



**Archaeological Watching Brief on land at
the M20 Junction 9 and Drovers
Roundabout, Ashford, Kent
March 2011**

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Archaeological Watching Brief on land at the M20 Junction 9 and Drovers Roundabout, Ashford, Kent

NGR: 600200 143900
Site Code M20/WB/10

Planning Refs: 'Permitted Development' and (Footbridge) AS/10/20

Report for Bam Nuttall Ltd

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Archaeological Watching Brief on land at the M20 Junction 9 and Drovers Roundabout, Ashford, Kent

NGR: 600200 143900

Site Code M20/WB/10

1.0 Summary

1.1 From July to November 2010, Swale and Thames Archaeological Survey Company (SWAT Archaeology) carried out an Archaeological Watching Brief on a proposed road scheme and footbridge construction at the M20 Junction 9 and Drovers Roundabout, Ashford in Kent. (Fig. 1).

The works were carried out on behalf of Bam Nuttall, Tenacre Court, Harrietsham, Maidstone, Kent.

1.2 An Archaeological Watch was kept during machine excavation of areas of topsoil strip, earthwork removal and drainage excavations. A full report of the Areas watched with timings are to be found in the Weekly Reports compiled for Bam Nuttall (Appendix 3 and Figure 1).

1.3 The Planning Application Number for the footbridge is AS/10/20 whilst the road scheme is 'permitted development'.

1.4 The Archaeological Watching Brief revealed archaeological features in the first week of investigation at Area 2 (Compound West). One ditch in particular [06] was dated by pottery from the Middle to Late Iron Age (Appendix 1). Subsequently, no further datable archaeological features were revealed. The minor investigation of Area 2 will be the subject of a 'Post-excavation Assessment Report'.

2.0 Introduction

2.1 Planning Background

Planning application (AS/10/20) for the construction of a footbridge was submitted to Ashford District Council.

Kent County Council Heritage and Conservation (KCCHC), on behalf of Ashford District Council requested that an Archaeological Watching Brief be undertaken in order to record any archaeological remains uncovered during associated groundworks.

The following requirement was attached to the Preliminaries (Appendix 1/7) provided by Bam Nuttall:

After discussions with Kent County Council Heritage Conservation Group (KCCHCG) it has been agreed that a watching brief will be undertaken to mitigate the potential impact of the scheme on unknown buried archaeological remains. The watching brief will be focussed on the areas of topsoil strip, earthworks, and drainage excavations.....Note 99A.

3.0 Schedule of Visits

An archaeologist attended the site from July to November 2010 and monitored the excavation works on the Dates and Areas as itemised in the Weekly Reports 1-10 (Figure 1 & Appendix 3).

4.0 Aims and Objectives

The reason for the monitoring and recording, as specified by the WSI were to:

'...contribute to heritage knowledge of the area through the recording of the archaeological remains exposed as a result of excavations in connection with the groundworks (3.1).

The groundworks involved a topsoil strip of areas (Figure 1). Earthworks and drainage excavations and any other ancillary groundworks associated with the development

4.1 Confidence Rating

No factors hindered the recognition of archaeological and geological deposits during the monitoring and recording exercise.

5.0 Archaeological and Geological Background

The underlying geology at the site according to British Geological Survey Map E289 is a mix of Hythe Formation inter-bedded Sandstone and Limestone, a Folkestone Formation of Sandstone, and the Sandgate Formation of Sandstone, Siltstone and Mudstone.

The application site is located to the north-east of Ashford which itself is situated below the long ridge of the North Downs which stretches away to the south-east and north-west. The site itself is approximately 56 metres above sea level and slopes down from north to south. The National Grid Reference (centre) for the new development is NGR 600200 143900. The site lies within an Area of Archaeological Potential associated with archaeological remains presently recorded in the HER.

The area surrounding the M20 Junction 9 area is rich in archaeological remains of all periods. The HER Register kept by KCC lists known archaeology in the area of the proposed development.

Prehistoric occupation in the form of isolated finds of Neolithic flint tools were found in the vicinity of the development site (TQ 94 SE5). Bronze Age and Roman urns were recovered from Potters Corner (TQ 94 SE9). Medieval pottery kilns were also found at Potters Corner and excavated in 1952 (TQ 9926 4467). A recent archaeological investigation has located more Medieval kilns in the vicinity of the development site (pers corres Wendy Rogers).

Further information on the above is provided in the County Sites and Monuments Record held in the Planning Department, Invicta House, County Hall, Maidstone, ME14 1XX (telephone 01622 221543)

6.0 Methodology

The *Archaeological Watching Brief* was conducted in accordance with the specification compiled by SWAT Archaeology and approved by Wendy Rogers Archaeological Officer KCC. It also complied with the Institute of Field Archaeologists' Standards and Guidance for Archaeological Watching Briefs (Ifa: 2008).

The works comprised the observation of all groundworks, including the inspection of subsoil and natural deposits for archaeological features and finds.

The Watching Brief was carried out in several phases according to the needs of the building contractors between July - October 2010. Excavation of the vegetation were carried out using a 360° mechanical excavator fitted with a toothless ditching bucket. All excavation were carried out under the constant supervision of an experienced archaeologist.

Where possible the areas of excavation were subsequently hand-cleaned with the intention of revealing features in plan and section.

If found archaeological features under threat were to be excavated to enable sufficient information about form, development date and stratigraphic relationships to be recorded without prejudice to more extensive investigations, should these prove to be necessary.

The archaeological watching brief was carried out in accordance with current IfA Standards and Guidance, (IfA: 2008), and methodology discussed with Wendy Rogers, Archaeological Officer KCC

7.0 Results

7.1 General

In the first week of investigation (July 2010) three ditches, one of which [06] has now been dated to the 1st century BC (Appendix 1) were recorded during the excavation by the contractors of the compound area. These ditches were only visible following the removal of both topsoil and subsoil. Two parallel ditches within the southern extent of the compound [12 & 16], one of which shows evidence of re-cutting [18] were investigated but unfortunately no dating evidence was forthcoming.

However, these parallel ditches suggest a droveway with associated gate and field systems. The hypothesis of a field gateway is reinforced by the posthole [14] adjacent to the field opening suggesting a gatepost.

The northern of the pair of parallel ditches cuts at right angles linear [06] dated by two sherds of pottery found in a secure infill context (05) to the 1st century BC. This of course suggests the two parallel ditches post-date the prehistoric ditch (Fig 3).

These ditches are on the far western edge of the compound and run in the general direction of the area earmarked for the proposed Park and Ride.

A further ditch [20] was located in the Septic Tank area, again deeply buried under the topsoil and subsoil at a depth of 1.72m. No dating material was recovered from the fill of the section cut.

A full post-excavation report will be prepared for publication on this discovery once a complete regressive map analysis on field boundaries has been carried out.

8.0 Finds

Three sherds (3gms) MIA to LIA grog and shell-tempered ware (c.350/200BC-50AD) and one small fragment (2gms) of daub were retrieved (Appendix 1).

9.0 Discussion

The only area of archaeological interest was in a field adjacent to the M20. Most of the archaeological work was on land that had been re-deposited as part of the original build of the motorway and associated roundabouts and feeder roads. A Weekly Report was issued during the Archaeological Watching Brief timetable and detailed comments of areas watched are contained there in.

10.0 Conclusion

The Archaeological Watching Brief has fulfilled the primary aims and objectives of the Specification. As far as it is known no buried archaeological features have been affected as a result of the development.

11.0 Acknowledgments

SWAT Archaeology would like to thank Bam Nuttall for commissioning the project.

Thanks are also extended to Wendy Rogers Archaeological Officer, Heritage and Conservation (KCC).

Dr Paul Wilkinson MIFA. 10th May 2011

References

IfA (1999 & 2008) Standards and Guidance for Archaeological Watching Briefs

SWAT Archaeology (2010) Specification for an Archaeological Watching Brief at the M20 Junction 9 and Drivers Roundabout in Kent.

APPENDIX 1. DATING AND ASSESSMENT OF THE POTTERY FROM THE M20 2010 PROJECT

A. Primary quantification :

Overall sherd count and weight : 3 sherds (3gms)

B. Period Code employed :

MIA = Mid Iron Age

LIA = Late Iron Age (indigenous-style or 'Belgic'-style indicated)

C. CONTEXT : Ditch 05

2 sherds MIA>LIA grog and shell-tempered ware (c.350/200 BC-50 AD)

Likely context date : Residual – but probably first century BC

D. Assessment :

Two small bifacially worn and very highly abraded conjoining bodysherds from a thin-walled handmade vessel. Apart from one fairly fresh and unworn edge the remaining sherd breaks are worn round and near-smooth – indicating longterm exposure in an open context or frequent disturbance as a result of being included in ploughsoil and then arriving in-context. The fabric is heavily loaded with finely crushed mostly cream and dark grey-black but also light brown grog fillers occurring mostly as small slightly lenticular slivers but also sometimes as larger sub-rounded pellets. These have been added to a fine grey silty clay matrix containing sparse very fine grains of black sand but as the occasional larger grain of red-brown iron-oxide.

Although the degree of post-loss damage has completely removed all trace of the original surface finishing there appear to be few indications of frost-damage resulting in serious axial flaking thinning away the original wall thickness. This aspect is important because it helps narrow down the likely date of these superficially un-diagnostic sherds. Although the use of grog (crushed previously broken pottery) occurs fairly regularly as a minor component of prehistoric mixed-temper fabrics (eg.flint and grog temper) throughout much of prehistory, there are particular chronological periods where the use of purely grog-tempered fabrics occurs as a mainstream manufacturing preference – the Late Neolithic-Early Bronze Age and during the Mid through to the Late Iron Ages.

The specific use, in the present example, of very profuse vari-coloured grains and flakes of grog is utterly typical of the Late Iron Age 'Belgic'-style potting tradition. Whilst this tradition has a long life, continuing right through into the Roman period, the soft fairly low-fired soapy fabric coupled with the degree of fine filler inclusion indicates a date between c.100 BC to approximately 50 AD. This sherd is closely similar in appearance, feel and fabric to sherds from the Chilham Castle burial pot – dated by its associated mirror and 2 brooches to between c.70-50 BC. Lacking undiagnostic features a wider date has to be applied here – but a broadly mid-first century BC date is likely.

In addition, one small fragment of daub was recovered – weighing 2gms. Dependant upon individual post-loss histories it is possible, in view of its relatively lightly worn only sub-rounded and fresher condition, compared with the sherd, that it received no serious attrition before being discarded, or accidentally included, into the same context. It could therefore be somewhat later - arguably, considering its soft fabric, within the second half of the first century BC.

E. Recommendations :

Other than the normal retention of the sherd as confirmation of find-spot content and date – no further work is required.

F. Bibliography :

Parfitt, K., 'A Late Iron Age Burial from Chilham Castle, near Canterbury, Kent' PPS 64 (1998), 343-351

Analyst : N.Macpherson-Grant : 7.11.2010

Appendix 2- Kent County Council HER Summary Form

Site Name: Land at M20 Junction 9, Ashford, Kent

SWAT Site Code: M20/WB/10

Site Address: As above

Summary:

From July to November 2010, Swale and Thames Archaeological Survey Company (SWAT Archaeology) carried out an Archaeological Watching Brief on a proposed road scheme and footbridge construction at the M20 Junction 9 and Drivers Roundabout, Ashford in Kent.

The works were carried out on behalf of Bam Nuttall, Tenacre Court, Harrietsham, Maidstone. An Archaeological Watch was kept during machine excavation of areas of topsoil strip, earthwork removal and drainage excavations. A full report of the Areas watched with timings are to be found in the Weekly Reports compiled for Bam Nuttall.

The Planning Application Number for the footbridge is AS/10/20 whilst the road scheme is 'permitted development'. The Archaeological Watching Brief revealed archaeological features in the first week of investigation at Area 2 (Compound West). One ditch in particular [06] was dated by pottery from the Middle to Late Iron Age (Appendix 1). Subsequently, no further datable archaeological features were revealed. The minor investigation of Area 2 will be the subject of a 'Post-excavation Assessment Report'.

District/Unitary: Ashford

Parish: Ashford

Period(s):

Tentative: Middle to Late Iron Age

NGR (centre of site to eight figures) NGR 600200 143900

Type of Archaeological work: Archaeological Watching Brief

Date of recording: July -October 2010

Unit undertaking recording: Swale and Thames Survey Company (SWAT)

Geology: Underlying geology is diverse but mostly Sandstone Beds

Title and author of accompanying report: Wilkinson P. (2011) Archaeological Watching Brief on land at M20 Junction 9 Roundabout, Ashford, Kent

Summary of fieldwork results (begin with earliest period first, add NGRs where appropriate)

As above

Location of archive/finds: SWAT, Graveney Rd, Faversham, Kent. ME13 8UP

Contact at Unit: Paul Wilkinson

Date: 10th May 2011

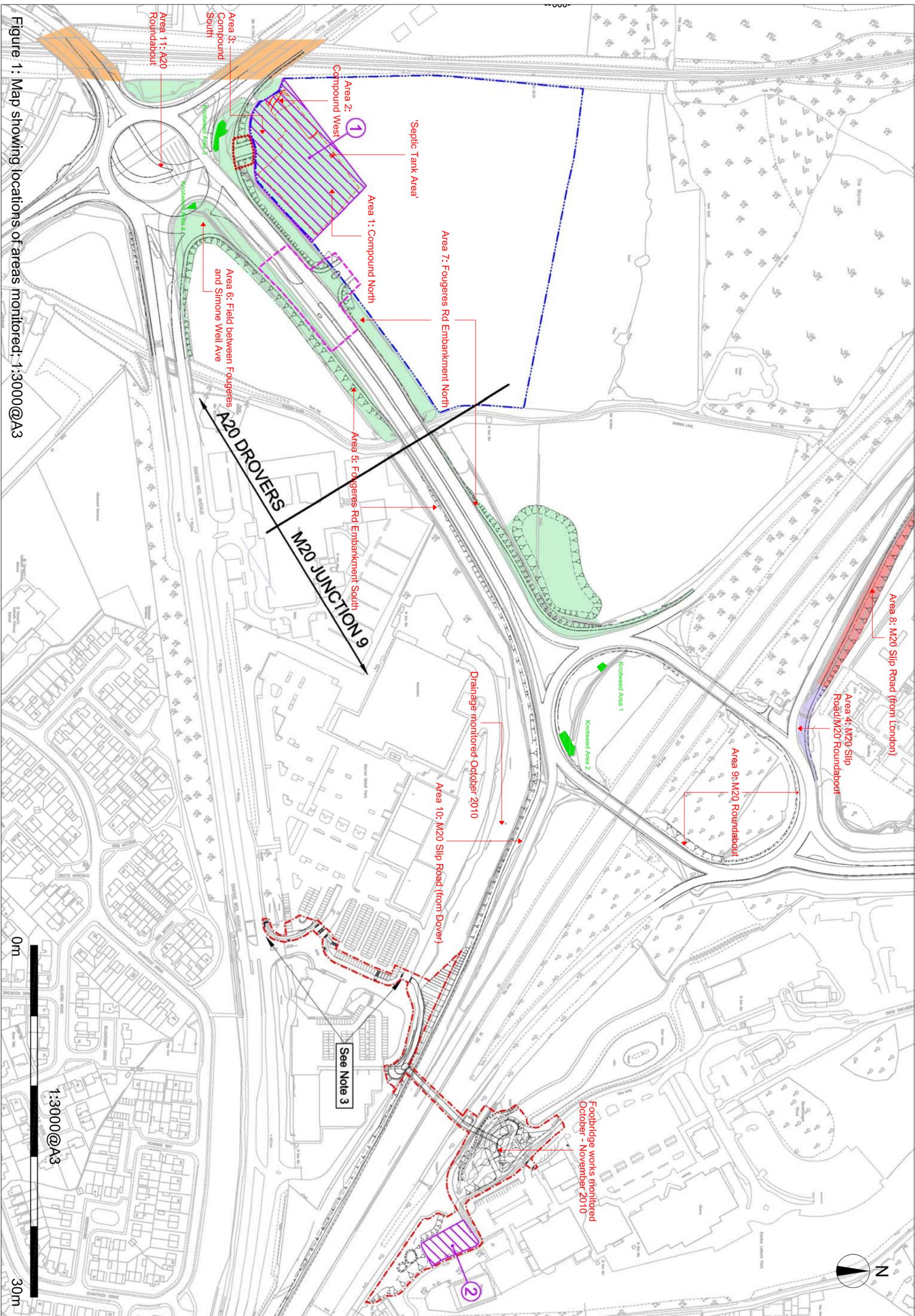
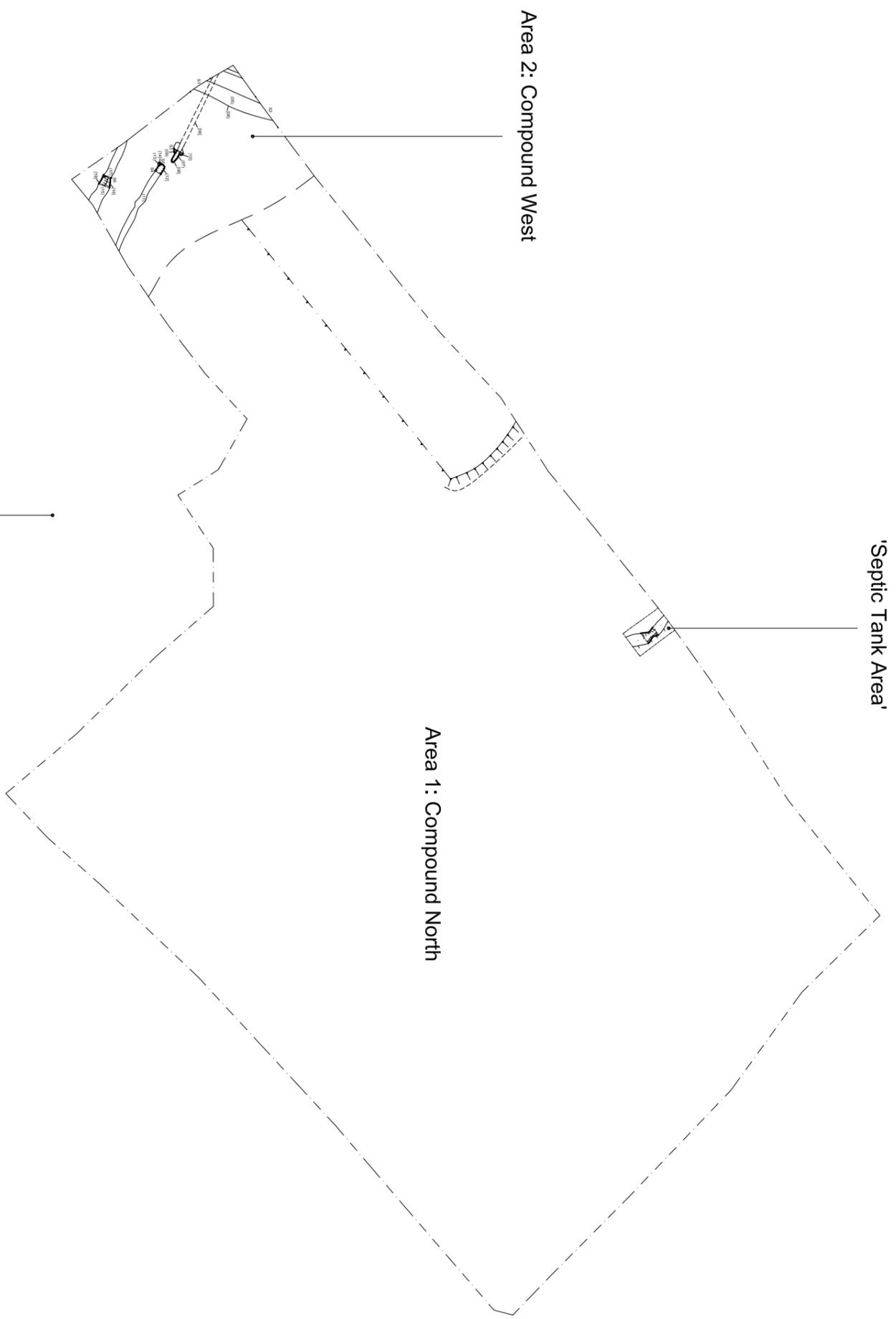


Figure 1: Map showing locations of areas monitored: 1:3000@A3



600187.65mE
143821.76mN



600039.16mE
143715.44mN

1:500@A3



Figure 2: Compound Area

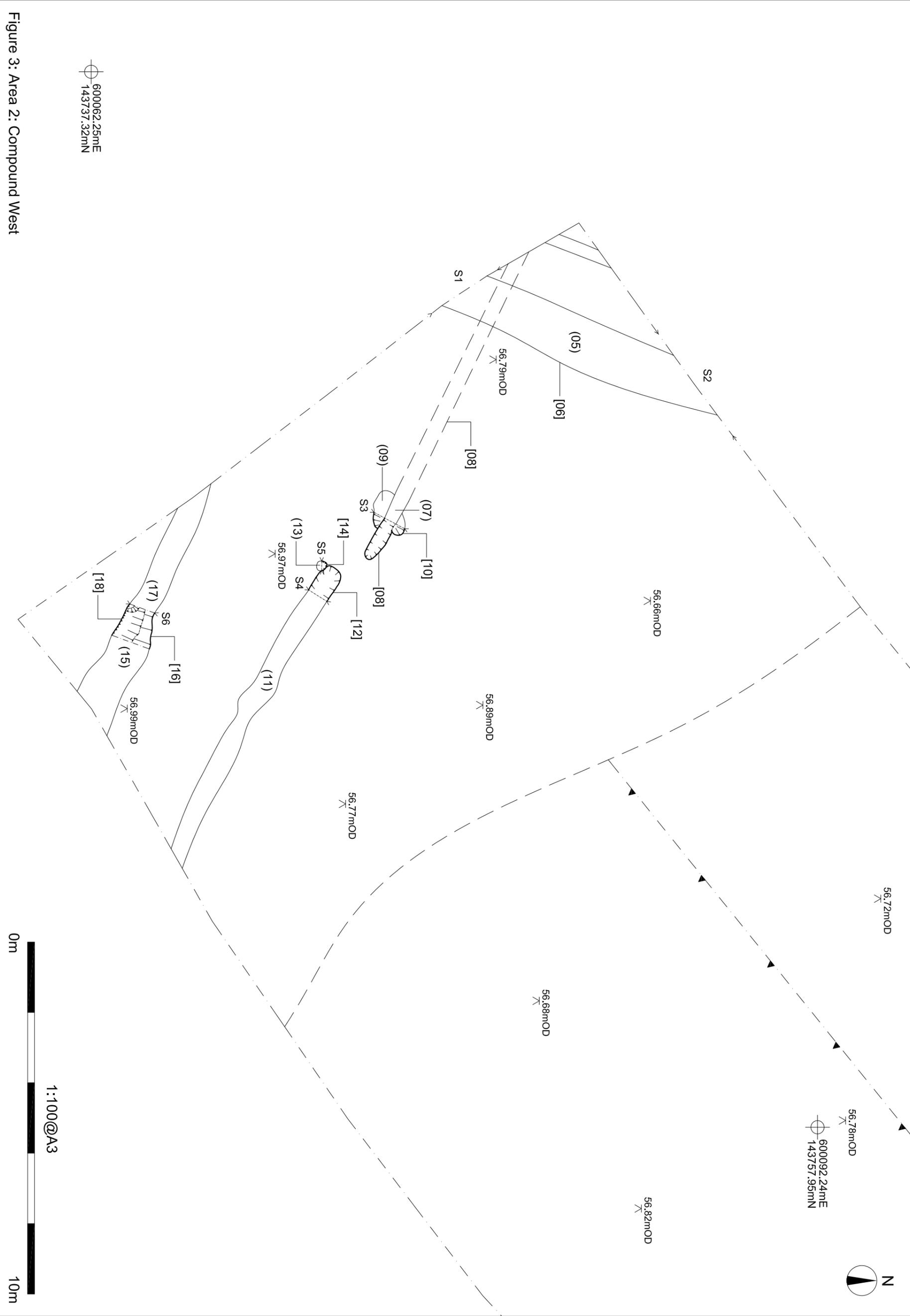
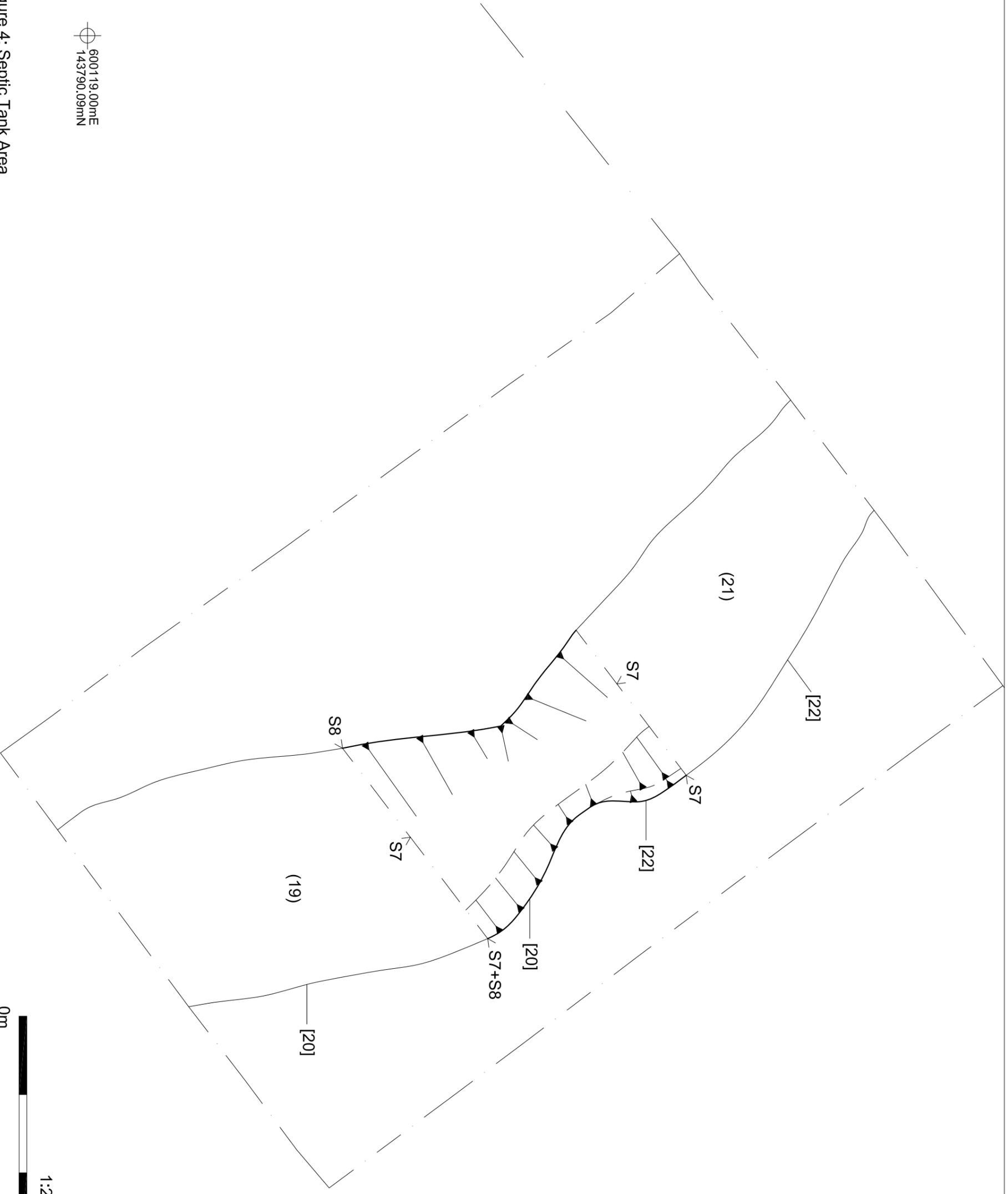


Figure 3: Area 2: Compound West



600125.00mE
143794.33mN

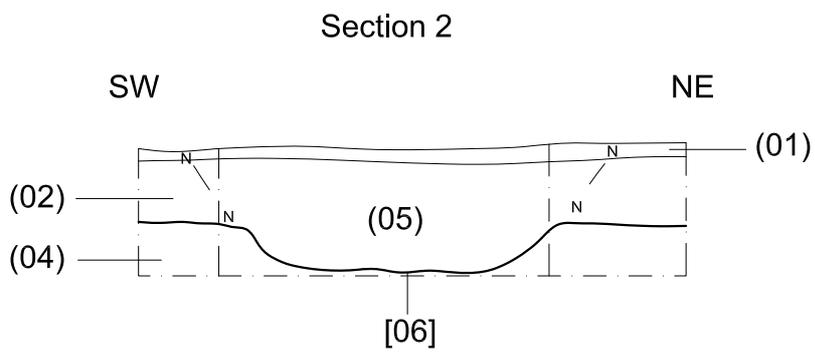
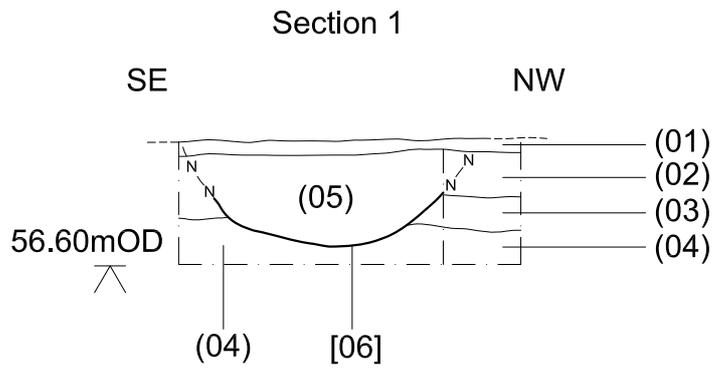


600119.00mE
143790.09mN

1:20@A3



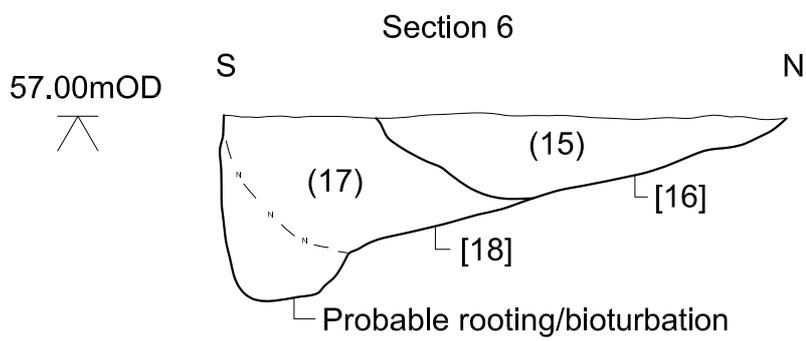
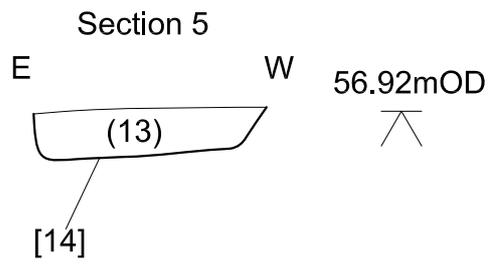
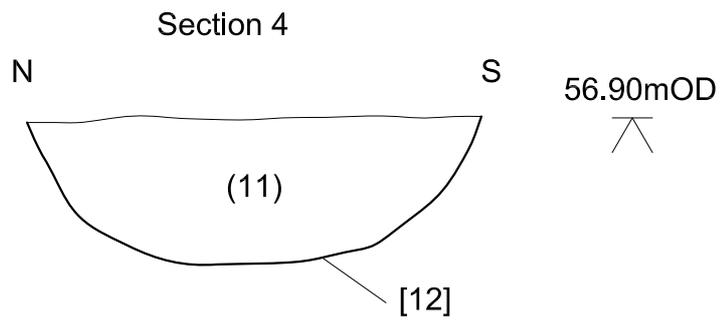
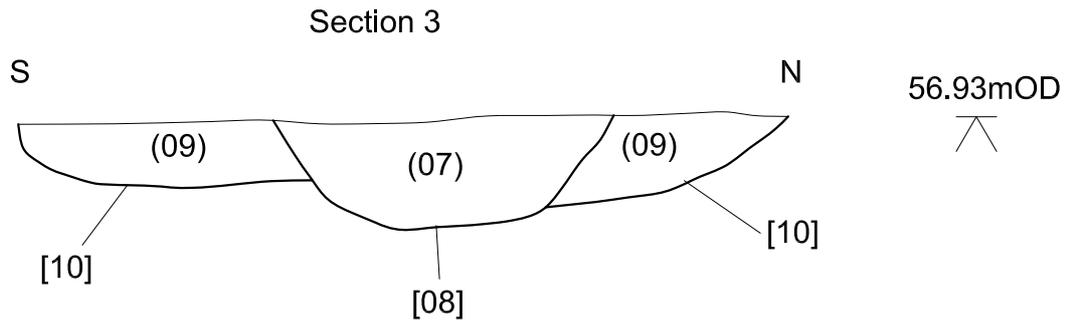
Figure 4: Septic Tank Area



1:50@A4



Figure 5: Sections



1:10@A4



0m

1m

Figure 6: Sections

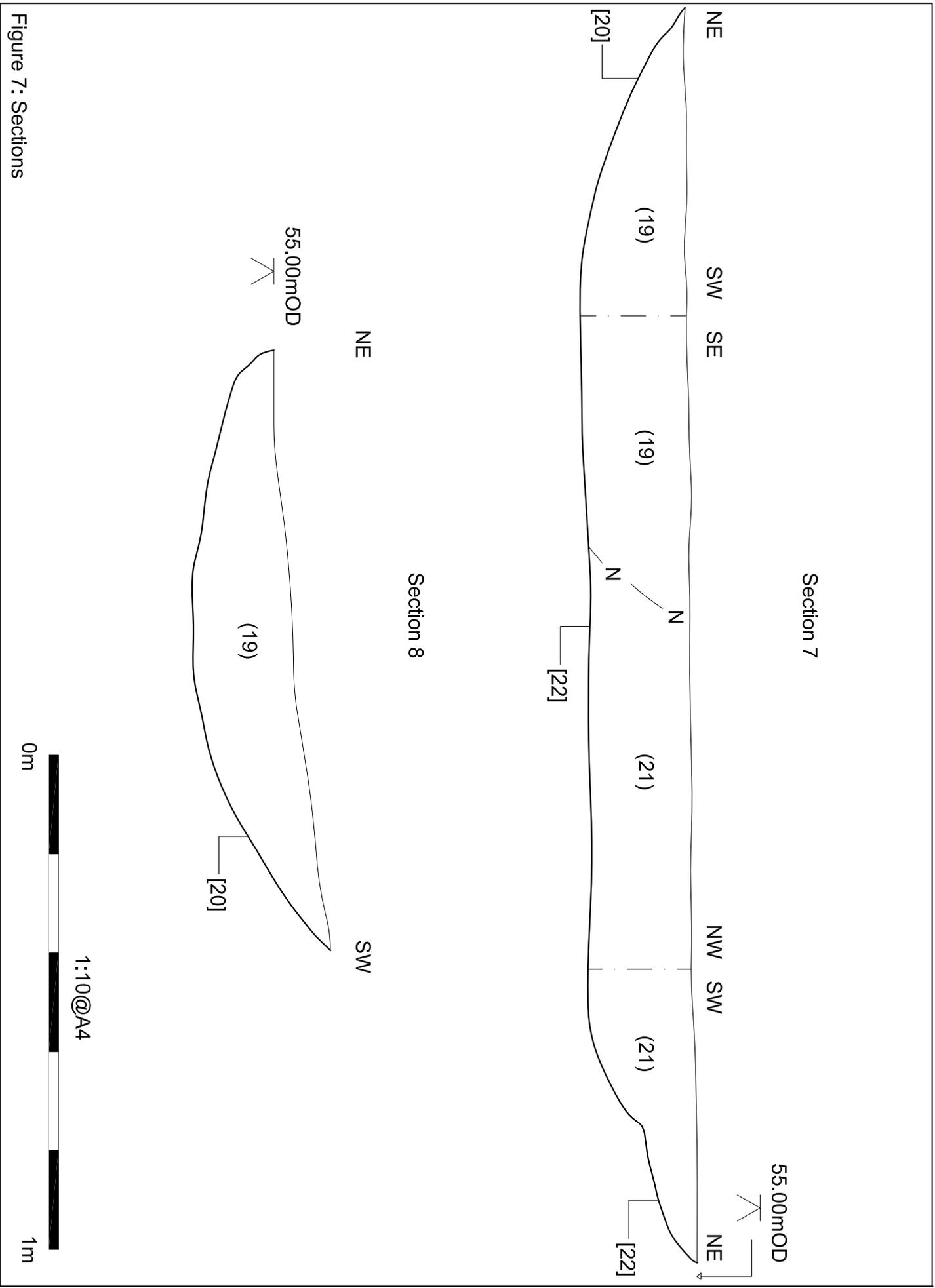


Figure 7: Sections



SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent

ME13 8UP

WEEKLY PROJECT STATUS REPORT

Project Name: Land at M20 Junction 9 Roundabout and Drovers Road, Ashford, Kent

Project Reference: DRA-WB-10

Report Number: 2010/015/DB/06

Prepared By:	Submitted To:	Organisation:	Date:
SWAT Archaeology	Peter Church (Agent)	BAM Nuttall Ltd.	10/03/2011

Week No.	Dates	Author
10	25/11/10 – 26/11/10	Paul Wilkinson

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1 PROJECT STATUS REPORT

1.1 General

This Weekly Project Status Report has been produced in accordance with standard SWAT Archaeology procedures so that BAM NUTTELL LTD may use as a means of formal regular reporting on the archaeological status of a project to key project stakeholders, including the PROJECT MANAGEMENT TEAM and KENT COUNTY COUNCIL HERITAGE & CONSERVATION on behalf of the associated LOCAL PLANNING AUTHORITY.

This report provides a summary of archaeological investigations carried out on site up until the week ending 26/11/10. An informal day-diary is also included as an appendix in order to provide a more detailed narrative of results obtained, along with scanned copies of pro-forma SWAT Archaeology Fieldwork Monitoring Sheets.

1.2 Work Carried Forward

- Completion of archaeological monitoring of construction works carried out up to August 2010, as set documented within previously submitted Progress Reports 2010/015/DB/01, 2010/015/DB/02, 2010/015/DB/03 and 2010/015/DB/04.
- Archaeological monitoring of works associated with the construction of service and drainage trenches and initial phases of construction works associated with the proposed footbridge (see attached plan).

1.3 Work carried out to date (Up to 26/11/10)

- Continuation of archaeological monitoring during ongoing construction of the proposed footbridge.

1.4 Forthcoming work schedule

- No further archaeological works are required.

2 RESOURCES

2.1 Archaeological Personnel

Project Director	Paul Wilkinson (SWAT Archaeology)
Archaeological Surveyor/CAD	James Madden (Digitize This)

2.2 Other

All welfare facilities have been supplied by the Principal Contractor.

3 SCHEDULED MEETINGS

No meeting were held during these working weeks.

4 SUMMARY OF RESULTS (AREA 8)

4.1 Overview

Archaeological monitoring during the construction of the proposed footbridge (northern extent) comprised the removal of c.0.42m of soggy topsoil followed by the deposition of hardcore (Plate 1). No deeper intrusive excavations were associated with this phase of works which was monitored over the course of two days. No archaeological features were encountered.



Plate 1 Removal of topsoil with northern extent of proposed footbridge

4.2 Site Attendance

Archaeological monitoring during the construction of works associated with the proposed footbridge (northern side) was carried out on the following dates:

25th November 2010

26th November 2010

5 OTHER ISSUES

Archaeological fieldwork associated with this project has now been completed. A final report documenting findings will be prepared and submitted to BAM Nuttall in due course.

PROJECT STATUS REPORT APPROVALS

Prepared by (print) Paul Wilkinson _____

Position Archaeological Project Director _____

Date 10/03/11 _____

Checked by (print) _____

Position _____

Date _____

Approved by (print) _____

Position _____

Date _____

6 APPENDIX A – SITE DAY DIARY

Paul Wilkinson

Archaeological Watching Brief at M20 Junction 9/A20 Drovers Roundabout, Kent 25th November 2010 to 26th November 2010

Maintained an intermittent watching brief during the construction of formation levels associated with the northern extent of the proposed M20 footbridge. Archaeological monitoring during the construction of the proposed footbridge (northern extent) comprised the removal of c.0.42m of soggy topsoil followed by the deposition of hardcore. No deeper intrusive excavations were associated with this phase of works which was monitored over the course of two days. No archaeological features were encountered.



SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent

ME13 8UP

WEEKLY PROJECT STATUS REPORT

Project Name: Land at M20 Junction 9 Roundabout and Drovers Road, Ashford, Kent

Project Reference: DRA-WB-10

Report Number: 2010/015/DB/05

Prepared By:	Submitted To:	Organisation:	Date:
SWAT Archaeology	Peter Church (Agent)	BAM Nuttall Ltd.	10/03/2011

Week No.	Dates	Author
7-9	04/10/10 – 22/10/10	Paul Wilkinson

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1 PROJECT STATUS REPORT

1.1 General

This Weekly Project Status Report has been produced in accordance with standard SWAT Archaeology procedures so that BAM NUTTELL LTD may use as a means of formal regular reporting on the archaeological status of a project to key project stakeholders, including the PROJECT MANAGEMENT TEAM and KENT COUNTY COUNCIL HERITAGE & CONSERVATION on behalf of the associated LOCAL PLANNING AUTHORITY.

This report provides a summary of archaeological investigations carried out on site up until the week ending 24/10/10. An informal day-diary is also included as an appendix in order to provide a more detailed narrative of results obtained, along with scanned copies of pro-forma SWAT Archaeology Fieldwork Monitoring Sheets.

1.2 Work Carried Forward

- Completion of archaeological monitoring of construction works carried out up to August 2010, as set documented within previously submitted Progress Reports 2010/015/DB/01, 2010/015/DB/02, 2010/015/DB/03 and 2010/015/DB/04.

1.3 Work carried out to date (Up to 22/10/10)

- Archaeological monitoring of works associated with the construction of service and drainage trenches and initial phases of construction works associated with the proposed footbridge (see attached plan).

1.4 Forthcoming work schedule

- Continuation of archaeological monitoring during ongoing construction of the proposed footbridge.

2 RESOURCES

2.1 Archaeological Personnel

Project Director	Paul Wilkinson (SWAT Archaeology)
Archaeological Surveyor/CAD	James Madden (Digitize This)

2.2 Other

All welfare facilities have been supplied by the Principal Contractor.

3 SCHEDULED MEETINGS

No meeting were held during these working weeks.

4 SUMMARY OF RESULTS (AREA 8)

4.1 Overview

Archaeological monitoring within Area 8 (M20 slip road from London) during the excavation of drainage trenches continued to illustrated the presence of made ground imported during the construction of the adjacent road, which was now overlain by Type 1 stone recently imported to created road formation levels (Plate 1). No archaeological features were encountered.



Plate 1 Imported Type 1 stone (shown) directly overlay made ground within Area 8

Monitoring carried out during the construction of drainage trenches alongside the southern extent of the M20 carriage way at the proposed location of the footbridge revealed made ground to a depth of 2.5m onto Head Brickearth. No colluvium or subsoil was present suggesting that works associated

with the construction of the M20 motorway had previously truncated natural ground levels thus removing any archaeological deposits that may have been present.

4.2 Site Attendance

Archaeological monitoring during the construction of drainage trenches was carried out on the following dates:

4th October 2010

11th October 2010

13th October 2010

14th October 2010

18th October 2010

19th October 2010

Archaeological monitoring during the construction of works associated with the proposed footbridge (southern side) was carried out on the following dates:

20th October 2010

22nd October 2010

5 OTHER ISSUES

Excavations associated with the northern extent of the footbridge are due to commence at the end of November 2010.

PROJECT STATUS REPORT APPROVALS

Prepared by (print) Paul Wilkinson _____

Position Archaeological Project Director _____

Date 10/03/11 _____

Checked by (print) _____

Position _____

Date _____

Approved by (print) _____

Position _____

Date _____

6 APPENDIX A – SITE DAY DIARY

Paul Wilkinson

Archaeological Watching Brief at M20 Junction 9/A20 Drivers Roundabout, Kent 4th October 2010 to 22nd October 2010

Maintained an intermittent watching brief during the construction of drainage trenches in two locations over a period of three weeks. The first was within Area 8, which was monitored during the construction of the proposed slip road. Made ground is present within this area to a depth of at least 2m at which point the excavation ceased. A total length of 275m was excavated

The second area was located to the south side of the existing M20 carriageway, adjacent to the proposed location of the footbridge. Once again made ground was present to a depth of 2.5m over a length of c. 425m. Natural Head Brickearth was recorded at a depth of approximately 2.5m although no colluvium or subsoil present suggesting that the area was reduced during the construction of the existing motorway.



SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent

ME13 8UP

WEEKLY PROJECT STATUS REPORT

Project Name: Land at M20 Junction 9 Roundabout and Drovers Road, Ashford, Kent

Project Reference: DRA-WB-10

Report Number: 2010/015/DB/04

Prepared By:	Submitted To:	Organisation:	Date:
SWAT Archaeology	Peter Church (Agent)	BAM Nuttall Ltd.	6/8/10

Week No.	Dates	Author
5-6	26/7/10 – 6/8/10	David Britchfield

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1 PROJECT STATUS REPORT

1.1 General

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This report provides a summary of archaeological investigations carried out on site up until the week ending 6/8/10. An informal day-diary is also included as an appendix in order to provide a more detailed narrative of results obtained, along with scanned copies of pro-forma SWAT Archaeology Fieldwork Monitoring Sheets.

1.2 Work Carried Forward

- Examination of an archaeological feature within Knotweed Pit 4.

1.3 Work carried out to date (Up to 6/8/10)

- No Examination of Area 8 and general site monitoring (see Appendix)

1.4 Forthcoming work schedule

- At this time it is assumed that archaeological monitoring is complete, with the possible exception of service areas (i.e. drainage, service trenches etc), although these are thought to be within areas of made ground (to be confirmed).

2 RESOURCES

2.1 Archaeological Personnel

Project Director	Paul Wilkinson (SWAT Archaeology)
Project Manager	David Britchfield (Freelance Archaeologist)
Archaeological Surveyor/CAD	Jonny Madden (Digitize This)
Site Supervisor	James Madden (Freelance Archaeologist)

2.2 Other

All welfare facilities have been supplied by the Principal Contractor.

3 SCHEDULED MEETINGS

No meeting were held during these working weeks.

4 SUMMARY OF RESULTS (PLOT 1C/SA)

Archaeological monitoring within Area 8 (M20 slip road from London) illustrated the presence of made ground imported during the construction of the adjacent road. No archaeological features were encountered.



Plate 1 Made ground within Area 8



Plate 2 Made ground within Area 8 looking up M20 slip road

5 OTHER ISSUES

None.

PROJECT STATUS REPORT APPROVALS

Prepared by (print) David Britchfield_____

Position Archaeological Project Manager_____

Date 6/08/10 _____

Checked by (print) Paul Wilkinson_____

Position Archaeological Project Director_____

Date 6/08/10 _____

Approved by (print) _____

Position _____

Date _____

6 APPENDIX A – SITE DAY DIARY

James Madden

Archaeological Watching Brief at M20 Junction 9/A20 Drivers Roundabout, Kent 8th June 2010 – to present

Mon 2nd August (1.40pm – 3.30pm)

1.40pm arrived on site. Visited Area 8 (M20 Slip Rd from London). A large section of the bund had been removed (to allow extra traffic lane). The ground had been reduced to the level of the existing top of road kerb. The bund was clearly made ground (made up largely of sand).

Inspection of the rest of the site revealed that there had been further topsoil stripping taking place since the last site visit. This had been done on the M20 slip road from Dover – it had involved the stripping of vegetation and topsoil and some slight reshaping of the bank (as had already been done on Fougères Rd Embankment North and South Areas. No archaeological remains encountered – all made ground. Approximately 200m from the M20 roundabout along the slip rd from the coast, a large pit had been dug for drainage (approximately 3m down from road level, roughly 5m by 5m). Natural, being a blue grey, silty clay, was encountered at 2m below ground surface. No remains present. Photographs were taken. Left site, after inspecting rest of areas, at 3.30pm.



SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent

ME13 8UP

WEEKLY PROJECT STATUS REPORT

Project Name: Land at M20 Junction 9 Roundabout and Drovers Road, Ashford, Kent

Project Reference: DRA-WB-10

Report Number: 2010/015/DB/03

Prepared By:	Submitted To:	Organisation:	Date:
SWAT Archaeology	Peter Church (Agent)	BAM Nuttall Ltd.	26/7/10

Week No.	Dates	Author
	16/7/10 – 23/7/10	David Britchfield

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1 PROJECT STATUS REPORT

1.1 General

This Weekly Project Status Report has been produced in accordance with standard SWAT Archaeology procedures so that BAM NUTTELL LTD may use as a means of formal regular reporting on the archaeological status of a project to key project stakeholders, including the PROJECT MANAGEMENT TEAM and KENT COUNTY COUNCIL HERITAGE & CONSERVATION on behalf of the associated LOCAL PLANNING AUTHORITY.

This report provides a summary of archaeological investigations carried out on site up until the week ending 23/7/10. An informal day-diary is also included as an appendix in order to provide a more detailed narrative of results obtained, along with scanned copies of pro-forma SWAT Archaeology Fieldwork Monitoring Sheets.

1.2 Work Carried Forward

- Archaeological monitoring of area topsoil stripped during removal of knotweed within Knotweed Pits 3 and 4.
- Archaeological monitoring of area topsoil stripped on existing Junction 9 roundabout, within Area 4 and Area 8.

1.3 Work carried out to date (Up to 23/7/10)

- Examination of an archaeological feature within Knotweed Pit 4.
- No further archaeological monitoring was required for this week.

1.4 Forthcoming work schedule (Week ending 30/7/10)

- At this time it is assumed that archaeological monitoring is complete, with the possible exception of service areas (i.e. drainage, service trenches etc), although these are thought to be within areas of made ground (to be confirmed).

2 RESOURCES

2.1 Archaeological Personnel

Project Director	Paul Wilkinson (SWAT Archaeology)
Project Manager	David Britchfield (Freelance Archaeologist)
Archaeological Surveyor/CAD	Jonny Madden (Digitize This)
Site Supervisor	James Madden (Freelance Archaeologist)

2.2 Other

All welfare facilities have been supplied by the Principal Contractor.

3 SCHEDULED MEETINGS

No meeting were held during this working week.

4 SUMMARY OF RESULTS (PLOT 1C/SA)

Archaeological monitoring within Knotweed Area 4 (adjacent to A20 roundabout) illustrated the presence of made ground imported during the construction of the adjacent road, directly overlying a buried topsoil, natural 'drift' geology (dark reddish brown sandy clay) atop a seam of natural 'solid' sandstone (see Plate 1, Report 2010/015/DB/02). Further examination of the area revealed a potential ditch which measured 0.59m in width with a depth of 0.13m (see Plate 1, below), visible for a length of approximately 6.50m.



Plate 1 Potential ditch within Knotweed Pit 4

No archaeological material was present within this feature, so it is impossible to date. That said, given the parallel nature with the adjacent artificial bank, it is possible that it is modern (i.e. a vehicle rut or the like).



Plate 2 Section through potential ditch

5 OTHER ISSUES

None.

PROJECT STATUS REPORT APPROVALS

Prepared by (print) David Britchfield_____

Position Archaeological Project Manager_____

Date 26/07/10 _____

Checked by (print) Paul Wilkinson_____

Position Archaeological Project Director_____

Date 26/07/10 _____

Approved by (print) _____

Position _____

Date _____

6 APPENDIX A – SITE DAY DIARY

James Madden
16th July 2010

Archaeological Watching Brief at M20 Junction 9/A20 Drivers Roundabout, Kent 16th July 2010 – to present

Fri 16th July (10.00am – 12.45pm)

10.00 – 11.00am Meeting with Dave Britchfield, bringing him up to date with progress of project. Had meeting with P. Wilkinson and P. Church; discussed future drainage onsite (D. Britchfield took notes).

11.00 – 12.00am Took Dave to see Ragstone uncovered in Knotweed Pit 4 – we both agreed it was natural. Dave spotted a ditch that had weathered out since the previous day. The ditch was visible running N-S into the excavated knotweed pit (truncated by the Knotweed Pit 4 – unseen at time of excavation). Due to a dangerous overhang from where the knotweed pit had cut into the road embankment, it was necessary to very quickly dig and record a slot in the ditch before the area was covered in order to sure up the road embankment. The ditch was visible for 6.50m. Ditch cut was a shallow U shape and 0.13m deep. No finds. (Dave - see attached photos).

12.00 – 12.35pm Monitored knotweed extraction in Knotweed Pit 2 (on M20 roundabout). Further investigated the buried topsoil. Came to final conclusion that this dark layer was a 'boggy' topsoil covered when the M20 was built. Not necessary to return to knotweed pits.

12.35 – 12.45am Monitored Fougères Rd embankment North Area. Took photos. The topsoil stripping was confined to the bank itself (which is made ground).



SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent

ME13 8UP

WEEKLY PROJECT STATUS REPORT

Project Name: Land at M20 Junction 9 Roundabout and Drovers Road, Ashford, Kent

Project Reference: DRA-WB-10

Report Number: 2010/015/DB/02

Prepared By:	Submitted To:	Organisation:	Date:
SWAT Archaeology	Peter Church (Agent)	BAM Nuttall Ltd.	19/7/10

Week No.	Dates	Author
	9/7/10 – 16/7/10	David Britchfield

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1 PROJECT STATUS REPORT

1.1 General

This Weekly Project Status Report has been produced in accordance with standard SWAT Archaeology procedures so that BAM NUTTELL LTD may use as a means of formal regular reporting on the archaeological status of a project to key project stakeholders, including the PROJECT MANAGEMENT TEAM and KENT COUNTY COUNCIL HERITAGE & CONSERVATION on behalf of the associated LOCAL PLANNING AUTHORITY.

This report provides a summary of archaeological investigations carried out on site up until the week ending 16/7/10. An informal day-diary is also included as an appendix in order to provide a more detailed narrative of results obtained, along with scanned copies of pro-forma SWAT Archaeology Fieldwork Monitoring Sheets.

1.2 Work Carried Forward

- Archaeological monitoring of area topsoil stripped for temporary compound, including deeper excavation for septic tank.
- Archaeological monitoring of area topsoil stripped during removal of knotweed.
- Archaeological monitoring of area topsoil stripped on existing Junction 9 roundabout.
- Archaeological monitoring of area topsoil stripped on Fougères Rd embankment.

1.3 Work carried out to date (Up to 16/7/10)

- Archaeological monitoring of area topsoil stripped during removal of knotweed within Knotweed Pits 3 and 4 (see attached plan)
- Archaeological monitoring of area topsoil stripped on existing Junction 9 roundabout, within Area 4 and Area 8.

1.4 Forthcoming work schedule (Week ending 16/7/10)

- Continuation of archaeological monitoring within above mentioned areas.

2 RESOURCES

2.1 Archaeological Personnel

Project Director	Paul Wilkinson (SWAT Archaeology)
Project Manager	David Britchfield (Freelance Archaeologist)
Archaeological Surveyor/CAD	Jonny Madden (Digitize This)

Site Supervisor

James Madden (Freelance Archaeologist)

2.2 Other

All welfare facilities have been supplied by the Principal Contractor.

3 SCHEDULED MEETINGS

3.1 Meeting 3

Meeting Scheduled: 16/07/10

Present: Peter Church (Agent BAM Nuttall), Paul Wilkinson (SWAT Archaeology), David Britchfield (on behalf of SWAT Archaeology) and James Madden (on behalf of SWAT Archaeology).

Points Discussed: SWAT Monitoring meeting. A Monitoring Form is included within Appendix B.

- The Weekly Progress Report is to include an updated plan of the works, including areas monitored and results obtained (DB to action, see attached).
- Drainage details, as requested by Wendy Rogers, to be provided to KCC (PC to action).
- The 'pond' area was discussed and at this time it is believed that excavation will not be necessary as ground levels are to be raised. This is to be clarified and confirmed.

4 SUMMARY OF RESULTS (PLOT 1C/SA)

Archaeological monitoring during removal of topsoil within Area 4 and Area 8 confirmed the presence of made ground forming embankments alongside the M20 slip road.

Archaeological monitoring within Knotweed Area 4 (adjacent to A20 roundabout) illustrated the presence of made ground imported during the construction of the adjacent road, directly overlying a buried topsoil, natural 'drift' geology (dark reddish brown sandy clay) atop a seam of natural 'solid' sandstone (see Plate 1). Further examination of the area revealed a potential ditch which will be examined during the following week.



Plate 1 Natural 'drift' geology preserved beneath imported embankment within Knotweed Area 4

5 OTHER ISSUES

The next archaeological monitoring meeting is to be held at 11am on Friday 23/7/10.

PROJECT STATUS REPORT APPROVALS

Prepared by (print) David Britchfield_____

Position Archaeological Project Manager_____

Date 019/07/10 _____

Checked by (print) Paul Wilkinson_____

Position Archaeological Project Director_____

Date 19/07/10 _____

Approved by (print) _____

Position _____

Date _____

6 APPENDIX A – SITE DAY DIARY

James Madden
15th July 2010

Archaeological Watching Brief at M20 Junction 9/A20 Drovers Roundabout, Kent 15th June 2010 – to present

Fri 9th July (10.00am – 12.20pm)

10.00 – 11.00am Meeting with Dave Britchfield, bringing him up to date with progress of project.

11.00 – 11.45am Meeting with D. Britchfield, P. Church and W. Rogers (KCC) to report progress and findings on site.

11.45 – 12.20am Monitored knotweed pit 2 on M20 roundabout. Noticed that there was another piece of wood (like the piece found in the possible buried topsoil layer) but it was in the redeposited sand – ie made ground directly adjacent to the buried soil. This suggests that the buried soil is very recent – ie was buried when motorway was constructed. Also found one piece of pegtile from buried soil. Also observed excavator stripping vegetation from the bund on the M20 slip road.

Mon 12th July (9.00am – 12.30pm)

9.00 – 12.30am Monitored the knotweed extraction in knotweed pit 3 (in bank in compound area). Machining went below the ground surface level in an area of about 3m by 4m – the topsoil and a small amount of subsoil was removed. No archaeology was present. There was also considerable flooding of this area due to torrential rain.

Thurs 15th July (10.30am – 1.10pm)

10.30am – 11.45pm Monitored the removal of knotweed in knotweed pit 4 (on the embankment and in the corner of the field between Fougères Way and Simone Weil Avenue). Machine stripped to depth of 1.35m below surface ground level. A band of loose rag stone was found at a depth between 0.45m and 1.35m below surface ground level. At 1.35m a more solid layer of rag stone was found. This could be a natural seam or perhaps a modern structure related to the road embankment. Further investigation to be done tomorrow (fri).

12.15pm – 12.40pm Took further photos of knotweed pit 3 where all knotweed had now been removed (finished on wed 14th July). 'Virgin ground' had not been reached after my Monday visit.

12.40pm – 1.10pm Monitored the topsoil strip of the M20 slip rd bund (all made ground) and also the topsoil strip of Fougères Rd North (M20 side of project) – again all made ground.

7 APPENDIX B – SWAT ARCHAEOLOGY SITE VISIT SHEET



SWAT. ARCHAEOLOGY SITE VISIT

Swale and Thames Archaeological Survey Company
Dr Paul Wilkinson, School Farm Oast, Graveney Road, Faversham, Kent. ME13 8UP
Tel. 01795 532548 Fax 01795 532548 Mobile 07885 700 112
e-mail- info@kafs.co.uk

Site: M20-Junction 9.

Date: 16/7/10.

Areas inspected: * SWAT Archaeology Only *

Date and time of visit: 10am 16/7/10.

Description: SWAT Monitoring Visit DB+JM

KCC comments:

* Phone conversation with Wendy Rogers (KCC) re,
No need for KCC presence today. That said, a s
plan is essential, as requested last week.

Action/ work required by KCC:

Preparation of Weekly Progress Report, to in
plan of works. Drainage plan as requested
last week. These will be prepared shortly and
sent through. PC state that there should be no
need for excavation of pond as the earthwork
will be raised above existing ground level. This
will need confirming during Set Out.

KCC Inspection Team

KCC (Signed)

NA

SWAT (Signed)

Areas or Action signed off by KCC

N/A

Client (Signed)



SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent

ME13 8UP

WEEKLY PROJECT STATUS REPORT

Project Name: Land at M20 Junction 9 Roundabout and Drovers Road, Ashford, Kent

Project Reference: DRA-WB-10

Report Number: 2010/015/DB/01

Prepared By:	Submitted To:	Organisation:	Date:
SWAT Archaeology	Peter Church (Agent)	BAM Nuttall Limited	9/7/10

Week No.	Dates	Author
	Up to and including w/e 9/7/10	David Britchfield

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1 PROJECT STATUS REPORT

1.1 General

This Weekly Project Status Report has been produced in accordance with standard SWAT Archaeology procedures so that EDMUND NUTTELL LIMITED may use as a means of formal regular reporting on the archaeological status of a project to key project stakeholders, including the PROJECT MANAGEMENT TEAM and KENT COUNTY COUNCIL HERITAGE & CONSERVATION on behalf of the associated LOCAL PLANNING AUTHORITY.

This report provides a summary of archaeological investigations carried out on site up until the week ending 9/7/10. An informal day-diary is also included as an appendix in order to provide a more detailed narrative of results obtained, along with scanned copies of pro-forma SWAT Archaeology Fieldwork Monitoring Sheets.

1.2 Work Carried Forward

- Not applicable at this stage

1.3 Work carried out to date (Up to 9/7/10)

- Archaeological monitoring of area topsoil stripped for temporary compound, including deeper excavation for septic tank..
- Archaeological monitoring of area topsoil stripped during removal of knotweed.
- Archaeological monitoring of area topsoil stripped on existing Junction 9 roundabout.
- Archaeological monitoring of area topsoil stripped on Fougères Rd embankment.

1.4 Forthcoming work schedule (Week ending 16/7/10)

- Continuation of archaeological monitoring within above mentioned areas.

2 RESOURCES

2.1 Archaeological Personnel

Project Director	Paul Wilkinson (SWAT Archaeology)
Project Manager	David Britchfield (Freelance Archaeologist)
Archaeological Surveyor/CAD	Jonny Madden (Digitize This)
Site Supervisor	James Madden (Freelance Archaeologist)

2.2 Other

All welfare facilities have been supplied by the Principal Contractor.

3 SCHEDULED MEETINGS

3.1 Meeting 1

Meeting Scheduled: 2/07/10

Present: Peter Church (Agent BAM Nuttall), Wendy Rogers (KCC), Peter Fasham (Jacobs Heritage Lead), Ian ?? (Apologies, name not taken), Paul Wilkinson (SWAT Archaeology), David Britchfield (on behalf of SWAT Archaeology) and James Madden (on behalf of SWAT Archaeology).

Points Discussed: A site meeting was called in order to discuss the archaeological issues associated with the project. Notes were taken by Paul Wilkinson and are included within Appendix 2. Points raised were as follows;

1. Weekly Friday site meeting with Wendy Rogers and SWAT to inspect and sign off current areas of investigation.
2. Weekly report to Peter Church (BAM Nuttall) from SWAT.
3. As archaeology (linears) has been found on site a full Post-excavation Report is required once the current programme of investigation is finished. This will help inform KCC on the appropriate mitigation measures which may be required for the footbridge scheme (AS/10/20), and indeed the proposed Park and Ride site.
4. SWAT to investigate GIS data to see if linears found in the compound area pre-date or post-date OS data.
5. SWAT to record geological data where possible on site.

3.2 Meeting 2

Meeting Scheduled: 9/07/10

Present: Wendy Rogers (KCC), David Britchfield and James Madden (on behalf of SWAT Archaeology)

Points Discussed: A site monitoring meeting was carried out in order to review progress and development of archaeological works. Notes were taken by David Britchfield and are included within Appendix 2. Points raised were as follows;

6. A program of works will be required in order to confirm and schedule future works.
7. A KCC site visit would be required during the topsoil strip associated with the proposed pond
8. A plan showing the location of proposed services is also requested.

4 SUMMARY OF RESULTS (PLOT 1C/SA)

Three ditches, one of which has been positively dated to the 12th century were recorded during the excavation of the compound area. These ditches were only visible following the removal of both topsoil and subsoil and suggest that further archaeological features are likely to be encountered when/if the subsoil within this area of the site are removed (i.e. during the construction of the Park and Ride). Two ditches within the southern extent of the compound area were parallel (see Figure 1 below), one of which showed evidence of re-cutting.



Figure 1 Parallel ditches within southern extent of the compound (notice re-cut visible of left side ditch)

Natural geological clays have been recorded during deeper excavations associated with the removal of knotweed two areas of the site. Pit 2, located within the Junction 9 roundabout, revealed the presence of natural clay c.1.7m below the existing ground level (c.43m AOD). A former topsoil horizon, along with intact subsoil and natural clay was also recorded with Pit 1 directly adjacent to the A20 within the southern extent of the site compound. Natural clay was encountered at a depth height of approximately 56m AOD.

No other archaeological finds or features have been encountered during the course of the archaeological works. That said, it is important to stress that the majority of work carried out to date has been associated with made ground imported and redeposited on top of the former land surface. In addition to this, where topsoil has been stripped, subsoil has been left intact, thereby preserving archaeological deposits (should they be present) insitu.



Figure 2 Ditch revealed during excavations associated with proposed septic tank (note the depth of surviving topsoil and subsoil).

5 OTHER ISSUES

The next archaeological monitoring meeting is to be held at 11am on Friday 16/7/10.

6 PROJECT STATUS REPORT APPROVALS

Prepared by (print) David Britchfield _____

Position Archaeological Project Manager _____

Date 09/07/10 _____

Checked by (print) Paul Wilkinson _____

Position Archaeological Project Director _____

Date 09/07/10 _____

Approved by (print) _____

Position _____

Date _____

7 APPENDIX A – SITE DAY DIARY

James Madden
8th July 2010

Archaeological Watching Brief at M20 Junction 9/A20 Drivers Roundabout, Kent 8th June 2010 – to present

Tues 8th June (8.00am – 5.05pm)

8.00am Site Induction;

8.15am – 8.40am Waiting for ecologist to arrive before beginning destructive habitat eco strip;

8.40am – 12.00am Destructive habitat eco strip undertaken on western part of compound area. Involved removing most of the vegetation with a toothed bucket (barely scratching the topsoil). Less than 100mm was removed (most of this being grass). NB. Noticed that some of compound already up and running (ie small area where cabins are had been previously stripped).

In afternoon monitored topsoil strip of the areas previously stripped by ecologist. 150mm max removed. Subsoil not visible. Found peg tile and brick fragments at this interface.

Wed 9th June (1.15pm – 5.30pm)

1.15pm – 1.30pm Arrive on site; look again round compound area. Nothing visible. Further peg tile and brick fragments found and also some modern glass.

1.30pm – 2.30pm No stripping, waiting.

2.30pm – 5.30pm SW corner of compound area was reduced further (this would be where the cabins would be put). Insisted that they used a ditching bucket and made sure they stripped the area down to subsoil first (this meant removing an additional 250mm). No features visible so allowed digger to proceed with their excavation (they needed to reduce the original ground level by approx. 1m). However, as the machine excavated deeper, a ditch gradually became visible. Knowing that I would get this ditch in both LOE sections, I took photos and allowed the machine to take down the level in 100mm spits – keeping a close eye open for any finds. None were found. A loose collection of rag stones was found in the very SW corner of the area and a measured sketch was made of these along with photos (this would later be visible as a linear feature when the digger 'squared off' the corner.

Thurs 10th June (8.00am – 12.00pm)

The reduction of the ground in the SW corner of the compound was continued but this time on the other half of the 'cabin area' (being the more SE half). Suspecting further features, I got the digger to strip off the top subsoil layer which had obscured the ditch found on the previous day. Two parallel ditches were visible (it became clear that one of these ditches (the more northerly) had unfortunately been machined away the previous day having been undetected until at substantial depth) (ie it is known that this ditch did continue in a westerly direction under the LOE). It was noted that the ditch fills only really became visible when approx 200mm of subsoil was removed (the natural subsoil becoming more orange and less brown with depth).

At this stage the watching brief was treated as a full excavation and a very detailed GPS site survey was undertaken by Jonny Madden. Three slots were dug, recorded with scaled sections and plans, context descriptions were done and photos taken. Then, again, the ground was taken down in 100mm spits but no finds were visible.

Tues 15th June (9.00am – 12.30pm)

Watching brief done on 'septic tank area' within compound area (up against western LOE). Hole approx 6m by 3m needed to be dug to depth of 2m for septic tank. Dealt with in same way as 'cabin area'. Ditching bucket used. Ditch found running right through centre of this area. One slot dug (pottery found) and fully recorded then ground taken down in spits but no more finds recovered.

Thurs 17th June (1.40pm – 4.00pm)

Monitored 'M20 slip rd from London area' – right on the roundabout. Digger only removed approx 100mm vegetation and topsoil in a small area (approx 10m by 30m). Made up ground at this level. Occasional brick, modern glass bottles. Also two separate cable trenches.

Wed 23rd June (1.30pm – 2.00pm)

Checked out topsoil strip on M20 roundabout itself. Although machine had stripped as deep as 300mm in some places, like the area stripped on 17th June, it was all made up ground at this level.

Wed 30th June (10.30pm – 12.30pm)

Checked out topsoil strip on Fougères Rd embankment. Clearly made ground. Photographic evidence. Went to M20 slip road (from London) area to monitor topsoil strip but did not do ahead. Ecologist not interested in this area therefore called off eco strip. Topsoil strip to happen later in project.

Fri 2nd July (10.30pm – 4.00pm)

10.30am – 1.00pm (approx) Meeting onsite with P. Wilkinson, D. Britchfield, W. Rogers, P. Church and representatives from Jacobs.

2.00pm – 4.00pm Monitored topsoil strip in southern area of compound. Between 70 and 120mm removed down to a 'topsoil-like' subsoil – possibly still some topsoil content. Subsoil has fragments of brick, peg tile and coke (all rare) – therefore, possible previous disturbance in area or more likely just travelled down through topsoil. Monitored machine excavation into Fougères Rd Bank – clearly made ground (photos taken).

Mon 5th July (10.00am – 3.30pm)

At M20 Roundabout Knotweed removal (Pit 1) – Monitored removal using a flat bladed bucket, spit by spit. Made-ground to depth of 1m below ground surface (nearest road) – then clay. No apparent subsoil. Tarmac and concrete blocks in made-ground deposit. No archaeology found. Monitored Fougères Rd Bank strip – lots of tree roots ripped out revealing sandy made-ground of bank. Strip of rest of southern compound area postponed until morning.

Tues 6th July (8.05am – 12.30pm)

Monitored removal of knotweed from bank of A20 adjacent to compound – clearly made-ground. Bank itself is made from compacted topsoil and brickearth-like clay and also large amounts of sand. Large concrete blocks visible at all depths through bank. Checked A20 Roundabout where they are reducing the slightly domed roundabout to the level of the kerb (a reduction of approx 900mm). It is made-ground at this level – lots of concrete and tarmac blocks at this reduced level (they are reducing levels through roundabout to create a bus lane through middle of roundabout). Walked to M20 roundabout via Fougères Rd embankment where further topsoil stripping has occurred – sand in bank visible (topsoil 400mm thick – not all removed – more just the vegetation and a little re-sculpting).

11.45am – 12.30pm Monitored removal of knotweed on M20 roundabout Pit 2 (directly opposite slip rd coming from coast). Virgin ground encountered at approx 1.7m below existing ground level – the rest is made-ground. At a depth of 1.4m have encountered a dark black grey layer which could be a buried topsoil but no dating evidence so far. It is 300mm thick but is only visible in a very small area – more may be revealed.

Wed 7th July (1.15pm – 5.25pm)

Arrived on site after phone call from Bob Copper at 12.13pm informing me that they were stripping the corner of the field in between Fougères Rd and Simone Weil Avenue. Only 50 – 100mm of vegetation/topsoil was removed. Still some dry topsoil present masking any potential archaeology.

Nothing found. Photos taken. Area allowed to be used for soil stockpiling. Further stripping of banks on roads adjacent to this area.

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8 APPENDIX B – SWAT ARCHAEOLOGY SITE VISIT SHEETS



SWAT. ARCHAEOLOGY SITE VISIT

Swale and Thames Archaeological Survey Company
Dr Paul Wilkinson, School Farm Oast, Graveney Road, Faversham, Kent. ME13 8UP
Tel. 01795 532548 Fax 01795 532548 Mobile 07885 700 112
e-mail- info@kafs.co.uk

Site: M20-Junction 9.

Date: 3rd July 2010

Areas inspected:

Site office meeting attended by Wendy Rogers (KCC) SWAT, Jacobs, BAM Nuttalls

Date and time of visit: 11.30am, 2nd July 2010

Description: Site meeting to discuss procedures of reporting and archaeological methodology

KCC comments:

See below

Action/ work required by KCC:

Weekly Friday site meeting with Wendy Rogers and SWAT to inspect and sign off current areas of investigation.

Weekly report to Peter Church (BAM Nuttall) from SWAT.

As archaeology (linears) has been found on site a full Post-excavation Report is required once the current programme of investigation is finished. This will help inform KCC on the appropriate mitigation measures which may be required for the footbridge scheme (AS/10/20), and indeed the proposed Park and Ride site.

SWAT to investigate GIS data to see if linears found in the compound area pre-date or post-date OS data.

SWAT to record geological data where possible on site.

KCC Inspection Team

KCC (Signed)

SWAT (Signed)

Areas or Action signed off by KCC

Client (Signed)



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Tel. 01795 532548 Fax 01795 532548 Mobile 07885 700 112
e-mail- info@kafs.co.uk

Site: M20-Junction 9.

Date: 9/7/10

Areas inspected:

Compound (Southern) Topsoil strip

Date and time of visit:

4/7/10 11.00am

Description:

Monitoring Visit

KCC comments:

checked with James number of site visits. Seems okay and good liaison with Nutballs. Knotweed work being monitored. No new archaeology.

Action/ work required by KCC:

Program of Works Required (specific interest in Pond area). KCC Site Visit will be required during excavation of pond.
Also, require services plan for proposed drainage etc

KCC Inspection Team

KCC (Signed) *W. Slogos*

SWAT (Signed) *[Signature]*

Areas or Action signed off by KCC

Client (Signed)



SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent

ME13 8UP

WEEKLY PROJECT STATUS REPORT

Project Name: Land at M20 Junction 9 Roundabout and Drovers Road, Ashford, Kent

Project Reference: DRA-WB-10

Report Number: 2010/015/DB/01

Prepared By:	Submitted To:	Organisation:	Date:
SWAT Archaeology	Peter Church (Agent)	BAM Nuttall Limited	9/7/10

Week No.	Dates	Author
	Up to and including w/e 9/7/10	David Britchfield

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1 PROJECT STATUS REPORT

1.1 General

This Weekly Project Status Report has been produced in accordance with standard SWAT Archaeology procedures so that EDMUND NUTTELL LIMITED may use as a means of formal regular reporting on the archaeological status of a project to key project stakeholders, including the PROJECT MANAGEMENT TEAM and KENT COUNTY COUNCIL HERITAGE & CONSERVATION on behalf of the associated LOCAL PLANNING AUTHORITY.

This report provides a summary of archaeological investigations carried out on site up until the week ending 9/7/10. An informal day-diary is also included as an appendix in order to provide a more detailed narrative of results obtained, along with scanned copies of pro-forma SWAT Archaeology Fieldwork Monitoring Sheets.

1.2 Work Carried Forward

- Not applicable at this stage

1.3 Work carried out to date (Up to 9/7/10)

- Archaeological monitoring of area topsoil stripped for temporary compound, including deeper excavation for septic tank..
- Archaeological monitoring of area topsoil stripped during removal of knotweed.
- Archaeological monitoring of area topsoil stripped on existing Junction 9 roundabout.
- Archaeological monitoring of area topsoil stripped on Fougères Rd embankment.

1.4 Forthcoming work schedule (Week ending 16/7/10)

- Continuation of archaeological monitoring within above mentioned areas.

2 RESOURCES

2.1 Archaeological Personnel

Project Director	Paul Wilkinson (SWAT Archaeology)
Project Manager	David Britchfield (Freelance Archaeologist)
Archaeological Surveyor/CAD	Jonny Madden (Digitize This)
Site Supervisor	James Madden (Freelance Archaeologist)

2.2 Other

All welfare facilities have been supplied by the Principal Contractor.

3 SCHEDULED MEETINGS

3.1 Meeting 1

Meeting Scheduled: 2/07/10

Present: Peter Church (Agent BAM Nuttall), Wendy Rogers (KCC), Peter Fasham (Jacobs Heritage Lead), Ian ?? (Apologies, name not taken), Paul Wilkinson (SWAT Archaeology), David Britchfield (on behalf of SWAT Archaeology) and James Madden (on behalf of SWAT Archaeology).

Points Discussed: A site meeting was called in order to discuss the archaeological issues associated with the project. Notes were taken by Paul Wilkinson and are included within Appendix 2. Points raised were as follows;

1. Weekly Friday site meeting with Wendy Rogers and SWAT to inspect and sign off current areas of investigation.
2. Weekly report to Peter Church (BAM Nuttall) from SWAT.
3. As archaeology (linears) has been found on site a full Post-excavation Report is required once the current programme of investigation is finished. This will help inform KCC on the appropriate mitigation measures which may be required for the footbridge scheme (AS/10/20), and indeed the proposed Park and Ride site.
4. SWAT to investigate GIS data to see if linears found in the compound area pre-date or post-date OS data.
5. SWAT to record geological data where possible on site.

3.2 Meeting 2

Meeting Scheduled: 9/07/10

Present: Wendy Rogers (KCC), David Britchfield and James Madden (on behalf of SWAT Archaeology)

Points Discussed: A site monitoring meeting was carried out in order to review progress and development of archaeological works. Notes were taken by David Britchfield and are included within Appendix 2. Points raised were as follows;

6. A program of works will be required in order to confirm and schedule future works.
7. A KCC site visit would be required during the topsoil strip associated with the proposed pond
8. A plan showing the location of proposed services is also requested.

4 SUMMARY OF RESULTS (PLOT 1C/SA)

Three ditches, one of which has been positively dated to the 12th century were recorded during the excavation of the compound area. These ditches were only visible following the removal of both topsoil and subsoil and suggest that further archaeological features are likely to be encountered when/if the subsoil within this area of the site are removed (i.e. during the construction of the Park and Ride). Two ditches within the southern extent of the compound area were parallel (see Figure 1 below), one of which showed evidence of re-cutting.



Figure 1 Parallel ditches within southern extent of the compound (notice re-cut visible of left side ditch)

Natural geological clays have been recorded during deeper excavations associated with the removal of knotweed two areas of the site. Pit 2, located within the Junction 9 roundabout, revealed the presence of natural clay c.1.7m below the existing ground level (c.43m AOD). A former topsoil horizon, along with intact subsoil and natural clay was also recorded with Pit 1 directly adjacent to the A20 within the southern extent of the site compound. Natural clay was encountered at a depth height of approximately 56m AOD.

No other archaeological finds or features have been encountered during the course of the archaeological works. That said, it is important to stress that the majority of work carried out to date has been associated with made ground imported and redeposited on top of the former land surface. In addition to this, where topsoil has been stripped, subsoil has been left intact, thereby preserving archaeological deposits (should they be present) insitu.



Figure 2 Ditch revealed during excavations associated with proposed septic tank (note the depth of surviving topsoil and subsoil).

5 OTHER ISSUES

The next archaeological monitoring meeting is to be held at 11am on Friday 16/7/10.

6 PROJECT STATUS REPORT APPROVALS

Prepared by (print) David Britchfield _____

Position Archaeological Project Manager _____

Date 09/07/10 _____

Checked by (print) Paul Wilkinson _____

Position Archaeological Project Director _____

Date 09/07/10 _____

Approved by (print) _____

Position _____

Date _____

7 APPENDIX A – SITE DAY DIARY

James Madden
8th July 2010

Archaeological Watching Brief at M20 Junction 9/A20 Drivers Roundabout, Kent 8th June 2010 – to present

Tues 8th June (8.00am – 5.05pm)

8.00am Site Induction;

8.15am – 8.40am Waiting for ecologist to arrive before beginning destructive habitat eco strip;

8.40am – 12.00am Destructive habitat eco strip undertaken on western part of compound area. Involved removing most of the vegetation with a toothed bucket (barely scratching the topsoil). Less than 100mm was removed (most of this being grass). NB. Noticed that some of compound already up and running (ie small area where cabins are had been previously stripped).

In afternoon monitored topsoil strip of the areas previously stripped by ecologist. 150mm max removed. Subsoil not visible. Found peg tile and brick fragments at this interface.

Wed 9th June (1.15pm – 5.30pm)

1.15pm – 1.30pm Arrive on site; look again round compound area. Nothing visible. Further peg tile and brick fragments found and also some modern glass.

1.30pm – 2.30pm No stripping, waiting.

2.30pm – 5.30pm SW corner of compound area was reduced further (this would be where the cabins would be put). Insisted that they used a ditching bucket and made sure they stripped the area down to subsoil first (this meant removing an additional 250mm). No features visible so allowed digger to proceed with their excavation (they needed to reduce the original ground level by approx. 1m). However, as the machine excavated deeper, a ditch gradually became visible. Knowing that I would get this ditch in both LOE sections, I took photos and allowed the machine to take down the level in 100mm spits – keeping a close eye open for any finds. None were found. A loose collection of rag stones was found in the very SW corner of the area and a measured sketch was made of these along with photos (this would later be visible as a linear feature when the digger 'squared off' the corner.

Thurs 10th June (8.00am – 12.00pm)

The reduction of the ground in the SW corner of the compound was continued but this time on the other half of the 'cabin area' (being the more SE half). Suspecting further features, I got the digger to strip off the top subsoil layer which had obscured the ditch found on the previous day. Two parallel ditches were visible (it became clear that one of these ditches (the more northerly) had unfortunately been machined away the previous day having been undetected until at substantial depth) (ie it is known that this ditch did continue in a westerly direction under the LOE). It was noted that the ditch fills only really became visible when approx 200mm of subsoil was removed (the natural subsoil becoming more orange and less brown with depth).

At this stage the watching brief was treated as a full excavation and a very detailed GPS site survey was undertaken by Jonny Madden. Three slots were dug, recorded with scaled sections and plans, context descriptions were done and photos taken. Then, again, the ground was taken down in 100mm spits but no finds were visible.

Tues 15th June (9.00am – 12.30pm)

Watching brief done on 'septic tank area' within compound area (up against western LOE). Hole approx 6m by 3m needed to be dug to depth of 2m for septic tank. Dealt with in same way as 'cabin area'. Ditching bucket used. Ditch found running right through centre of this area. One slot dug (pottery found) and fully recorded then ground taken down in spits but no more finds recovered.

Thurs 17th June (1.40pm – 4.00pm)

Monitored 'M20 slip rd from London area' – right on the roundabout. Digger only removed approx 100mm vegetation and topsoil in a small area (approx 10m by 30m). Made up ground at this level. Occasional brick, modern glass bottles. Also two separate cable trenches.

Wed 23rd June (1.30pm – 2.00pm)

Checked out topsoil strip on M20 roundabout itself. Although machine had stripped as deep as 300mm in some places, like the area stripped on 17th June, it was all made up ground at this level.

Wed 30th June (10.30pm – 12.30pm)

Checked out topsoil strip on Fougères Rd embankment. Clearly made ground. Photographic evidence. Went to M20 slip road (from London) area to monitor topsoil strip but did not do ahead. Ecologist not interested in this area therefore called off eco strip. Topsoil strip to happen later in project.

Fri 2nd July (10.30pm – 4.00pm)

10.30am – 1.00pm (approx) Meeting onsite with P. Wilkinson, D. Britchfield, W. Rogers, P. Church and representatives from Jacobs.

2.00pm – 4.00pm Monitored topsoil strip in southern area of compound. Between 70 and 120mm removed down to a 'topsoil-like' subsoil – possibly still some topsoil content. Subsoil has fragments of brick, peg tile and coke (all rare) – therefore, possible previous disturbance in area or more likely just travelled down through topsoil. Monitored machine excavation into Fougères Rd Bank – clearly made ground (photos taken).

Mon 5th July (10.00am – 3.30pm)

At M20 Roundabout Knotweed removal (Pit 1) – Monitored removal using a flat bladed bucket, spit by spit. Made-ground to depth of 1m below ground surface (nearest road) – then clay. No apparent subsoil. Tarmac and concrete blocks in made-ground deposit. No archaeology found. Monitored Fougères Rd Bank strip – lots of tree roots ripped out revealing sandy made-ground of bank. Strip of rest of southern compound area postponed until morning.

Tues 6th July (8.05am – 12.30pm)

Monitored removal of knotweed from bank of A20 adjacent to compound – clearly made-ground. Bank itself is made from compacted topsoil and brickearth-like clay and also large amounts of sand. Large concrete blocks visible at all depths through bank. Checked A20 Roundabout where they are reducing the slightly domed roundabout to the level of the kerb (a reduction of approx 900mm). It is made-ground at this level – lots of concrete and tarmac blocks at this reduced level (they are reducing levels through roundabout to create a bus lane through middle of roundabout). Walked to M20 roundabout via Fougères Rd embankment where further topsoil stripping has occurred – sand in bank visible (topsoil 400mm thick – not all removed – more just the vegetation and a little re-sculpting).

11.45am – 12.30pm Monitored removal of knotweed on M20 roundabout Pit 2 (directly opposite slip rd coming from coast). Virgin ground encountered at approx 1.7m below existing ground level – the rest is made-ground. At a depth of 1.4m have encountered a dark black grey layer which could be a buried topsoil but no dating evidence so far. It is 300mm thick but is only visible in a very small area – more may be revealed.

Wed 7th July (1.15pm – 5.25pm)

Arrived on site after phone call from Bob Copper at 12.13pm informing me that they were stripping the corner of the field in between Fougères Rd and Simone Weil Avenue. Only 50 – 100mm of vegetation/topsoil was removed. Still some dry topsoil present masking any potential archaeology.

Nothing found. Photos taken. Area allowed to be used for soil stockpiling. Further stripping of banks on roads adjacent to this area.

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KCC (Signed)

SWAT (Signed)

Areas or Action signed off by KCC

Client (Signed)



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4/7/10 11.00am

Description:

Monitoring Visit

KCC comments:

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Also, require services plan for proposed drainage etc

KCC Inspection Team

KCC (Signed) *W. Slogos*

SWAT (Signed)

[Signature]

Areas or Action signed off by KCC

Client (Signed)