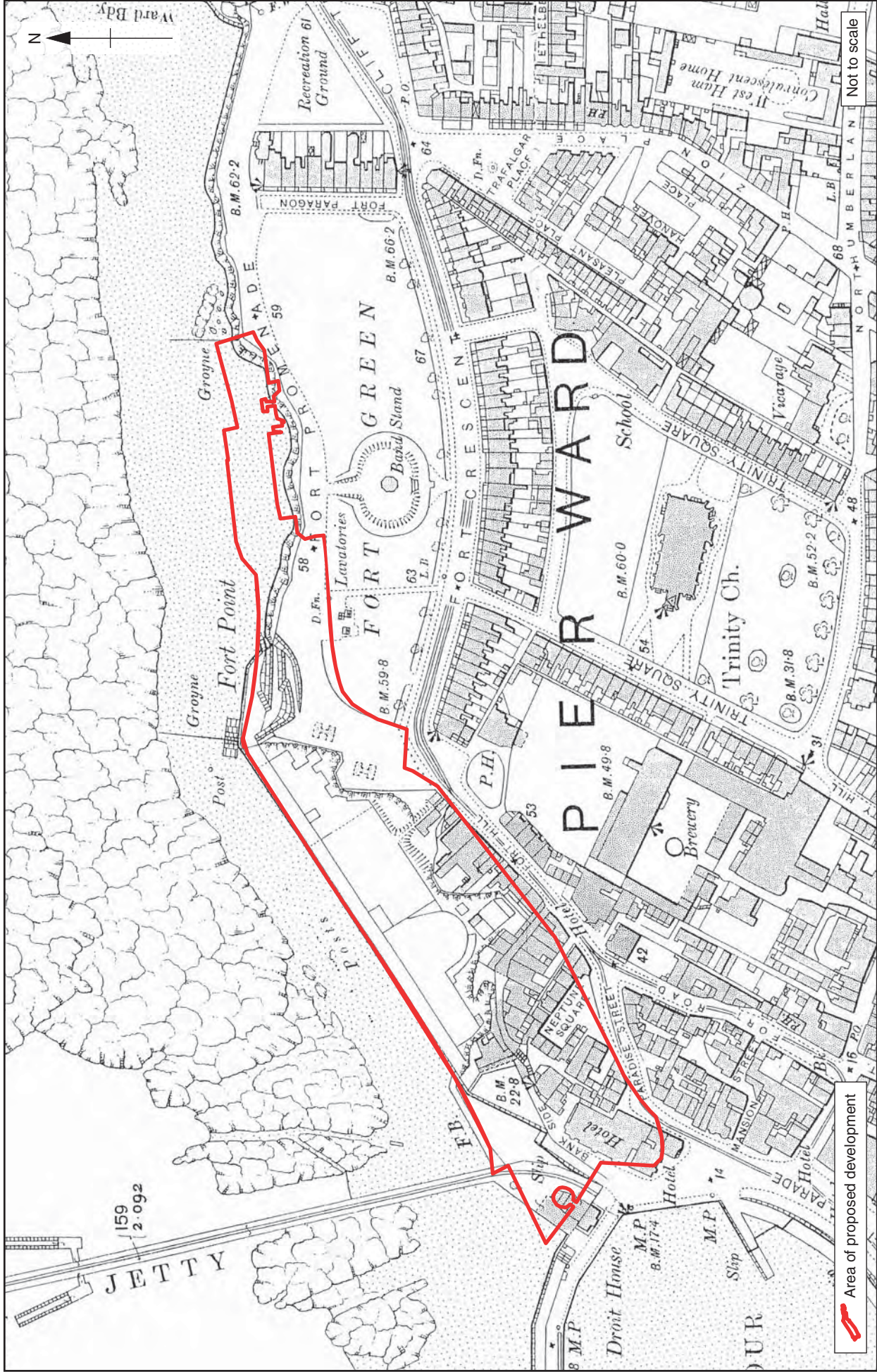


Figure 10: 3rd Edition 25" Ordnance Survey map, 1907

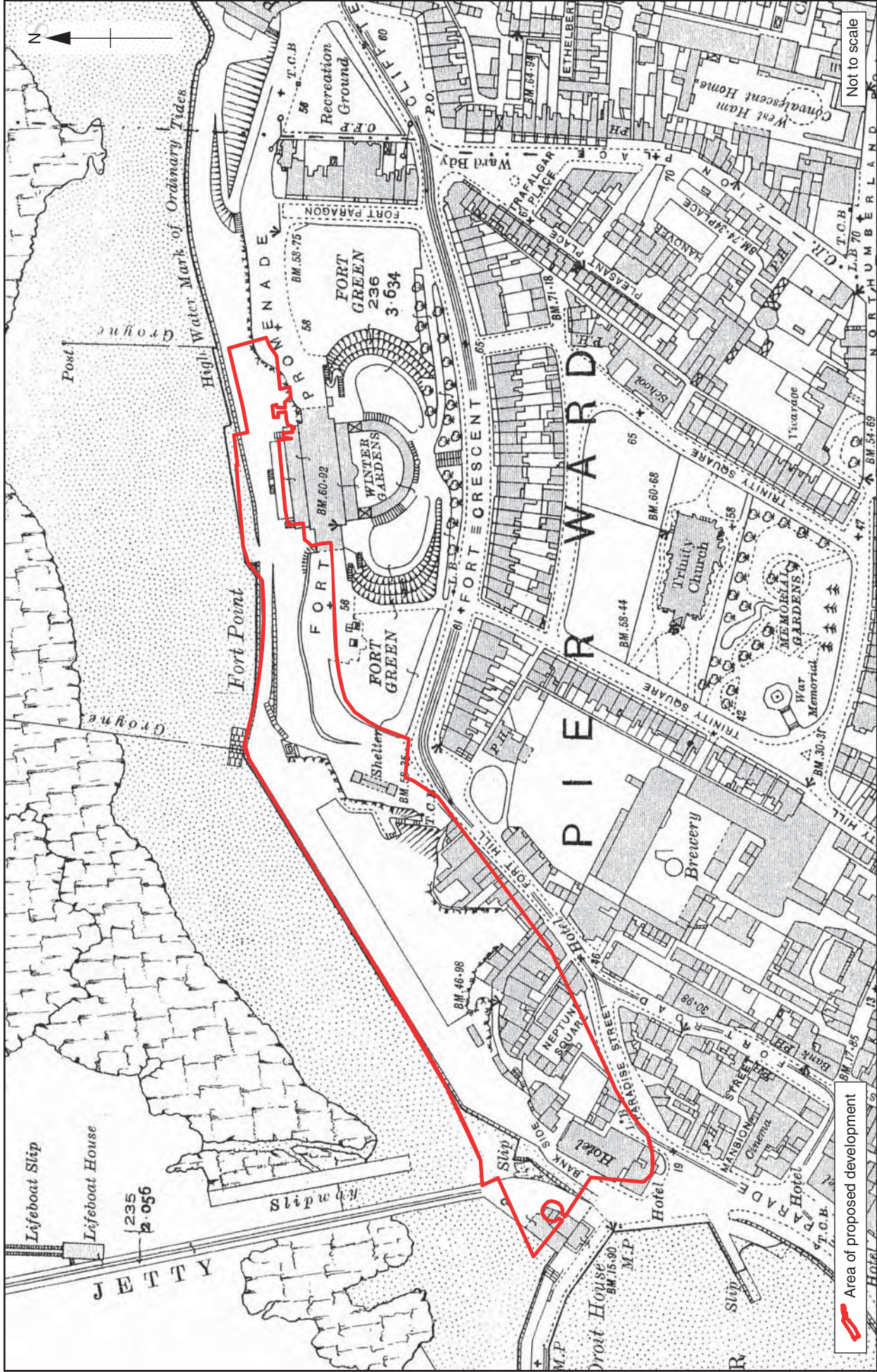


Figure 11: Revised Edition 25" Ordnance Survey map, 1932

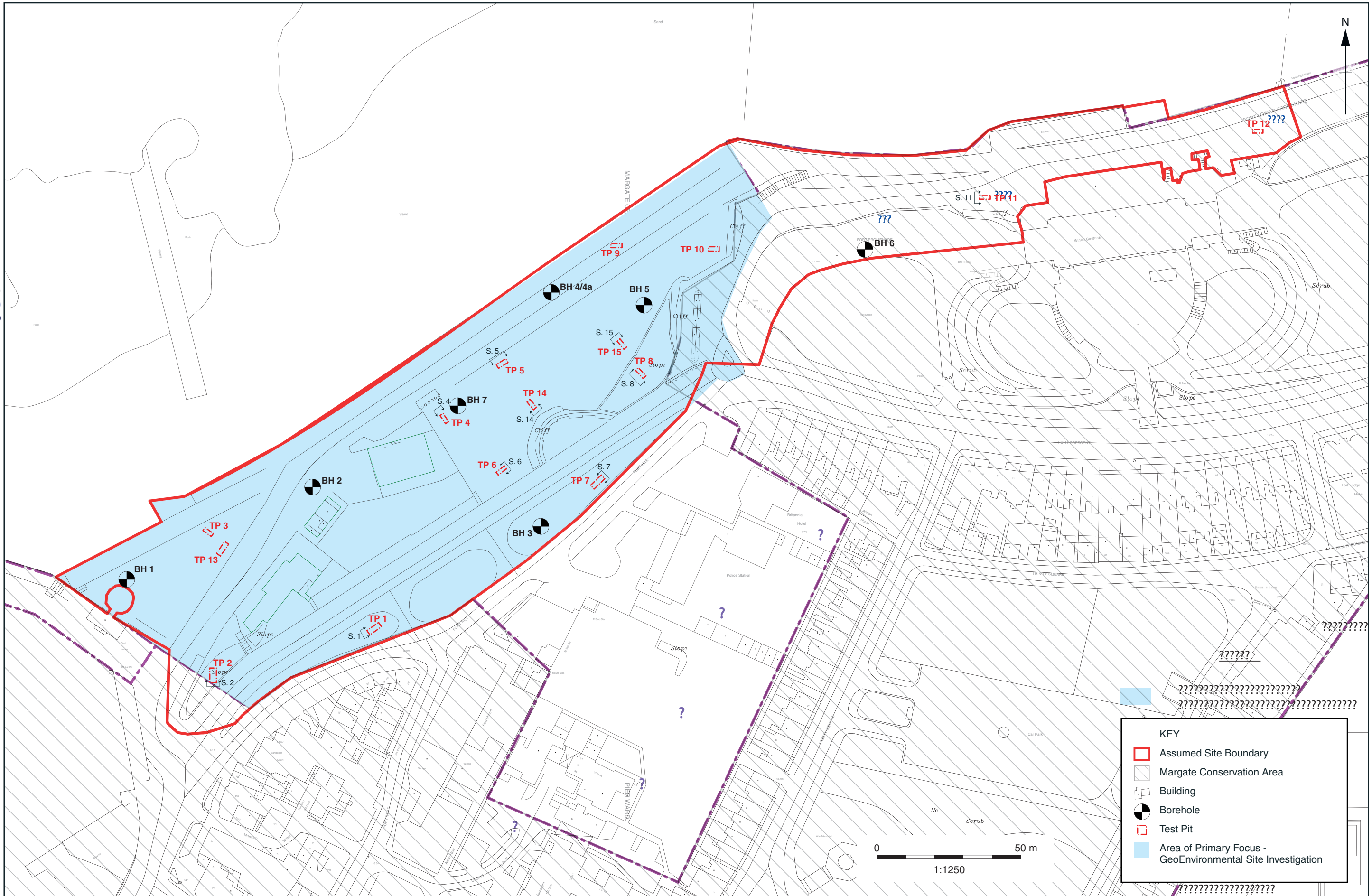


Figure 12: Plan of test pit and borehole locations

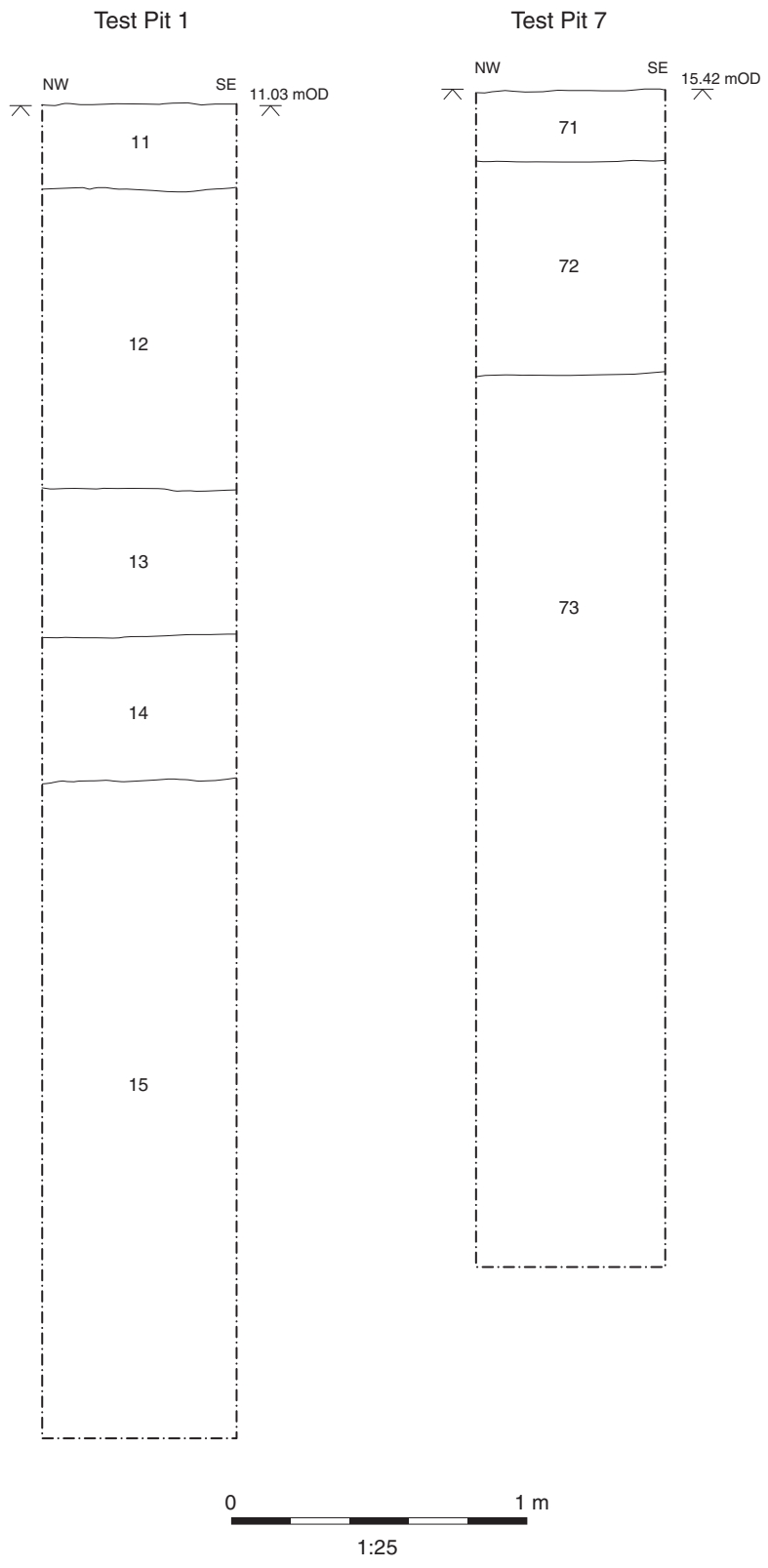


Figure 13: Sections of test pits in the upper part of the area of proposed delvelopment: Test pits 1 and 7

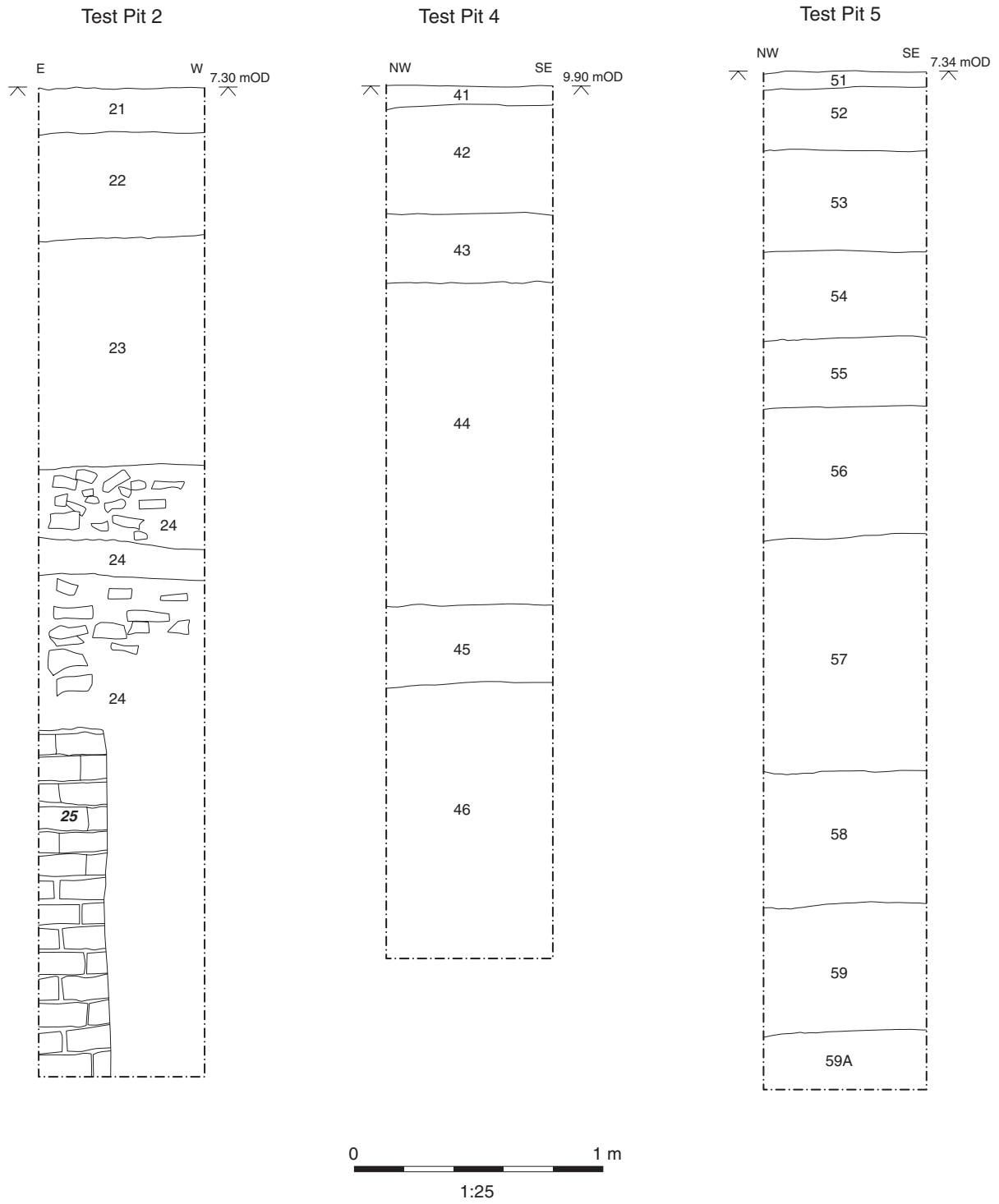


Figure 14: Sections of test pits in the lower part of the area of proposed development: Test pits 2, 4 and 5

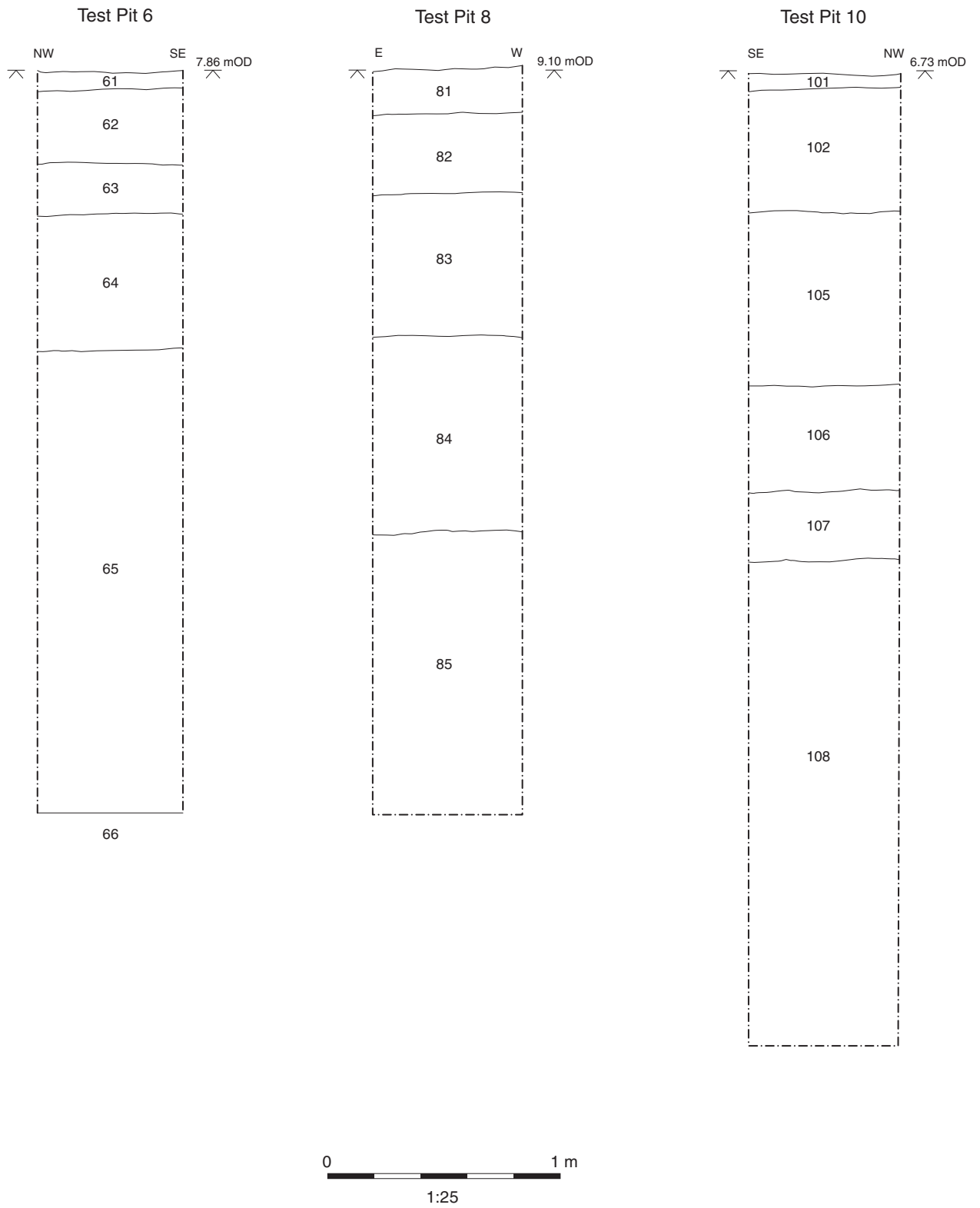


Figure 15: Sections of test pits in the lower part of the area of the proposed development: Test pits 6, 8 and 10

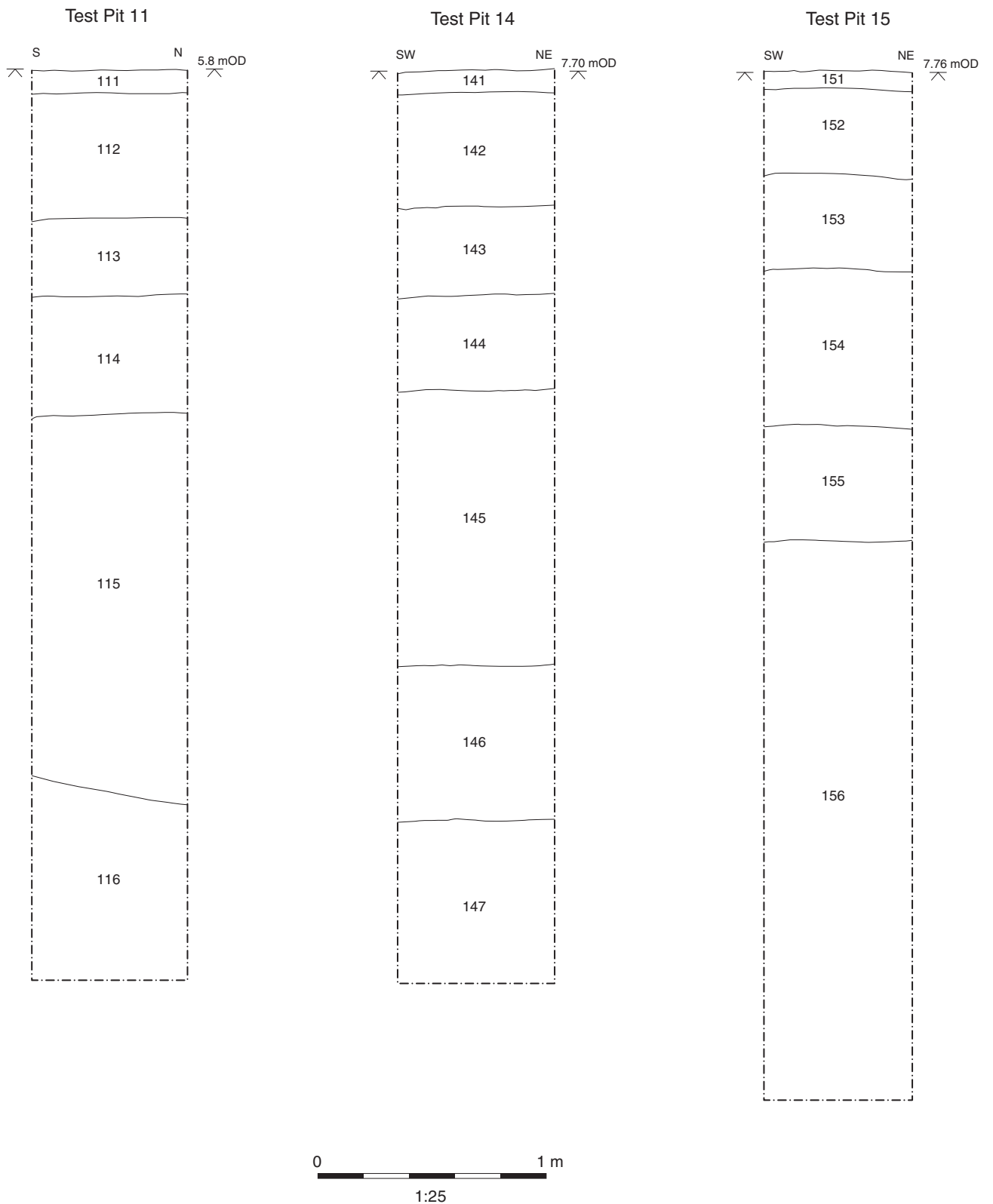


Figure 16: Sections of test pits in the lower part of the area of proposed development. Test pits 11, 14 and 15