

**Archaeological Watching Brief Report
York Street Roundabout
Dover, Kent**

**NGR: 631963 141227
(TR31963 41227)**

Ref: I&B/PB1552/304514/R023/D01

**ASE Project No: 160809
Site Code: YSR16**

**ASE Report No: 2016392
OASIS id: archaeol6-266177**



By Lucy May

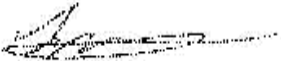

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|----------------------------------|--------------|-----------------|---|
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| Date of Issue: | October 2016 | | |
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Abstract

Archaeology South-East was commissioned by Royal Haskoning DHV on behalf of the Dover Harbour Board (DHB) to undertake an archaeological watching brief on excavations associated with a sewer redirection at the York Street Roundabout, Dover, Kent.

The general stratigraphy across the sewer diversion trench consisted of a number of modern made ground deposits that most likely relate to the construction of the A20. A late post-medieval rubble filled cellar was uncovered. No natural deposits were exposed.

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1.0 INTRODUCTION

1.1 Site Background

- 1.1.1 Archaeology South-East (ASE) was commissioned by Royal Haskoning DHV, on behalf of Dover Harbour Board (DHB), to undertake an archaeological watching brief on excavations associated with a sewer redirection at the York Street roundabout, Dover, Kent.
- 1.1.2 The site is located within the York Street roundabout at the junction of the A20 and the A256.

1.2 Geology and Topography

- 1.2.1 According to the British Geological Survey (BGS 2016) the geology of the area comprises superficial storm beach deposits overlying the New Pit Chalk Formation. This is described as a sedimentary bedrock formed approximately 89 to 94 million years ago in the Cretaceous period. Head deposits and alluvium also exist nearby.

1.3 Planning Background

- 1.3.1 DHB gained consent via the Dover Harbour Revision Order 2012 (HRO), in 2012, for a new second ferry terminal and marina development in the Western Docks. DHB are now carrying forward the construction of certain elements of the HRO in order to protect the consented development.
- 1.3.2 DHB had previously commissioned ASE to undertake similar works associated with the sewer redirection at the Prince of Wales roundabout, Dover, Kent. This took place periodically between 3rd March and 18th May 2016.

1.4 Aims and Objectives

- 1.3.1 The principal aim of the watching brief is to record the location, extent, date, nature, character and significance of archaeological remains as may exist within the footprint of the Southern Water diversion trench and to report on the results of the watching brief
- 1.3.2 The key objective according to the Addendum to Method Statement, (Royal Haskoning DHV, 2016) will be to understand the characteristics and chronology of the natural deposit sequence, as it fits within, and forms a wider context for, the archaeological stratigraphy of the town and the harbour. Deposits found within the sewer trench are likely to be of interest due to records of a medieval wall being present just to the north of the current watching brief.

1.5 Scope of Report

- 1.4.1 The scope of this report is to detail the results of the watching brief in accordance with the guidelines set out in the Method Statement (ibid) and Written Scheme of Investigation (Royal Haskoning DHV, 2015). The watching brief took place between the 3rd October and 7th October 2016.

2.0 ARCHAEOLOGICAL BACKGROUND

2.1 Overview

- 2.1.1 According to the method statement (Royal Haskoning DHV 2016), the line of Snargate road and Limekiln Street could have antiquity as a Roman coastal road. Evidence of further Roman activity could also be present in the deeply stratified sub-tidal sediments that might relate to the infill of the Roman Harbour of early lagoon in the York Street vicinity.
- 2.1.2 There is also potential for the site to provide an understanding how the area developed and was linked between the Town and the western harbour from the 16th century onwards.
- 2.1.3 Snargate Street formed the main route way between the town of Dover and the western harbour and developed in the 18th and 19th centuries with cellared buildings lining both sides of the road until the early 20th century when the eastern side of the road was demolished with further disturbance taking place during World War Two.

2.2 Recent Archaeological Investigation

- 2.3.1 As part of the modern A20 road scheme development, Canterbury Archaeology Trust (CAT 2001) undertook an extended watching brief at the York Street Junction between 1991 and 1993. This uncovered the medieval town wall which was recorded as running east to west across the middle of the roundabout. The western end of the wall was truncated away by a large nineteenth century, rubble-filled cellar and a modern drain trench cut. Towards the eastern end, a shingle-filled breach had removed a substantial amount of the wall.

3.0 ARCHAEOLOGICAL METHODOLOGY

3.1.1 Fieldwork Methodology

- 3.1.1 The methodology (Royal Haskoning DHV, 2016) used for the York Street roundabout is the same as that used for the previous work carried out at the Prince of Wales roundabout. Particular requirements which are specific to York Street roundabout have been set out in an addendum. This is mainly due to previous archaeological discoveries with in the area and is thought to be of a greater archaeological importance than the Prince of Wales roundabout.
- 3.1.2 The sewer redirection trench ran north-west to south-east across the southern area of the roundabout and then continued down to the south west. This was excavated using a machine with a toothless bucket which was provided by the groundwork contractor. All excavation was monitored by an archaeologist.
- 3.1.3 Once the diversion trench was excavated to a depth where the sides became unstable a trench box was inserted and excavation continued down to the formation level (approximately 3.45-3.80m AOD).
- 3.1.4 Due to the constraints set out below, recording of features was undertaken from the top of the trench when it was safe to do so. Features and deposits were recorded on ASE *proforma* context sheets and sample sections were recorded on permatrace film when it was safe to do so. A full digital photographic record of all deposits, include working shots were taken.

3.2 Fieldwork Constraints

- 3.2.1 Due to the depth that the excavation was going down to, several of the deposits from the trench edge would frequently and on a large scale, collapse back in to the trench. Therefore whenever groundwork was needed inside the trench, a trench box was inserted to shore up the sides of the trench. However, this provided difficulty when recording an accurate section drawing through the deposits so all recording had to be completed from ground level.

3.3 The Site Archive

3.3.1 The site archive is currently held at Archaeology South-East offices in Portslade, and will be offered to a suitable museum in due course. The contents of the archive are tabulated below (Tables 1 and 2)

| | |
|----------------------|----|
| Context sheets | 14 |
| Section sheets | 1 |
| Plans sheets | 0 |
| Colour photographs | 0 |
| B&W photos | 0 |
| Digital photos | 95 |
| Context register | 1 |
| Drawing register | 1 |
| Watching brief forms | 3 |

Table 1: Quantification of site archive

| | |
|--|---|
| Bulk finds (quantity e.g. 1 bag, 1 box, 0.5 box 0.5 of a box) | 0 |
| Registered finds (number of) | 0 |
| Flots and environmental remains from bulk samples | 0 |
| Palaeoenvironmental specialists sample samples (e.g. columns, prepared slides) | 0 |
| Waterlogged wood | 0 |
| Wet sieved environmental remains from bulk samples | 0 |

Table 2: Quantification of artefact and environmental samples

4.0 RESULTS

4.1 Sewer trench monitored 3/10/2016-7/10/2016

- 4.1.1 The northern half of the diversion trench was dug to a depth of 3.10m (approximately 3.80m AOD). This revealed a series of modern deposits as well as modern plastic service pipes. The deposit seen at the base of the trench was a layer of rubble [47] including road stones, concrete and bricks. This was overlain by a firm demolition deposit [46] made up of a bricks, concrete and plastic. This was sealed by yet another layer of tarmac [45] with another layer [44] of hardcore/road stones found on top. A layer of concrete [43] had to be broken just before ground level. This was the level of the roundabout and consisted of more made ground [42].
- 4.1.2 Toward the centre of the trench, (7.119m AOD), a similar stratigraphy existed. However, found beneath [45] but amongst [46] was a brick arched structure aligned east to west. This seems to have previously been truncated away to the west leaving the eastern end intact. It consists of a stretcher bond made up of red and yellow bricks running for approximately 1.3m with an unclear amount of courses. The backfill [49] within the structure consisted of a dark grey/black, silty stony deposit with evidence of demolition such as brick and concrete.
- 4.1.3 The southernmost part of the sewer diversion trench was dug down to a depth of 3.14m (approximately 3.61m AOD) exposing a fairly similar stratigraphy to that of the northern half. This section has a demolition deposit [55] at the base with a layer of tarmac on top [54] followed by a layer of green sand [53]. This then has another layer of tarmac [52] followed by a layer of road stones/crush; with the current road tarmac sealing it. Approximately 2m in and 2m down, within [55], an old iron service pipe was uncovered underneath a thick layer of concrete.

| Context | Type | Interpretation | Max Length (m) | Max. Width (m) | Max.Depth (m) |
|---------|---------|--------------------|----------------|----------------|---------------|
| 42 | Layer | Made ground | N. of Trench | N. of Trench | 0.48 |
| 43 | Layer | Modern Concrete | N. of Trench | N. of Trench | 0.2 |
| 44 | Layer | Made ground | N. of Trench | N. of Trench | 0.52 |
| 45 | Layer | Modern Tarmac | N. of Trench | N. of Trench | 0.22 |
| 46 | Layer | Destruction debris | N. of Trench | N. of Trench | 0.5 |
| 47 | Layer | Made ground | N. of Trench | N. of Trench | 1.1 |
| 48 | Masonry | Brick structure | 1.3 | 0.96 | 1.5 |
| 49 | Layer | Backfill | 1.3 | 0.96 | 1.5 |
| 50 | Layer | Modern Tarmac | S. of Trench | S. of Trench | 0.35 |
| 51 | Layer | Made ground | S. of Trench | S. of Trench | 0.64 |
| 52 | Layer | Modern Tarmac | S. of Trench | S. of Trench | 0.22 |
| 53 | Layer | Green Sand | S. of Trench | S. of Trench | 0.2 |
| 54 | Layer | Modern Tarmac | S. of Trench | S. of Trench | 0.2 |
| 55 | Layer | Destruction debris | S. of Trench | S. of Trench | 1.8 |

Table 3: List of recorded contexts

5.0 DISCUSSION AND CONCLUSIONS

- 5.1 A total of approximately 20m of sewage diversion trench was monitored running from north-west to south-east continuing to the south-west. This was approximately 1.5m wide and dug to approximately 3.30m below ground level.
- 5.2 The stratigraphy across the trench consisted of a number of modern made ground deposits especially concrete and tarmac deposits. This could all relate to the previous construction and roadways of the modern A20.
- 5.3 Due to how little of the brick arched structure survives, it is unclear what the purpose of this structure is, however, during the 18th and 19th Century, records show buildings lining both sides of Snargate Street. Previous work by Canterbury Archaeology Trust in 1991-1993 (CAT 2001), recorded a 19th century, rubble filled cellar and this would seem to corroborate with the brick structure revealed during this watching brief.
- 5.4 During the watching brief no evidence for the medieval town wall was found. This is because the excavation of the trench was located further south than where the wall was recorded and the excavation was shallower than the greatest recorded surviving height of the wall.

5.5 Conclusions

- 5.6 The general stratigraphy across the sewer diversion trench consisted of a number of modern made ground deposits that most likely relate to the construction of the A20. A late post-medieval rubble filled cellar was uncovered. No natural deposits were exposed.

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ACKNOWLEDGEMENTS

ASE would like to thank Royal Haskoning DHV on behalf of Dover Harbour Board for commissioning the work and for their assistance throughout the project, and Ben Found, County Archaeologist Kent County Council for his guidance and monitoring. The excavation was directed by Lucy May. Jon Sygrave managed the fieldwork and Jim Stevenson and Dan Swift the post-excavation process.

HER Summary

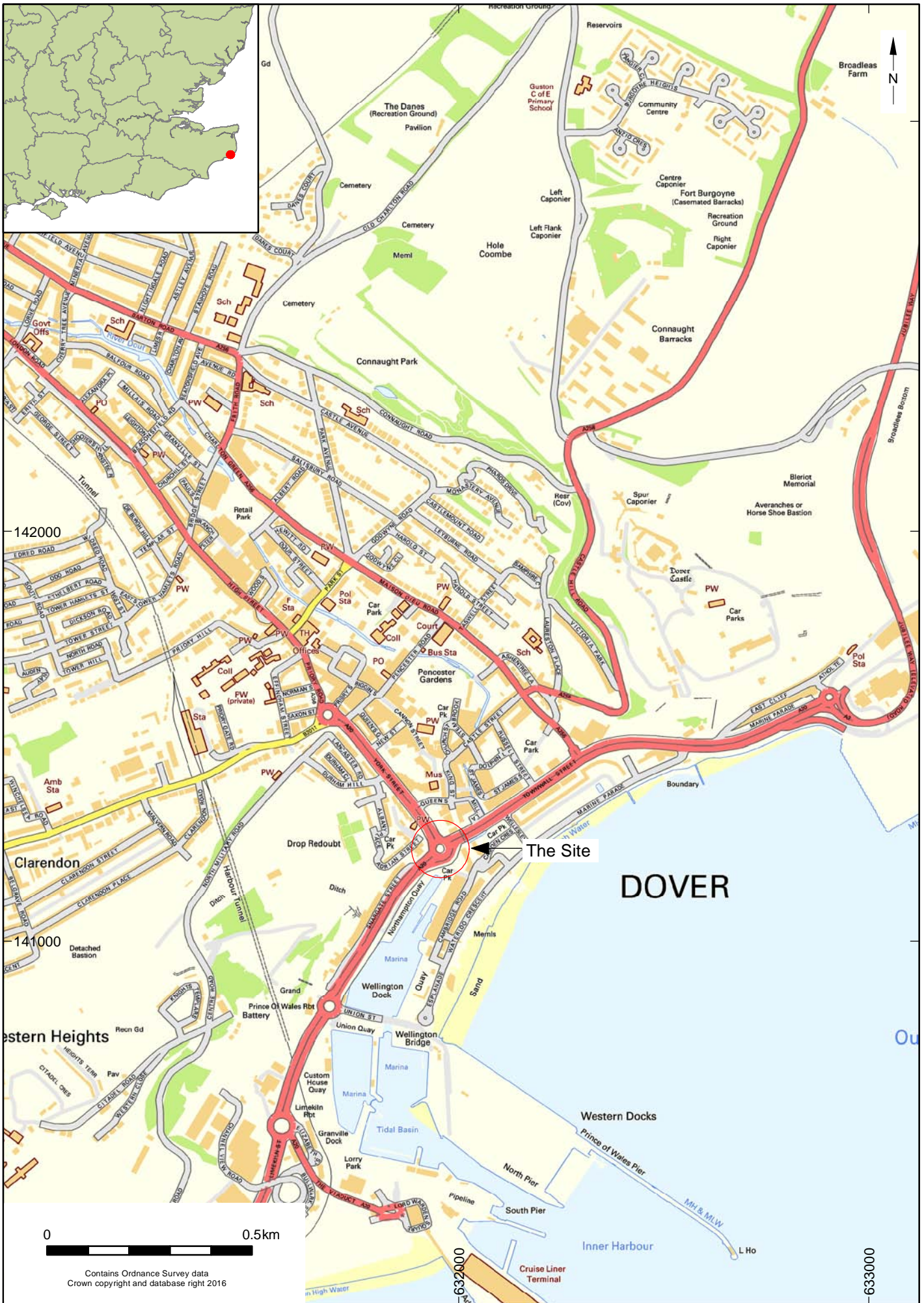
| | | | | | |
|--------------------|---|--|----------|---------------|--|
| Site code | YSR16 | | | | |
| Project code | 160809 | | | | |
| Site address | York Street Roundabout, Dover. | | | | |
| District/Borough | Kent | | | | |
| NGR (12 figures) | 631963 141227 | | | | |
| Geology | New Pit Chalk Formation | | | | |
| Fieldwork type | | | WB | | |
| Date of fieldwork | 03.10.16 – 07.10.2016 | | | | |
| Sponsor/client | Dover Harbour Board | | | | |
| Project manager | Jon Sygrave | | | | |
| Project supervisor | Lucy May | | | | |
| Period summary | | | | | |
| | | | Medieval | Post-Medieval | |
| Project summary | <p>Archaeology South-East was commissioned by Royal Haskoning DHV on behalf of the Dover Harbour Board (DHB) to undertake an archaeological watching brief on excavations associated with a sewer redirection at the York Street Roundabout, Dover, Kent.</p> <p>The general stratigraphy across the sewer diversion trench consisted of a number of modern made ground deposits that most likely relate to the construction of the A20. A late post-medieval rubble filled cellar was uncovered. No natural deposits were exposed.</p> | | | | |

OASIS ID: archaeol6-266177

Project details

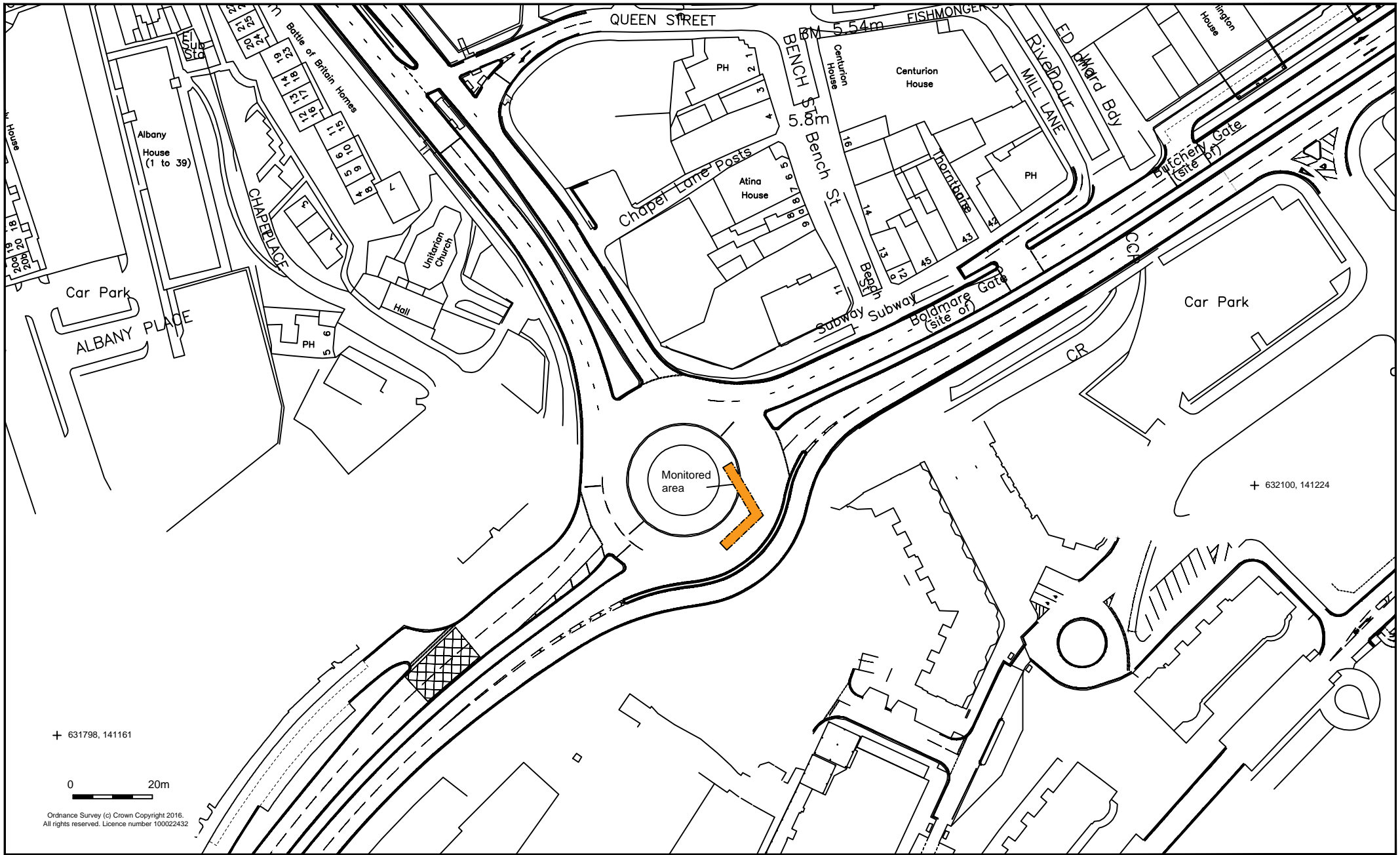
| | |
|--|--|
| Project name | An Archaeological Watching Brief at the York Street Roundabout, Dover, Kent. CT16 1JT |
| Short description of the project | Archaeology South-East was commissioned by Royal Haskoning DHV on behalf of the Dover Harbour Board (DHB) to undertake an archaeological watching brief on excavations associated with a sewer redirection at the York Street Roundabout, Dover, Kent. The general stratigraphy across the sewer diversion trench consisted of a number of modern made ground deposits that most likely relate to the construction of the A20. A late post-medieval rubble filled cellar was uncovered. No natural deposits were exposed. |
| Project dates | Start: 03-10-2016 End: 07-10-2016 |
| Previous/future work | Not known / Not known |
| Any associated project reference codes | YSR16 - Sitecode |
| Any associated project reference codes | 160809 - Contracting Unit No. |
| Type of project | Recording project |
| Site status | None |
| Current Land use | Other 11 - Thoroughfare |
| Investigation type | "Watching Brief" |
| Project location | |
| Country | England |
| Site location | KENT DOVER DOVER York Street Roundabout |
| Postcode | CT16 1JT |
| Site coordinates | TR 631959 141223 50.865795084721 1.740995449634 50 51 56 N 001 44 27 E Point |
| Project creators | |
| Name of Organisation | Archaeology South East |
| Project brief originator | Royal Haskoning DHV Ltd. |
| Project design originator | Royal Haskoning DHV Ltd |
| Project director/manager | Jon Sygrave |
| Project supervisor | Lucy May |
| Type of sponsor/funding body | Client |

| | |
|------------------------------|---------------------------------------|
| Name of sponsor/funding body | Royal Haskoning DHV |
| Project archives | |
| Physical Archive Exists? | No |
| Digital Archive recipient | Local Museum |
| Digital Media available | "Images raster / digital photography" |
| Paper Archive recipient | Local Museum |
| Paper Media available | "Context sheet", "Diary", "Section" |
| Entered by | Lucy May (l.may@ucl.ac.uk) |
| Entered on | 20 October 2016 |



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| | | | | |
|--------------------------|--------------|---|--|--------|
| © Archaeology South-East | | York Street Roundabout Sewer diversion, Dover, Kent | | Fig. 1 |
| Project Ref: 160809 | Oct 2016 | Site location | | |
| Report Ref: 2016392 | Drawn by: AR | | | |



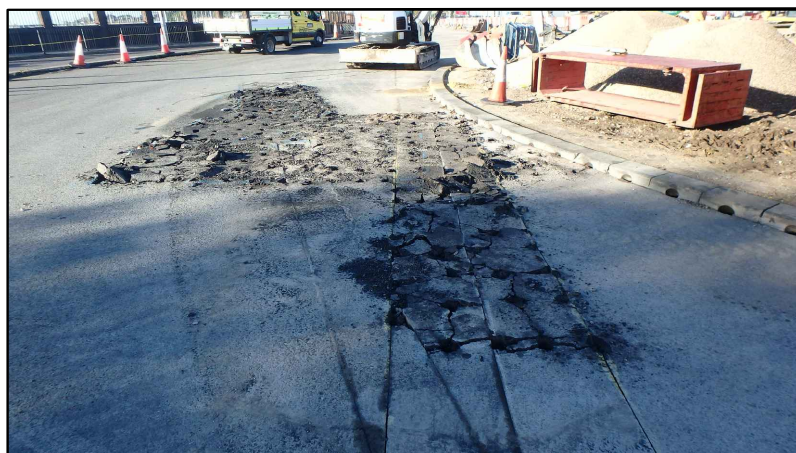
| | | | |
|--------------------------|--------------|---|--------|
| © Archaeology South-East | | York Street Roundabout, Sewer diversion, Dover Kent | Fig. 2 |
| Project Ref: 160809 | Feb. 2017 | Development plan | |
| Report Ref: 2016392 | Drawn by: AR | | |



Section facing east, looking north



Ground works, looking north west



Ground work, looking west

| | | | |
|---------------------------------|--------------|---|--------|
| © Archaeology South-East | | York Street Roundabout, Sewer diversion, Dover Kent | Fig. 3 |
| Project Ref: 160809 | Feb. 2017 | Monitored groundwork photographs | |
| Report Ref: 2016392 | Drawn by: AR | | |

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