

Archaeological Evaluation of Land at the former SECOS Oil Depot site, Standard Quay, Faversham, Kent



NGR: 601853 161907

Site Code: STAND/EV/16

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1. Summary

Swale & Thames Survey Company (SWAT) carried out an archaeological evaluation of land at the former SECOS Oil Depot site, Standard Quay, Faversham in Kent. A proposed planning application to develop this site for 11 dwellings and associated landscaping and other works is being discussed with Swale Borough Council, and the developer requested that an Archaeological Evaluation be undertaken in order to determine the possible impact of the development on any archaeological remains.

The work was carried out in accordance with the requirements set out within an Archaeological Specification (KCC Specification A and Manual Part B) and in discussion with the Principal Archaeological Heritage Officer, Kent County Council.

The results of the excavation of 4 evaluation trenches and one test pit revealed that no archaeological features were present within the trenches (Figure 1). The natural geology of Alluvium was reached under extensive areas of Made Ground.

The Archaeological Evaluation has therefore been successful in fulfilling the primary aims and objectives of the KCC Archaeological Specification (A).

2. Introduction

Swale & Thames Survey Company (SWAT Archaeology) was commissioned by Michael White to carry out an archaeological evaluation at the above site. The work was carried out in accordance with the requirements set out within an Archaeological Specification 'A' & 'B' (KCC 2016) and in discussion with the Principal Archaeological Heritage Officer, Kent County Council. The evaluation was carried out on the 17th, 18th and 25th October 2016.

3. Site Description and Topography

3.1 The proposed development site is located on the south bank of the Faversham Creek and at the upstream (western) end of Standard Quay (Figure 1). The National Grid Reference is NGR 601853 161917. The site consists of a L shaped piece of land used as an open yard with a prefabricated office building located on the east area of the site and a open but roofed loading bay in the south west area of the site and fronting the creek a substantial concrete wall inside of an earlier brick wharf wall capped by stone blocks. Most of the site is covered by a thick concrete surface to facilitate the previous movements of oil tanker lorries.

3.2 The British Geological Survey (BGS 1995. 1:50,000) shows that the local geology consists of Bedrock of Thanet Sand Formation of Sand, Silt and Clay. The Superficial Deposits are Head-Clay and Silt. The site is generally flat at about 3.70-80m AOD.

4. Planning Background & Nature of Development

4.1 The proposed residential development comprises 11 houses of four stories height set back from the creek frontage. Access would be through a new road to the south of the proposed properties. The creek brick frontage is to be restored and to include a walkway and mooring facilities.

4.2 An archaeological report on the inspections of the river frontage has been previously provided by Simon Mason of KCC (dated 13/01/2016) which provided a good assessment of the site background and was of invaluable assistance to the present investigation.

4.3 The results of the evaluation are to provide information of the potential impacts of the proposed development on any archaeology and in particular any significant archaeology that may survive associated with the postulated medieval drain and outfall of Faversham Abbey and the early development of this area of Standard Quay.

5. Archaeological and Historical Background

5.1 The Archaeological record, both in and around Standard Quay is diverse and comprises Iron Age and Roman remains and on through the medieval period. The proposed development site lies on the north-west edge of the historic town of Faversham.

5.2 Full details of the known historic environment are available on the HER record provided by the County Historic Environment Record (HER) and held at Invicta House, Maidstone, Kent. The area surrounding Standard Quay is rich in archaeological remains of all periods and listed buildings from the C13th onwards. The Abbey Barns themselves (**TR 06 SW 9 MKE 4136**) were founded as part of the abbey by King Stephen in 1148 and the abbey being dissolved in 1538 with most of the buildings demolished apart from the barns.

5.3 Adjacent and to the north of the barns Roman building remains including a villa were found by Dr Brian Philp in 1965 (**TR 06SW 41- MKE 4167**). Under these Roman remains an Iron-Age farmstead was recognised. Other prehistoric remains were found close by at the QE School (**TR 06 SW 192- MKE 15722**). There is a crop mark of a building now identified by the author as an additional Roman aisled building 120m to the east (**TR 06 SW 75- MKE4197**). In the same field, but on the western boundary Roman finds were found during a Watching Brief on a pipeline (**TR 06 SW 228- MKE 17144**) by Canterbury Archaeological Trust.

5.4 The proposed development site at Standard Quay is located immediately to the north west of Abbey Street. The diversity of the archaeological record around Standard Quay extends beyond the periphery of the creek side and is equally as 'busy' within the area immediately around the proposed development site (Plates 1-8).

5.5 Scheduled Monuments and Listed Buildings

Scheduled monuments include the area of Faversham Abbey and the site of the Roman villa. Listed buildings are recorded outside the confines of the proposed development site at Standard Quay and will not be affected by the development proposals. The following gives a summary of known archaeology in the vicinity of the development site at Standard Quay.

5.6 Prehistoric Periods

Before glaciations the Thames flowed to the north of London through the Vale of St Albans but when glaciers blocked the rivers path the Thames migrated southwards towards its present position. At times of low sea-level both the Thames and Rhine met in an area of the southern North Sea and together flowed south-westwards through the English Channel to the Atlantic Ocean.

The terrace deposits associated with the River Thames and its tributaries have been found to be rich in Upper Palaeolithic evidence, with large collections of artifacts and fossils from many sites. There are no Palaeolithic remains found in the vicinity of the proposed development site (PDA).

5.7 Mesolithic (to 4,000 BC)

Numerous find spots of Mesolithic material are known largely from recent field-walking and records made during the 19th and 20th centuries (Swale Survey 2000).

These find spots are scattered throughout the immediate area but there is as concentration around Oare Creek, to the west of the PDA and Nagden to the north-east, also along the southern edge of the Swale marshes and inland headlands leading south of Watling Street. Sea levels were much lower during the Mesolithic period and large areas of the Swale estuary would have been available for exploitation.

5.8 Neolithic (4,000-2,000 BC)

Data on possible settlements of Neolithic and early Bronze Age data in the area have been collected from numerous flint scatters. (Swale Survey 2000).

During the Neolithic period we find the first evidence for the domestication of plant and animal species, although it is likely that Neolithic communities still relied heavily on wild food resources which would have been widely available in the estuary area. The dryland/estuary margin in the vicinity of the development site spans a range of ecological zones and is the key to our understanding of the Neolithic communities in the Swale District. With its light soils, access to fresh water, the dryland/estuary margin at the development site is ideally suited for simple farming and Neolithic flint

scatters at Abbey Farm, Oare, Nagden, Clappgate, School Farm, and Harty Ferry all confirm this hypothesis.

5.9 Iron Age (700BC-AD50)

A Late Iron Age farm was located by Dr Philp about 90 metres south-east of the PDA (Philp 1968). Initially, a rectangular enclosure enclosing domestic huts covered an area of about 200 square metres. A later ditch system, dated by the excavator to about AD 10-20 seems to have been part of an extensive field system which had become filled with silt and rubbish by about AD 50 (Philp 1968). Further Iron Age activity is known about south of the development site at Queen Elizabeth School, as yet unpublished by Dr Philp.

5.10 The Roman Period (55BC to AD410)

A Roman villa was found built partially over the Iron Age ditches and the earliest construction is said to date from AD 70-100 (Philp 1968).

The villa doubled in size, probably between AD 100-150, and a substantial wing added about AD150-200. The villa was almost certainly the centre of a farming estate, the boundaries of which have survived as the Anglo-Saxon boundaries of the town of Faversham.

Only half the villa was excavated, but it shows features which indicate a Roman villa estate overlaying a Belgic farmstead. Some of the rooms were decorated with painted plaster. However, none of the floors survived in situ, but enough tessellation debris suggests some of the floors were decorated with mosaics of at least five colours.

5.11 The plan of the Roman villa shows a house with overall dimensions of 22 by 33 metres (72 by 108 ft); clearly more rooms, and probably another wing, lay to the north beyond the excavated area. Built during the 2nd century, this villa estate appears to have continued in use until the late 4th century (Detsicas, 1987). A recent geophysical survey by the author on this scheduled site shows that additional unknown substantial remains attached but to the north of the villa.

5.12 Field-walking by the author to the east and north of the Roman villa retrieved numerous Roman building ceramics, and Roman pottery, 42 sherds, having a date range from the late 1st to early 3rd centuries. The amount of Roman material found suggests that more Roman buildings are to be found in this area, a hypotheses now confirmed by the discovery of the Roman aisled building to the south of the already known Roman villa.

5.13 The Roman villa estate looked to the Springhead stream, rather than Faversham Creek, for its water supply and transport. The topography and Roman finds at the springhead itself suggest the stream was wider and deeper during the Roman period, and this was confirmed by an auger profile taken of the existing stream as part of the ongoing archaeological investigation..

5.14 Access to Watling Street, about 1.2 km to the south, was probably by a Roman road leading to the Roman and later medieval port of Thorne. This road, at right angles to Watling Street, runs in a straight line to the medieval port. This boundary, noted in Anglo-Saxon charters from AD 699 and also the east boundary of the medieval town of Faversham, is also mentioned in a perambulation of AD 1209. Field-walking at the port of Thorne, just to the north of the development site, itself almost an island at high tide, retrieved 13 sherds of late Iron Age pottery, nine sherds of Roman and numerous sherds of medieval pottery. Also retrieved were two fresh fragments of Dressel 20 amphora.

5.15 A map dating from about 1520 shows medieval warehouses and port facilities at Thorne, and just to the south, but still on Thorne Island, and close to the PDA large roofless red brick buildings. Brick in 1520 was used in few buildings. In fact, on this particular map, these roofless ruins are the only buildings of brick. It is suggested by the author that these red brick roofless buildings could in fact be Roman port buildings in ruins.

5.16 Field-walking has retrieved large quantities of Roman building ceramics from the locality. To the east of this possible Roman road is Clapgate Fleet, the Anglo-Saxon name of which is *Maere-fleot* which means boundary waterway, and first mentioned in a Anglo-Saxon charter of AD 699. It reinforces the hypothesis that this is the extent of the Roman villa estate at Faversham.

5.17 To the south the estate is bounded by Watling Street (called in AD 1209 Key Street) and to the west by Faversham Creek. To the north beyond Thorne Key further marshland which may have been available to the Roman estate. The area thus defined is some 1,580 acres (639 hectares).

5.18 Saxon and Medieval

The first written reference to the port of Faversham was in AD 699 when King Wihtrred called his Council together at a place called Cilling, possibly downstream (at Clapgate) from the development site, and to the east of Faversham town. Cilling was a Saxon port of some importance. Another charter of AD 812 says: *Strata antiqua quae jacet ad portum quae dicitur Cillingc.* (The ancient street which leads to the port named Cilling). This street may still survive as a feature in the landscape. Cilling was probably a Royal port belonging to the King. The grass pastures to the east are called *Cynincges Cua Lond* (The Kings cattle pastures).

Cilling, which possibly means 'gully stream' (Gelling, pers. corres. 1995), would possibly have been a muddy foreshore, laid with a bed of branches to serve as a hard. Vessels would have been moored to hitching posts at high tide and then unloaded at low water.

5.19 King Stephen's Abbey

Faversham received a huge economic injection when in AD1147 King Stephen decided to build an Abbey and castle at Faversham. The site chosen for the Abbey was probably the place where Stephen had landed with his army after sailing from Boulogne to take possession of the Crown, the

castle (motte and bailey) is just south of the Roman town of Durolevum and located to the rear of Syndale House.

The PDA is just outside the precinct of the Abbey. Medieval waterfront development with the Thorne Quay rebuilt, the Abbey established, a ribbon development of merchant's houses was built along the spine of the Thorne peninsula and called the 'new town' and now Abbey Street. Storage of goods was either in the cellars of the houses or in newly built warehouses on the medieval waterfronts close to the west side of the PDA (Plate 5).

5.20 17th-century waterfront development at Standard Key

By a Special Commission of the Exchequer in 1676, two legal quays were assigned to the port of Faversham. Standard Quay or Key (the development site), owned by the Earl of Faversham but occupied by Gilbert Wheeler, was one, and the other was the Town Quay, owned by the town of Faversham but occupied by Marke Trowts, gentleman. Standard Quay, *'being in length two hundred and eighty foot or thereabouts, beginning that length at a post placed or fixed opposite to the East and by North end of the warehouse.... And directly along the said place Key or wharf west and by south to the end of the Key where one other post is also placed or fixed as the extent and limits of the said Key, abutted and bounded with several warehouses belonging to the right honourable the Earle of Faversham'* (Wilkinson 2006: 14).

5.21 Standard Quay was downstream from the Town Quay which, *'being in length seventy-nine foot or thereabouts beginning that length at a post placed or fixed at the North East End of the said Key. And so directly along the Key to the South West end of the Key where one other post is fixed. The extent and limits of the said Key abut and are bounded by the town warehouses towards the South East and the River or haven toward the North West'*. Faversham was considered a fully-fledged Customs Port, with these two legal quays for the unloading of foreign merchandise. Standard Quay wharf had by now superseded that at Thorne (Wilkinson 2006: 15).

5.22 The description of Standard Key in 1703

Legal documents of 1703 indicate that as the tonnage of shipping increased, quays upstream were no longer accessible: *'There are large vessels that used to come to Kings Head Key that are now at the Standard, but it is difficult getting through what is called the Narrows to the Kings Head Key but the hoymen went to the Standard Key not only as being more commodious but to be all together. The Standard Key has been used for many years, formally for the weighing of wool. The storehouses there were raised from the ruins of the Abbey.*

The same deposition goes on to say:

5.23 *That the Corporation have no wharf or Key of their own within the said town, nor ever had one neither are they entitled to any wharfage for any goods shipped or unshipped within the town and port of Faversham other than the said droits. There is a small Key or port on the estate of the said Hatch,*

(Lady Amcotts wharf); but it lies so high up and in so narrow a part of the creek, that no vessels except now and then a small lighter, ever came up so high so that no corn or wood is ever shipped or unshipped.

There was formally a wharf at a place called Thorne within the Liberty of the Town: but it lied down the said creek near a mile below the said town.

*It was formally part of the lands belonging to the Abbey of Faversham; but hath for many years been washed away by the tide and never rebuilt. There is another wharf higher up the said creek at the North east end of the said town belonging to Lord Sondes also formerly part of the said Abbey Lands called the Standard from which all or near all the corn or goods are shipped and unshipped. The carriages to go to this wharf pass over the whole length of the pavement of the town. And there are several other wharfs higher up the creek: **the first above the Standard is called the Kings Head Key, which is used for the coal trade**, the next is the Wool Key and used for shipping of wool; the White Hart is the next, which is used in the coal trade, and the next is that of Hatch also used in the coal trade. It is very rare that any other goods or merchandise are shipped or unshipped at those Keys: and the coal goods fruit or other merchandise are laden or unladen above the Kings Head Key and are brought up or down the creek in lighters, no other boat or vessel being to be got up there on account of the want of water, the creek being very shallow and narrow there except in the time of Spring tides (Wilkinson 2006: 15).*

5.24 Standard Key (or Quay) Lord Sondes, the Earl of Faversham, acquired Standard Quay in 1677, at a time when the port-trade was expanding. At the same time additional warehousing was built from timber and stones taken out of the Abbey ruins.

Gillets Warehouse, formally known as Provender Mill, is a timber-framed building of considerable length (49m by 6.5m). It can be divided into three distinct building phases: the main range, the chamber block and the Victorian bay. The main range is 12 bays long and divided into 2 lofts of 6 bays each; the form of construction indicates a 17th-century date. The chamber block is a 3-bay building with a steeper pitched roof. The wall timbers are in staggered panels and the brick infill is used decoratively. The timbers used in the chamber block are of a size and quality that indicate they would have originated in the Frater building of the Abbey (Plates 4-7).

5.25 In the Watson Collection of Sondes papers at Rockingham Castle is the original estimate and plan for rebuilding the warehouses on Standard Quay dating from the late 17th century. The builder had annotated the plan and section of the new warehouse as follows: *Sir, this is a plan and section of the store houses at the Standard Key if they be all joined together as you purposed: with the same length each tenant has now as I have mentioned on the plan.* The three tenants named on the plan are Stephen Jones, who has four bays, John Gould and Thomas Raynor, who both have two bays. Stephen Jones was Mayor of Faversham in 1698 and his grandson, Stephen Jones, held the same office in 1773. On Edward Jacobs 1745 map of the town the warehouses are shown joined up (Plate 7).

5.26 It is likely that a pivotal point for construction - from separate warehouses to one complete unit - would be late 17th or early 18th century. The estimate by William Thurston, carpenter, for taking down and rebuilding the old storehouses at the Standard Quay was £211 4s 9d.

5.27 Immediately west and upstream but attached to Standard Quay a miller called John Downe of Wye, Kent, leased some land from Lord Sondes, **and in 1761 built a water corn mill in the adjacent to the proposed development site.** The previous building is shown on the contemporary plan of Abbey Farm drawn by Elias Allen (Plate 2). The stream which drove the mill rose in the shooting meadows (by the Church of St Mary's) and, in flowing north, passed the town rope walk where no doubt rope and cordage were made for Faversham's maritime and agricultural needs. William Thurston, in planning the rebuilding of the Standard Quay warehouse, suggests: *I am of the opinion it would be best way to sett the back wall of the house over the river it would make a Great deal of room more on the Key and save some charge of keeping that vault up. There is a defination of it in this section* (Wilkinson 2006: 16).

The section shows an underground vault with a coffered ceiling built of stone and located at the back of the warehouse (Plate 7).

6. Aims and Objectives

According the KCC Archaeological Specification, the aims and objectives for the archaeological work were:

.1 To determine the potential for archaeological remains to be present within the area of proposed development groundwork and how they would be affected by such works. The location, nature, significance and condition of any archaeological remains present should be assessed and clearly set out in the evaluation report.

.2 In particular the evaluation has been designed to assess the potential impact of the development proposals upon the potential remains of the medieval abbey sewer or its possible diversion. Trenches have been specifically located and orientated with regards to the projected line of the drain. Any amendments due to on-site constraints should be discussed and agreed with the County Archaeologist.

3 As well as assessment of the potential medieval drain the evaluation seeks to determine the potential for earlier and later archaeological remains on the site and how they may be affected by development. It is important that significant structural remains are not removed to evaluate lower deposits without agreement of the County Archaeologist.

.4 Archaeological remains associated with the former coal yards on the Creek including those that post date the 1843 straightening are of industrial archaeological interest and should be fully assessed.

.5 The evaluation should additionally aim to further understand the works to straighten the Creek and the form of the river frontage in the area of the site both before and after these works.

.6 The trenches have been positioned for the following purposes:

- *Trench A - To assess the area behind the river wall frontage and in particular to cross the possible line of a feeding culvert to the bricked arch;*
- *Trench B – To pick up the potential line of the culvert to the inward area of the site;*
- *Trench C – To provide coverage of the build impact of the site;*
- *Trench D - To cross the line of new build and assess the forma and impact of 19th century development on the site;*
- *Trench E – To provide indication on the potential of the site closest to the medieval development of the Standard Quay and potentially the line of the original sewer.*

7. Methodology

7.1 The Archaeological Specification called for an evaluation by trial trenching comprising a first phase of four trenches to address the research questions (above). A 7.5 ton 360° tracked mechanical excavator with a flat-bladed ditching bucket was used to remove the topsoil and subsoil to expose the natural geology and/or the archaeological horizon.

7.2 All archaeological work was carried out in accordance with the KCC specification. A single context recording system was used to record the deposits, and context recording numbers were assigned to all deposits for recording purposes. These are used in the report and shown in **bold**. All archaeological work was carried out in accordance with KCC, SWAT and ClfA standards and guidance.

8. Monitoring

Curatorial monitoring was available during the course of the evaluation.

9. Results

The evaluation has identified no archaeological features within the four trenches (Figure 1).

Trench A

9.1 The plan is recorded in Figure 1 and section Figure 2 (see also Plates 9, 10). The trench lay on a SW to NE alignment and measured approximately 18m by 1.70m.

Undisturbed natural mud (**107**) was identified across the SW end of the trench as sticky black clay silt, at a depth of approximately 2.00m (1.77m AOD) below the present ground surface at 3.77m AOD at SW end of the trench. The natural mud was sealed by a clean layer of coal dust (**106**) 0.12m thick. Above this was a layer of chalk (**105**) 0.07m thick, and above this another layer of coal dust (**104**) mixed with fine gravel and about 0.18m thick. Above this Made Up Ground (**103**) about 1.00m thick topped by a 0.06m layer of gravel (**102**) topped by a concrete surface (**101**) about 0.10m thick and finished with a layer of tarmac (**100**). The NE end of the trench and the central part exposed a massive set of reinforced concrete spillage

and cleaning tanks still full of oil and were photographed and recorded but left in situ. No archaeological remains or finds were recovered.

Trench B

9.2 The trench was not excavated as the offices immediately to the NE would have had their access blocked.

Trench C

9.3 The plan is recorded in Figure 1 and section in Figure 2 (see also Plates 11-12). The trench lay on an NNE to SSW alignment and measured approximately 9m by 1.70m.

Undisturbed natural mud **(302)** was identified across part of the trench to the NNE as sticky black clay silt, at a depth of approximately 1.75m (2.05m AOD) below the present ground surface at 3.80m AOD at the NNE end of the trench. Above the mud was a layer of gravel **(301)** about 0.15m thick topped by a concrete surface 0.10m thick **(300)**.

The SSW end of the trench exposed a buried concrete structure full to the brim with a mix of water and oil (Plate 0). No archaeological remains or finds were recovered.

Trench D

9.4 The plan is recorded in Figure 1 and section Figure 2 (see also Plates 14- 15). The trench lay on an SW to NE alignment and measured approximately 9m by 1.70m.

Undisturbed natural mud **(403)** was identified across the trench as sticky black clay silt, at a depth of approximately 1.25m (2.55m AOD) below the present ground surface at 3.80m AOD at the SW end of the trench. The mud **(403)** was sealed by a clean layer of Coal dust and Chalk **(402)** 0.12m thick. Above this was a layer of Made Up Ground **(401)** 0.50m thick topped by a layer of tarmac 0.08m thick and concrete 0.10m thick **(400)**. No archaeological remains or finds were recovered.

Trench E

9.5 The plan is recorded in Figure 1 and section Figure 2 (see also Plates 16-17). The trench lay on an NE to SW alignment and measured approximately 5m by 1.70m.

Undisturbed natural **(502)** was identified across the trench as sticky black grey clay gravelly silt, at a depth of approximately 1.41m (2.26m AOD) below the present ground surface at 3.67m AOD at the SW end of the trench. The natural **(503)** was sealed by a layer of hardcore **(501)** 0.11m thick. Above this was a layer of concrete 0.10m thick **(500)**. No archaeological remains were exposed but Tudor bricks dating c. 15th century were retrieved from a depth of 1.38m (2.29m AOD).

Test Pit 1

9.6 The plan is recorded in Figure 1 and section Figure 2. The test pit lay on an NW to SE alignment and measured approximately 1m by 1.70m.

Undisturbed natural mud (**602**) was identified across the trench as sticky black blue clay silt, at a depth of approximately 1.61m (2.18m AOD) below the present ground surface at 3.79m AOD. No archaeology or remains of a brick culvert were exposed.

10. Discussion

With numerous archaeological sites in the vicinity of the PDA it was expected that the evaluation may produce evidence of archaeological activity. Trench A revealed coal and chalk surfaces at a depth of c.1.20m and Trench D again has chalk and coal surfaces at a depth of 0.68m which may indicate this is the coal yard surface which can be identified as early as the 18th century from documentary sources and continued in use to the 29th century.

11. Finds Fragments of three Tudor period bricks (late 15th to early 16th century) from Trench E.

12. Conclusion

The evaluation at the SECO site was constricted by a maze of below ground concrete structures dating to the 20th century, As a coal yard then an oil depot the contamination was so high that that no close work could be carried out. The possible medieval outfall from the abbey could not be identified and as work elsewhere has shown the medieval sewer was constructed of Kentish ragstone and no ragstone was identified in any of the evaluation trenches.

However, the archaeological evaluation has been successful in fulfilling the primary aims and objectives of the Specification. A common stratigraphic sequence was recognised across the site comprised of concrete (**100**) sealing the Made Up Ground (**101**) which overlay chalk or coal dust surfaces (**102**) which sealed the natural mud (**100**). Therefore, this evaluation has been successful in fulfilling the aims and objectives as set out in the Archaeological Specification.

13. Acknowledgements

SWAT Archaeology would like to thank the client, Michael White for commissioning the project. Thanks are also extended to Simon Mason, Principal Heritage Officer, Kent County Council. Site survey and illustrations were produced by Jonny Madden of Digitise This. The fieldwork was undertaken and the project was managed and report written by Dr Paul Wilkinson MCIfA.

Paul Wilkinson

20/12/2016

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KCC Specification Manual Part B

KCC HER data 2016

PLATES



Plate 1. This map drawn on the instructions of King Henry VIII shows the site of Standard Key with its crane in about 1520. The open waterway to the left of the crane is presumably the water conduit from Faversham Abbey and shown on the later Jacob map (1745) with a watermill built over it. The timber-frames houses to the left are warehouses (without chimneys) whilst the buildings to the right are residential and have brick-built chimneys and are behind the site of Standard Quay. To the right is a rear view of Abbey Street (BM Cotton Charter XIII 12).



Plate 2. This is a section of a map drawn in the early 17th century by Elias Allen for the estate of Abbey Farm. This map shows Faversham Abbey and its environs some fifty years after its demolition by Henry VIII. The surviving fabric of the abbey is shown in some detail. The two abbey gatehouses and the medieval development outside the gates and parts of the abbey precinct are drawn. Apart from the water mill (ringed in red) the buildings shown in the area of Standard Key are no longer.

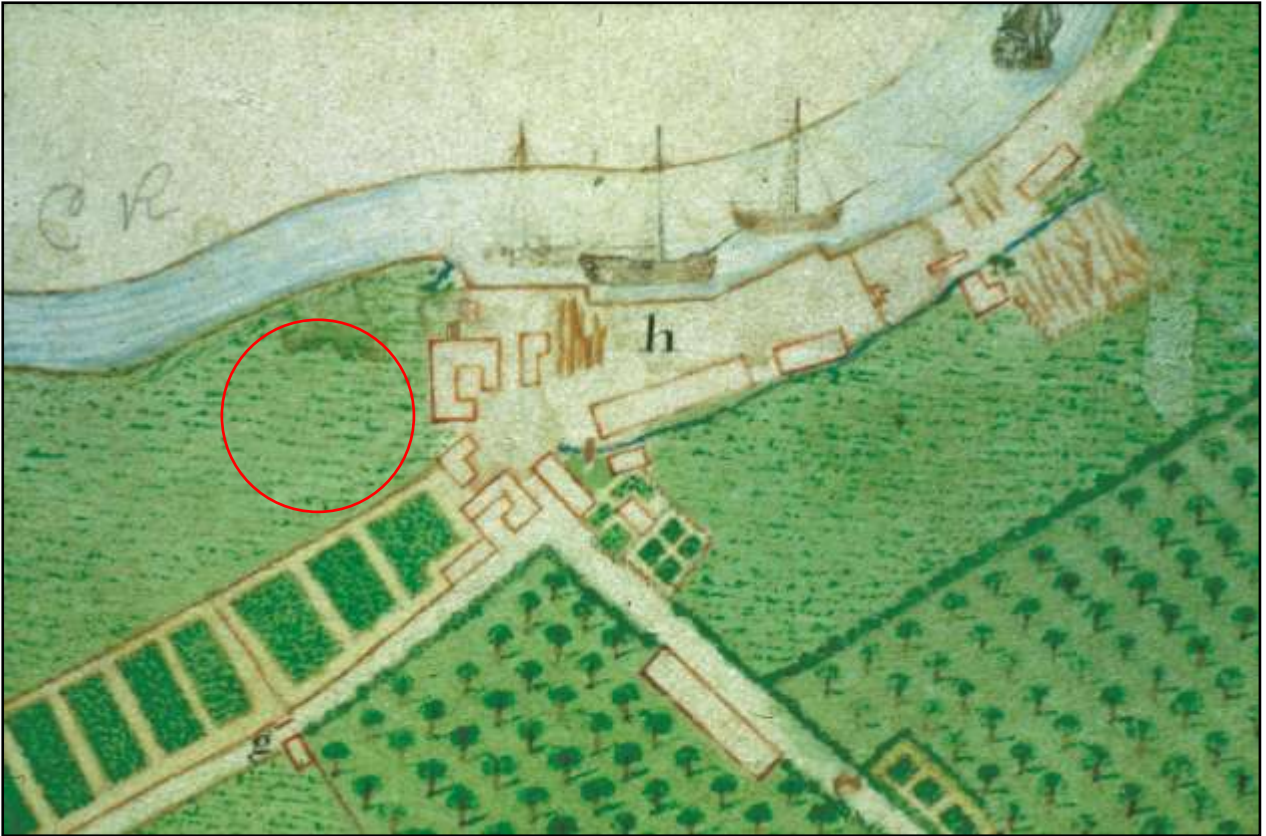


Plate 3. This original coloured map (part of) was drawn by Edward Jacob in c. 1745 (above) and with a wealth of detail around the development site, and indeed Faversham. It shows the position of the warehouses on Standard Key (**h**), the shipyard inside the development area and the location of the water mill (red circle) in the centre of the development site. The water mill was rebuilt in 1761 by John Downe of Wye, his lease from Lord Sondes still survives in the National Archives (Watson Coll. draft lease no.673). The engraved map researchers are more familiar with was published in 1774 and no doubt the engravers used the coloured painting above as their reference. Edward Jacob's original map of Faversham (Fig 4) was originally painted in colour and has been dated c.1745 by computing the correct year from the magnetic variation shown on the map's compass Found in a back room of Faversham Town Hall by the writer the map has been cleaned and re-stretched and is today hanging in the Mayor's Parlour. The map shows a pre-industrial age Faversham bounded to the south by Watling Street, to the west by the stream called Fishbourne (now Faversham Creek) and to the east by a grass path running at right angles from Watling Street in a straight line to Thome Key, the medieval port of Faversham. Of considerable interest are the various port facilities, the warehouses, and the extent of the gunpowder works (the Home Works), including Gunpowder Quay, mills and waterways.

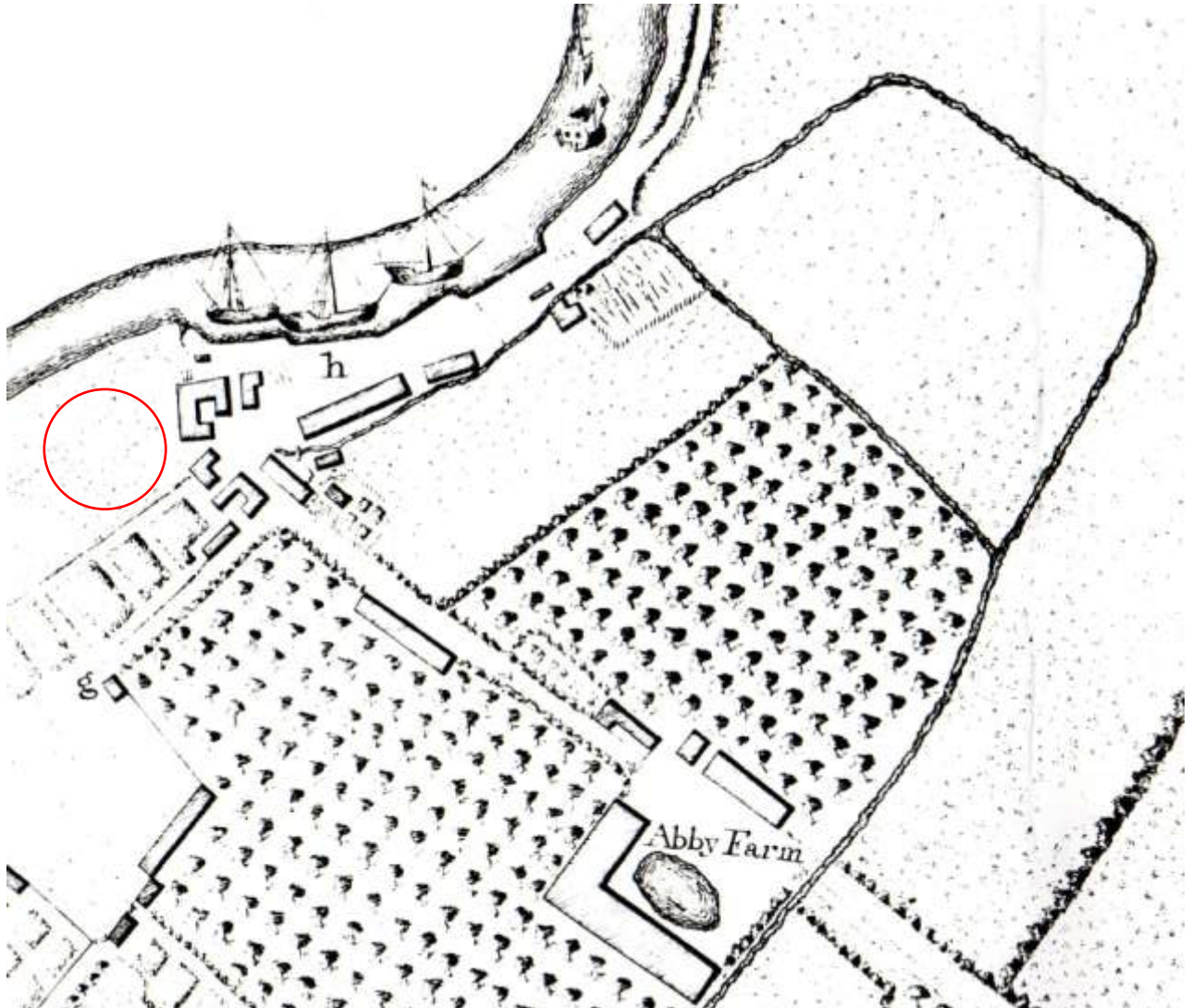


Plate 4. Standard Key can all be located on the engraved map (above) published in 1774. It was engraved by Hilton of Canterbury, who used the coloured map of Edward Jacob c.1745 as reference.

Standard Key is marked on Jacob's map with a (H). Standard Key, unlike the other quays has regular wharfage along its frontage.

Jacobs map is important in our understanding of the creeks wharves; it shows the full extent of the embryonic gunpowder works, canals, mills and other buildings, but more importantly it shows that no development has taken place on the Development Site.

In the mid 18th century, there was no quay or buildings shown on Jacobs map on the Development Site, it is shown to be river meadow.

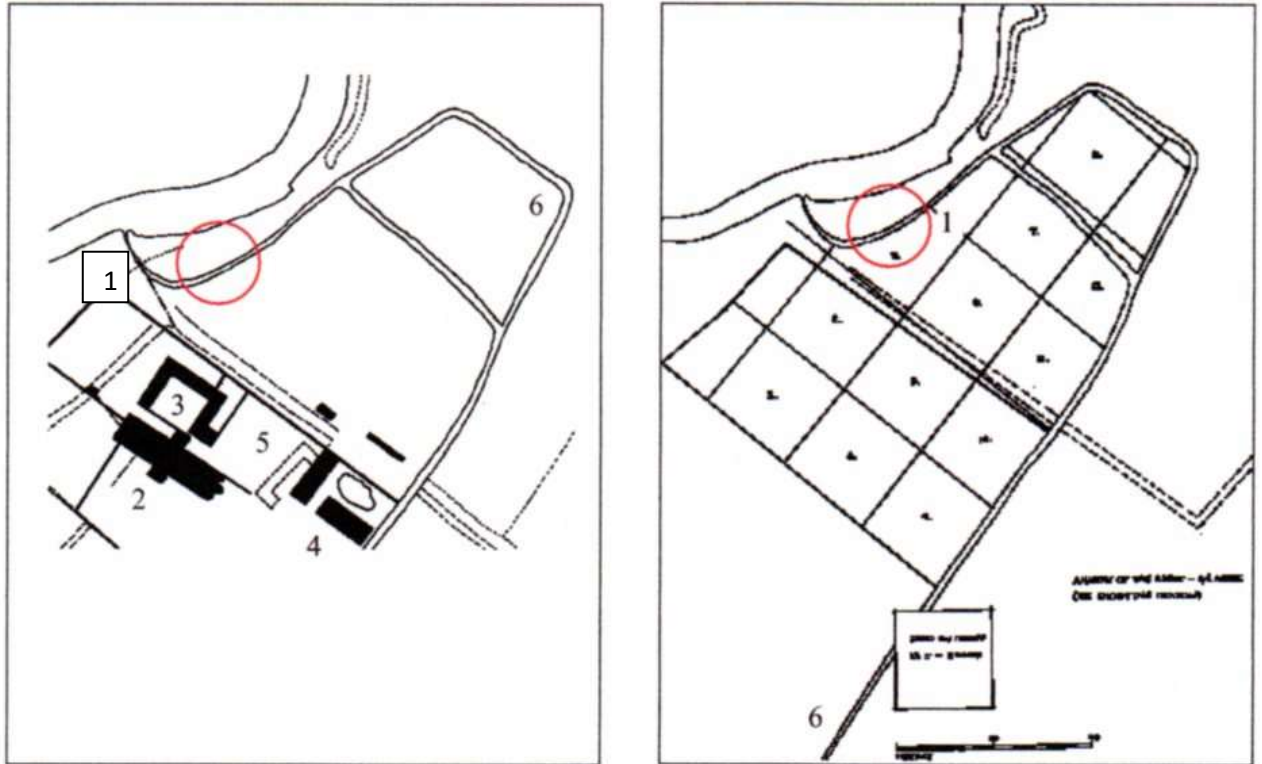


Plate 5. The map (above left) shows the topography and historical remains around the development site (1). The map is based on the Town Map of Edward Jacob drawn about 1745. The extent of the Abbey (2) has been transposed on the map, and the cloisters can be seen to the north of the main Abbey building (3). The still standing Grange Barns and associated medieval farm buildings (4) can be seen to the south-east of the development site whilst the Roman villa and Iron Age farm (5) sit under the medieval farm complex. The fresh-water spring which served the various period farms can be seen following a rather strange course (6) to empty out into Faversham Creek. The area enclosed is the exact area of the abbey precinct as itemised in the AD 1276 survey. The development site is situated just outside the area of the Abbey precinct (1).

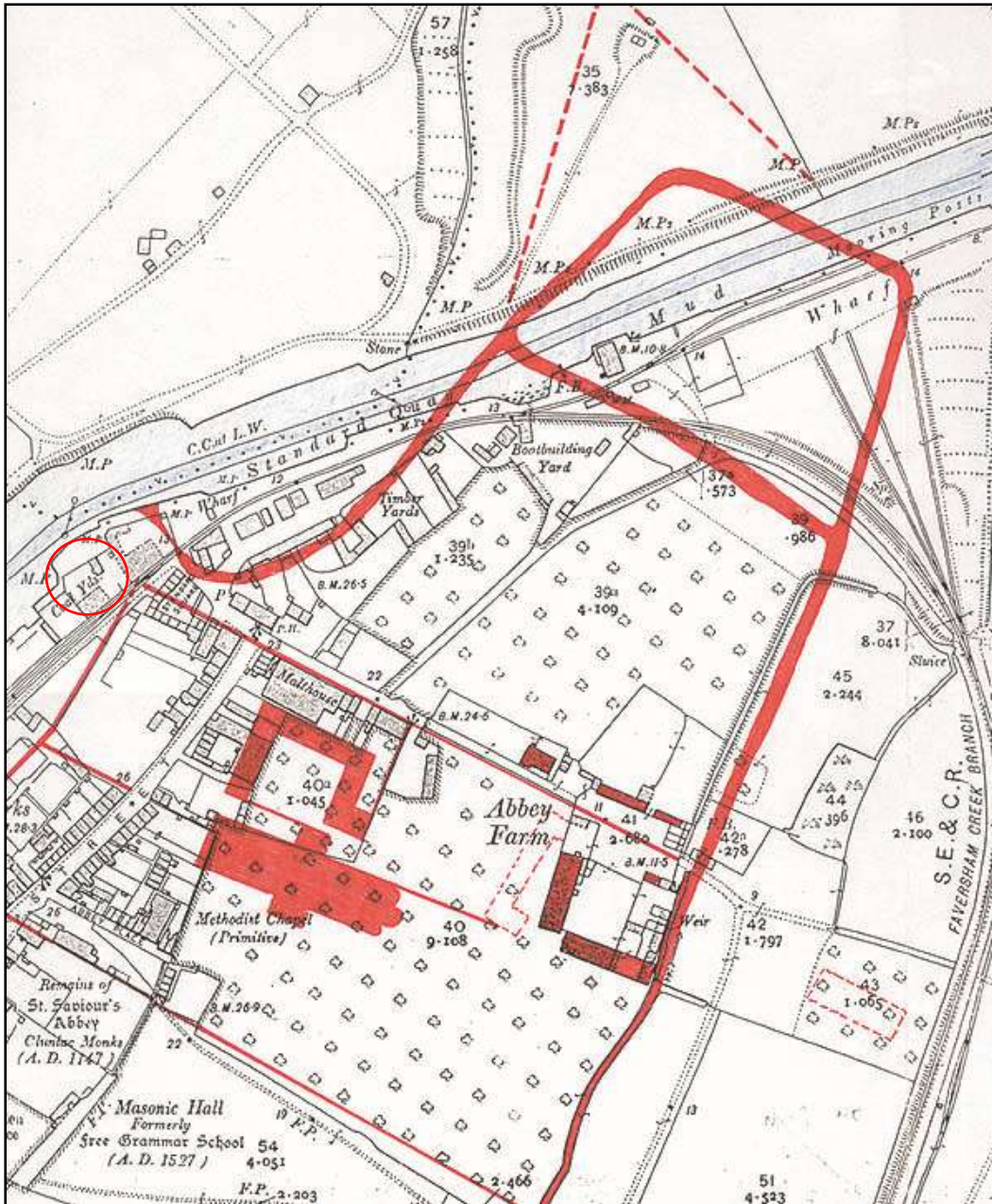


Plate 6. The 1907 OS map shows the Victorian development of Standard Quay and downstream (north-east) Iron Wharf with its railway marshalling yards. The quay at Standard Quay has been built out further into the creek and a railway branch line from Iron Wharf to the coal yards can be seen to the south-west of the development site (ringed in red).

Overlaid in red are the known archaeological areas of interest. The watercourse as shown on the Jacob map heading from its springhead south-east of Abbey Farm with a Roman villa (dotted red lines) on both the west bank (Philp 1965) and east bank (Wilkinson 2011). The buildings in red clustered around Abbey Farm are Grade 1 and 2 medieval timber barns. The location of the demolished abbey school and attached cloisters are in red as are the abbey precinct walls. As can be seen at the top of the map Faversham Creek used to bend round the abbey walls but the course of the creek was straightened in the early 19th century.

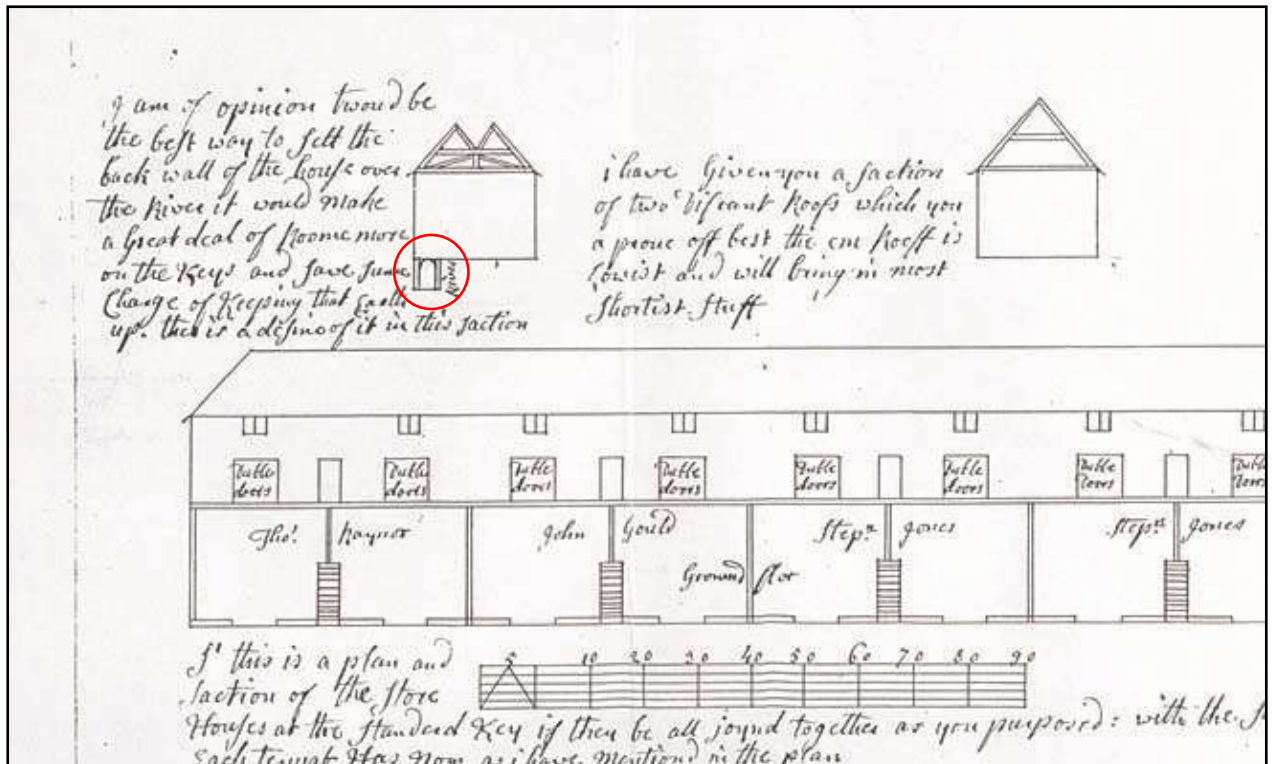


Plate 7. Lord Sondes, the Earl of Faversham, acquired Standard Quay in 1677, at a time when the port-trade was expanding. At the same time additional warehousing was built from timber and stones taken out of the Abbey ruins. Gillets Warehouse, formally known as Provender Mill, is a timber-framed building of considerable length (49m by 6.5m). It can be divided into three distinct building phases: the main range, the chamber block and the Victorian bay. The main range is 12 bays long and divided into 2 lofts of 6 bays each; the form of construction indicates a 17th-century date. The chamber block is a 3-bay building with a steeper pitched roof. The wall timbers are in staggered panels and the brick infill is used decoratively. The timbers used in the chamber block are of a size and quality that indicate they would have originated in the Frater building of the Abbey (Wade, 1986: 15).

In the Watson Collection of Sondes papers at Rockingham Castle is the original estimate and plan for rebuilding the warehouses on Standard Quay (above), dating from the late 17th century. The builder had annotated the plan and section of the new warehouse as follows: "Sir, this is a plan and section of the store houses at the Standard key if they be all joined together as you purposed: with the same length each tenant has now as I have mentioned on the plan." The three tenants named on the plan are Stephen Jones, who has four bays, John Gould and Thomas Raynor, who both have two bays. Stephen Jones was Mayor of Faversham in 1698 and his grandson, Stephen Jones, held the same office in 1773.

On Edward Jacobs' 1745 map of the town the detail showing the warehouses are shown "joined up". It is likely that a pivotal point for construction - from separate warehouses to one complete unit - would be late 17th or early 18th century. The estimate by William Thurston, carpenter, for taking down and rebuilding the old storehouses at the Standard Quay came to £211 4s 9d.

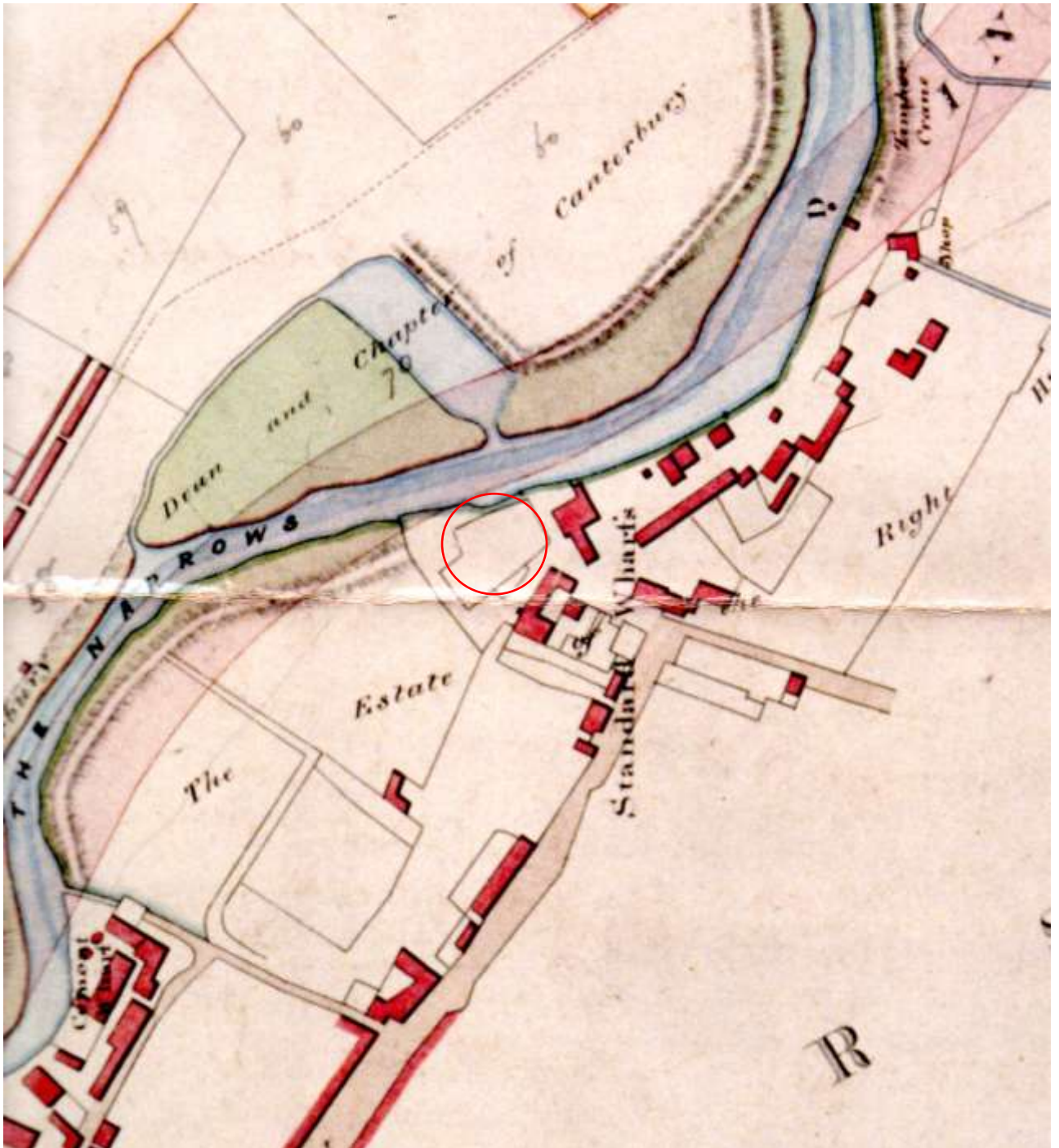


Plate 8. In 1841 a map was produced by T Thurston of Ashford showing "the present and intended new navigation between the town of Faversham and the east Swale" (CKS Thurston map 1841). It shows in great detail the proposed canal from Faversham to Hollow Shore; even small navigation buoys are illustrated. The purpose of the map was to plan in the proposed route of the new canal and highlight what port facilities would be affected. The PDA (red circle) is shown on contemporary OS maps to be a coal yard and on this map with no buildings but enclosed by a wall.



Plate 9. Trench A (looking south west)



Plate 10. Trench A section in SW end of trench (looking south)



Plate 12. Trench C (looking NNE)



Plate 13. Trench C. Cutting section NNE end of trench



Plate 14. Trench D (looking south west)



Plate 15. Trench D section (looking north west)



Plate 16. Trench E (looking south west)



Plate 17. Trench E section (looking south west)

Kent County Council HER Summary Form

Site Name: Land at the former SECOS Oil Depot, Standard Quay, Faversham, Kent

SWAT Site Code: STAN/EV/16

Site Address: As above

Summary:

Swale and Thames Survey Company (SWAT) carried out Archaeological Evaluation on the development site above. The site is seeking planning permission for residential housing whereby Kent County Council Heritage and Conservation (KCCHC) requested that Archaeological Evaluation be undertaken to determine the possible impact of the development on any archaeological remains. The Archaeological Monitoring consisted of an Archaeological Evaluation which revealed no archaeological remains.

District/Unitary: Swale Borough Council

Period(s): N/A

NGR (centre of site to eight figures) 601853 161907

Type of Archaeological work: Archaeological Evaluation

Date of recording: December 2016

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

Geology: Underlying geology is Alluvium

Title and author of accompanying report: Wilkinson P. (2016) Archaeological Evaluation of Land at SECOS Oil Depot site, Standard Quay, Faversham, Kent

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

No archaeology found

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

Contact at Unit: Paul Wilkinson

Date: 20/12/2016