

Archaeological Evaluation of Land at the site of the former Klondyke Works, Newtown Road, Ashford, Kent

NGR Site Centre 601540 141650

Planning Application Number: 18/00584/AS



SWAT ARCHAEOLOGY

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Summary

Swale & Thames Survey Company (SWAT Archaeology) was commissioned to undertake an archaeological evaluation on land at the site of the former Klondyke Works, Newtown Road, Ashford in Kent. The archaeological works were monitored by Wendy Rogers, Kent County Council Senior Archaeological Officer.

The fieldwork was carried out in July 2020 in accordance with an archaeological specification (SWAT Archaeology 10/06/2020) submitted to the Local Planning Authority prior to commencement of works.

The Archaeological Evaluation consisted of sixteen trenches and eight test pits which encountered a relatively common stratigraphic sequence comprising demolition material overlying remains of 20th C. railway works related deposits and structures laid on made ground within northern half of the site and elsewhere on natural geology with limited archaeological potential.

1 INTRODUCTION

1.1 Project Background

1.1.1 Swale & Thames Survey Company (SWAT Archaeology) was commissioned to undertake an archaeological evaluation on land at the site of the former Klondyke Works, Newtown Road, Ashford in Kent (*Figures 1-3, Plate 1*).

1.1.2 In mitigation of the potential impact that the development may have on the buried archaeological resource Kent County Council Heritage & Conservation (KKCHC), who provide an advisory service to Ashford Borough Council, requested that a programme of archaeological works comprising an archaeological evaluation be undertaken to satisfy one of the proposed planning conditions of the planning application 18/00584/AS.

1.1.3 The archaeological evaluation was carried out in July 2020 in accordance with an archaeological specification prepared by SWAT Archaeology, prior to commencement of works, and in discussion with Wendy Rogers Senior Archaeological Officer at KCCHC.

1.2 Site Description and Topography

1.2.1 The application site is situated at the south-east area of Ashford in the county of Kent (Figure 1). The NGR to the centre of the site is NGR 601540 141650.

1.2.2 The Geological Survey of Great Britain (1:50,000) shows that the application site is set on bedrock geology of Weald Clay Formation (Mudstone). Superficial deposits are recorded as the northern part of the site contains superficial deposits of Alluvium- Clay, Silt, Sand and Gravel and the OD height of the site is about 40.00m aOD.

1.2.3 **The BGS superficial deposits description:** Alluvium - Clay, Silt, Sand And Gravel. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by rivers. **Setting:** rivers (U). These sedimentary deposits are fluvial in origin. They are detrital, ranging from coarse- to fine-grained and form beds and lenses of deposits reflecting the channels and floodplains

1.2.4 The site is set on levelled plot of sub rectangular land and surrounded by railway track alongside western boundary, New Town Road alongside eastern and southern boundary and a scarp alongside southern boundary.

- 1.2.5 Map regression provided information about the landscape prior to development in 1898. The 1896 map shows an undeveloped area with smaller enclosed field within western-central part of the site and two parallel buildings within north east corner of the small field. It's worth to mention the lack of escarpment feature within southern part of the site, which appears on later map after the development. It looks like the site was covered by the hill slope descending from its south east corner towards west and north direction. Prior to railway works development a hill slope was reduced within southern extent of the site and material was deposited within its northern extent.
- 1.2.6 RSK Environment Limited undertook a geotechnical investigation of the Study Site in January 2018 comprising 22 trial pits. The investigation revealed Alluvial Clay deposits across the Study Site between 0.1m and 2.80m below ground level with no instances of Peat deposits being recorded. Weald Clay was recorded between 1.0m and 2.80m below ground level.
- 1.2.7 The site has planning permission (18/00584/AS) for: *Erection of 93 dwellings with associated highways, parking and landscaping.*
- 1.2.8 A Condition for archaeological works was attached to Planning Decision Notice and it stated: (21) Prior to the commencement of development of land the applicant, or their agents or successors in title, will secure and implement:
- i) Archaeological field evaluation works in accordance with a specification and written timetable which has been submitted to and approved by the Local Planning Authority; and
 - ii) Further archaeological investigation, recording and reporting, determined by the results of the evaluation, in accordance with a specification and timetable which has been submitted to and approved by the Local Planning Authority
 - (iii) Safeguarding measures to ensure preservation in situ of important remains and/or further investigation/recording, and
 - (iv) the implementation of an agreed programme for archaeological interpretation.
- Reason:** To ensure that features of archaeological interest are properly examined, recorded and interpreted.

2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

2.1 Introduction

- 2.1.1 Details of previous discoveries and investigations within the immediate and wider area may be found in the Kent County Council Historic Environment Record and have been summarised in the WSI Specification produced by SWAT Archaeology and these include A KCCHER search.

2.2 Background and discussion

2.2.1 The KCCHER search shows that The Klondyke works was built in 1898 as part of extension to railway carriage works which was continued in 1906 with the construction of the Kimberley works (since demolished). The main building was a large brick single storey shed with a pair of three bay gable ends on north and east side and smaller workshop range on east side. Six tracks entered via doors in the northern end wall. Roof of main shed featured original iron trusses supported on central row of columns. The works were used for the regular repair and maintenance of rolling stock.

2.2.2 The Proposed Development Area (PDA) is located close to a number of archaeological sites as itemised in the Final DBA Report by CgMs and dated April 2018.

2.2.3 The CgMs report writes on page three that:

The Study Site is identified as having a low archaeological potential relating to remains of 19th and 20th Century railway infrastructure due to demolition.

A negligible archaeological potential is identified for all other periods of human activity as a result of severe, widespread and cumulative impacts relating to 19th and 20th Century phases of development.

The proposed development is considered unlikely to affect the setting or significance of the Built Heritage assets located within the vicinity of the Study Site. Due to the demolition that has already taken place across the Site it is considered that the proposed development is unlikely to have any archaeological effect.

On the basis of the available information no further archaeological mitigation or evaluation measures are recommended in this particular instance.

2.2.4 However, Wendy Rogers Senior Archaeologist KCC recommended that:

The site of the application proposes the redevelopment of the Klondyke Works site, a historic post medieval railway industrial site. The railway industrial heritage is a key part of the identity and historic character of Ashford. Although much of the industrial workshops, sheds, tracks and fixtures and fittings, including turntables, have been gradually removed, there is still some potential for structural remains associated especially with the Klondyke Works themselves to survive.

The application is supported by a Deskbased Assessment by CgMs. This DBA is rather dismissive of railway heritage on this site and I do not entirely agree with their assessment.

An earlier DBA for this site (Trust for Thanet Archaeology) does highlight the importance of Ashford's railway heritage and the potential for some remains to survive on this site. Formal archaeological investigations in the adjacent Newtown Railway Works site did locate some complete turntables and below ground structures. There needs to be provision for locating similar structures in the Klondyke Works and preserving them in situ if possible. I appreciate the level of

disturbance on this site, but the adjacent redevelopment schemes demonstrate how substantial archaeological remains can survive below ground.

I would also like to encourage consideration of railway heritage of Ashford and the opportunities this redevelopment scheme offers for interpretation. Although it is residential, heritage interpretation should be integrated into the scheme. The current landscaping proposals are natural environment and ecological focused. In view of the historic character of this site I would encourage more of a focus on heritage. This would ensure the new communities have the opportunity to become aware, understand and enjoy the special railway heritage of this area of Ashford.

Appropriate interpretation measures would provide a distinct sense of place and would be a significant contribution to the uniqueness and quality of this particular scheme, (Letter dated 29th May 2018).

3 AIMS AND OBJECTIVES

3.1 The specific aims of the archaeological fieldwork are set out in the Specification (SWAT 2020) were to:

3.1.1 The primary objective of the archaeological evaluation is to establish or otherwise the presence of any potential archaeological features which may be impacted by the proposed development. The aims of this investigation are to determine the potential for archaeological activity and in particular the earlier history of the PDA and also any other Prehistoric, Roman and later archaeological activity.

3.2 General Aims

3.2.1 The general aims of the archaeological fieldwork were to;

- establish the presence or absence of any elements of the archaeological resource, both artefacts and ecofacts of archaeological interest across the area of the development;
- ascertain the extent, depth below ground surface, depth of deposit if possible, character, date and quality of any such archaeological remains by limited sample excavation;
- determine the state of preservation and importance of the archaeological resource, if present, and to assess the past impacts on the site and pay particular attention to the character, height/depth below ground level, condition, date and significance of any archaeological deposits.

4 METHODOLOGY

4.1 Introduction

4.1.1 All fieldwork was conducted in accordance with the methodology set out in the Specification (SWAT Dec 2019 and KCC Manual of Specifications 'B') and carried out in compliance with the standards outlined in the Chartered Institute for Archaeologists' Standards Guidance for Archaeological Evaluations (CIfA 2017).

4.1.2 During the course of the evaluation fieldwork it was agreed with Wendy Rogers (KCC) that trenches will be extended to provide a better coverage and understanding of the historic remains.

4.2 Fieldwork

4.2.1 The fieldwork started on 22nd of June 2020 and lasted for two weeks. A total of sixteen evaluation trenches and eight test pits were excavated across the Site (Figures 2-4). The test pits were excavated within trenches: 2, 3, 4, 5, 6, 9, 13 and 14. Within southern half of the site, trenches were extended to reveal a continuation of exposed structures.

4.2.2 The trenches were initially scanned for surface finds prior to excavation. Excavation was carried out using a 20 Tone 360° mechanical excavator fitted with a toothless ditching bucket, removing the overburden to the top of the first recognisable natural or archaeological horizon, under the constant supervision of an experienced archaeologist. In this case the archaeological horizon was remains of the railway works and associated deposits and structures. Wherever these were truncated by demolition cut or absent a test pit was excavated to expose natural horizon.

4.2.3 Where appropriate, trenches, or specific areas of trenches, were subsequently hand-cleaned to reveal features in plan and carefully selected cross-sections through the features were 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. All exposed structures were hand cleaned and photographed. All archaeological work was carried out in accordance with KCC and CIfA standards and guidance. A complete photographic record was maintained on site that included working shots; during mechanical excavation, following archaeological investigations and during back filling.

4.2.4 Alluvial river terrace deposits were scanned for lithics but none has been found. The flints were of random shapes and common pebbles. Some flints were broken while others occasionally had signs of frost erosion.

4.2.5 Ground within the site area is contaminated with asbestos and possibly chemicals and there was ongoing investigation. Appropriate safety training and PPE was provided by relevant company arranged by developer.

4.3 Recording

4.3.1 A complete digital drawn record of the evaluation trenches comprising both plans and sections, drawn to appropriate scales (1:20 for plans, 1:10 for sections) was undertaken. The plans and sections were annotated with coordinates and aOD heights. These are retained in the site project archive.

4.3.2 Photographs were taken as appropriate providing a record of excavated features, structures and deposits, along with images of the overall trench to illustrate their location and context. The record also includes images of the Site overall. The photographic record comprises digital photography (593 photographs) and aerial photography (217 Photographs). A photographic register of all photographs taken is contained within the site project archive. Additional 70 photographs were taken of the sampled bricks and finds.

4.3.3 A single context recording system was used to record the deposits. A full list is presented in Appendix 1. Layers and fills are identified in this report thus (100), whilst the cut of the feature is shown [100]. Context numbers were assigned to all deposits for recording purposes. Each number has been attributed to a specific trench with the primary number(s) relating to specific trenches (*i.e.* Trench 1, 101+, Trench 2, 201+, Trench 3, 301+ etc.).

4.3.4 Trenches and features were surveyed with RTK GNSS kit providing centimetre accuracy.

4.3.5 Appendix 1 provides the stratigraphic sequence for all trenches. Figures 1-4 provide a site plan and trench location plan and figures 5-17 trench plans. Plates include selected site photographs.

5 RESULTS

5.1 Introduction

5.1.1 A total of sixteen evaluation trenches and eight test pits were excavated across the Site (Figures 2-4). The test pits were excavated within trenches: 2, 3, 4, 5, 6, 9, 13 and 14.

5.2 Stratigraphic Deposit Sequence

5.2.1 A relatively consistent stratigraphic sequence was recorded comprising a mix of demolition loamy gravel material sealing Railway Workshop remains. These were overlying intact superficial alluvial deposits of mid orangey brown sandy loam and underlying natural Weald clay formation bedrock. The bedrock wasn't exposed.

5.2.2 Evaluation revealed a thick made ground deposits within northern part of the site ranging to the depth of 1.2m within trench 4 that were thinning out towards the south. The underlying natural within this part of the site was alluvial sands. Also buried Victorian top soil horizon was exposed within trench 4 and 6 at depth of 0.7m below the ground level.

5.3 Trenches

5.3.1 The trenches were located across the footprint of the proposed buildings to ensure full coverage of potential archaeological remains. On average trenches were 2m wide and 20m long however some of them have been later extended. The test pits were excavated to ascertain the depth and character of made ground deposits.

5.3.2 Trench 1 was located within centre of the site in NNW-SSE alignment and it was 25 metres long and up to 0.3m deep. Trench was further extended to length of 36m and width of 3m in order to expose the extent of the brick pit [107]. The trench base was a relatively flat surface of orangey brown natural subsoil truncated by sunken brick structures and two post holes. The brick structures comprised two man holes and mechanic pit. The man holes were square in plan with sides measuring 1.1m and their function is unknown. The pit was 1.1m wide, exposed length was 21.4m and was enclosed by 0.47m thick brick wall. West and east wall of the pit was overlaid by concrete wall comprising rectangular blocks bonded with cast concrete. Concrete wall was visible at top surface of the site and removed during trench excavation. The pit was filled in with metal tools and parts and sealed with hardcore. The post holes turned out to be very shallow, 20mm deep and filled with gravel and concrete and were scraped off with trowel (*Figure 5*).

5.3.3 Trench 2 was located within north end of the site in NW-SE alignment and it was 25.8 metres long and up to 0.4m deep. The trench base was stepped, showing two different horizons: railway remains and underlying natural (202) that turned out to be a made ground and comprised mixed material. Railway remains located within south extent of the trench comprised wooden sleepers and bedding gravel deposit. The sleepers were rotten and their upper part was removed during trench excavation. Within north extent of the trench a deposit stack of sleepers placed aside each other in two rows was located. Top sleepers were rotten and removed with machine leaving one solid behind. After trench was recorded a test pit was excavated in the middle of the trench to a depth of 1.8m revealing underlying alluvial green sand at depth of 1.16m (*Figure 6*).

5.3.4 Trench 3 was located within north end of the site in ENE-WSW alignment and it was 24 metres long and 0.3m deep. Two test pits were excavated at both ends to depth of 0.7m revealing natural horizon overlaid by levelling deposits of mixed natural. Throughout the trench exposed railway sleepers belonged to 4 different tracks that would run across the trench. The position of sleepers

indicates that they supported a railway switch. Two of the tracks were separated by 2m wide concrete platform that was partially robbed out on the south east side. Iron pressure pipe and dead high voltage electric cable were located respectively at SW and NE end of the trench (*Figure 7*).

- 5.3.5 Trench 4 was located within north-west quarter of the site in E-W alignment and it was 8.9 metres long and 0.5m deep revealing at its base a patchy horizon of orangey brown, brown black and grey. Test pit excavated at W end of the trench revealed natural alluvium at depth of 1.2m sealed by mix of re deposited natural soils forming levelled ground for railway bedding gravelly deposits (*Figure 8*).
- 5.3.6 Trench 5 was located within north extent of the site in NNW-SSE alignment. It was 18.5 metres long and its northern and southern half was accordingly 0.3m and 0.76m deep. Deeper section revealed natural subsoil horizon of orangey brown clayey loam truncated by field drain trench that at south end was splitting into two. Natural was overlaid by mixed re deposited natural followed by railway bedding gravel deposit and sleepers that were exposed within other half of the trench. These belonged to two railway tracks exposed also in trench 2 and 3 (*Figure 8*).
- 5.3.7 Trench 6 was located within north-east extent of the site in NW-SE alignment and it was 18.1 metres long and 0.5metres deep. Trench excavation comprised removal of demolition layer 601, underlying railway bedding (602) and levelling made ground deposits (603 and 604). Trench base was stepped showing two horizons of made ground deposits (603 and 604), demolition cut [604], concrete foundation [609], brown Victorian drain pipe and recent plastic pipe drain [607] that was aligned with man hole to the east. At the NW end of the trench a test pit was excavated to the depth of 1.3m revealing natural alluvial mid grey sandy loam that was contaminated by chemicals (*Figure 9*).
- 5.3.8 Trench 7 was located within north-central extent of the site in E-W alignment and it was 23.5 metres long and up to 0.5metres deep. Trench was later extended to 30 meters of length and its excavation comprised removal of demolition layer (701), underlying levelling deposit (702) and concrete tracks. Trench base was relatively flat revealing natural truncated by six brick piers, concrete tracks and north terminus of the mechanic pit (720) filled in and sealed with brick floor (721). The piers were defining the extent of the front north wall of the building. Extension of the trench to the west revealed walls (723 and 724) that were forming a north-west corner of the building (*Figure 10*).
- 5.3.9 Trench 8 was located within north-central extent of the site in ENE-WSW alignment and it was 22 metres long and up to 0.5metres deep. Trench excavation comprised removal of demolition layer

(801), underlying levelling deposit (803) and concrete tracks. Trench base was relatively flat revealing natural (802) truncated by brick pier [806], two walls [808 and 809] of mechanic pit, re positioned concrete block (812), demolition cut [815], east wall of the building, two iron pressure pipes [805 and 813] and drain pipe [907] (*Figure 11*).

- 5.3.10 Trench 9 was located within west-central extent of the site in NNW-SSE alignment and it was 20.5 metres long, 2.51 metres wide and up to 0.7 metres deep. Trench excavation comprised removal of demolition layer (901), underlying levelling deposit (902). The trench base was flat, revealing natural Weald clay (903) overlain by superficial deposits (905 and 906). On south end of the trench a test pit was excavated to the depth of 1.7m revealing the depth of superficial deposits and depth of wall foundation [907]. The wall was visible at top surface and its elevation was exposed on west wall of the trench. The wall was built on concrete footing in English bond pattern (*Figure 12*).
- 5.3.11 Trench 10 was located within central-west extent of the site in NNW-SSE alignment and it was 2.3 metres long. Trench excavation comprised removal of demolition layer (1001) and made ground deposit (1102). The trench base was flat, revealing natural made ground (1002) truncated by Iron pipe trench [1103] (*Figure 12*).
- 5.3.12 Trench 11 was located within central-south-west extent of the site in NNE-SSW alignment and it was 15.2 metres long and up to 0.5m deep. Trench excavation comprised removal of demolition layer (1101). Trench base was fairly flat revealing natural (1102) horizon truncated by west wall [1104] of the building, drain pipe [1103] and mechanic pit. Trench was further extended with perpendicularly aligned extension that was 7.7m long and revealed continuation of mechanic pit to the south. The pit consist of two brick walls [1105 and 1106], brick floor (1107), concrete floor (1108). At the brick floor an iron pipe (1109) was laid. The concrete floor was directly overlying the brick floor only in northern part. The concrete floor appeared to be broken prior to backfill of the pit (*Figure 13*).
- 5.3.13 Trench 12 was located within south extent of the site in ENE-WSW alignment and it was 18.9 metres long and up to 0.5m deep. Trench excavation comprised removal of demolition layer (1201). Trench base was relatively flat revealing natural (1202) horizon truncated by mechanic pit, three man hole [1209, 1210 and 1211], large concrete structure [1208] and Iron pressure pipe [1204]. At west end of the trench a concrete track [1203] was exposed. Excavation of the three man holes that these are toilette blocks (*Figure 13*).
- 5.3.14 Trench 13 was located within south-west extent of the site in N-S alignment and it was 18.5 metres long and up to 0.5m deep. Trench excavation comprised removal of demolition layer

(1301). Trench base was relatively flat revealing natural (1302) truncated by drain trench small mechanic pit and continuation of the pit from trench 11 and 12. Test pit was excavated in the middle of the trench mostly removing hardcore material of the pit construction cut. At the base of 1.2m deep test pit a brown ceramic drain pipe was exposed. Test pit cut through the NE corner of the pit revealing its wall [1304] and concrete floor (1303) in section and construction cut much greater extent than the pit itself. The concrete floor was offsetting the walls by 0.5m. Small 4.5metres long extension was excavated off to the east from middle of the trench in order to expose the continuation of mechanic pit. The section of the wall [1305] was removed by machine in order to check the depth of the floor and possibility that the floor (1307) is the roof of sewer or seals underlying structure but these possibilities have been proven false. Machine scraping of the top surface on the east side of the trench extension revealed another brick pit [1309] similar in size to the one [1304] (*Figure 14*).

5.3.15 Trench 14 was located within south east extent of the site in ESE-WNW alignment and it was 25 metres long and up to 0.6m deep. On average trench was 0.3metre deep and up to 0.6 within cellar and manhole area. Trench excavation comprised removal of demolition layer (1401) and natural truncated by demolition cuts. Trench base was relatively flat revealing natural mid orangey brown sand (1402) truncated by concrete block (1403), concrete man hole (1404), brick cellar [1405], building wall [1407] and iron pipe [1408]. Cellar [1405] was truncated by machine to the depth of 0.8m. Test pit was excavated within east extent of the trench in order to estimate the character of sand (1402). Test pit was 1.6 metres deep and revealed continuous uniform sand throughout the test pit profile and characterized as natural-alluvial. This context was originally overlaid by 3 metre high hill slope that was reduced prior to development in 1898 (*Figure 15*).

5.3.16 Trench 15 was located within south east extent of the site in N-S alignment and it was 20 metres long and up to 0.5m deep. Trench was further extended to the west with square area measuring 11 metres and rectangular area measuring 12 metres by 4 metres. Additional extension was added on the east side of the trench in order to expose brick pit [1535]. Trench revealed building walls; footings for heavy machinery had iron pipe attached; two blocked brick pits and few manholes. All structures were located within the building footprint except for one brick pit [1535] and two small man holes [1504 and 1505]. Exposed walls were: east outer wall [1517 and 1533] of the main building that also divides it from the east side building; east and south outer wall [1503] of the east side building; later concrete wall [1514] that was forming southern extension of the east side building; inner wall going across east side building. Within south extent of the trench a gateway to the main building was located with concrete track that originally were supporting, now gone rails. The track was aligned with toilet block located 4.77m to the west (*Figure 16*).

5.3.17 Trench 16 was located within central east extent of the site in WSW-ENE alignment and it was 20 metres long and up to 0.5m deep. Trench revealed modern features: building walls; two manholes; drain trench and post hole. Two man holes [1604 and 1605], drain trench 1606 and posthole 1603 were located outside on the east side of the building. Exposed walls were: east outer wall [1610] of the main building that divides it from the east side building; east outer wall [1607] of the east side building; three inner walls [1606, 1608 and 1609] of east side building; concrete wall inside main hall. Structures were overlaid by hardcore demolition deposit except of the rooms to the south off the wall 1606 that were filled with clinker gravel that was revealed in section on the south wall of the evaluation trench. Natural (1602) was exposed at depth of 0.1m within east half of the trench and outside of the building footprint (*Figure 17*).

6 FINDS

6.1 Overview

6.1.1 Majority of exposed finds during evaluation process was steel items: bolts, hot rivets, plates, chains, washers, welding rods, grinding wheel, carriage suspension parts, brake pads, tongs, wrenches, clamps. Occasionally among the metal parts other items were present like plastic sheet, H&S sign, boots, and clothing.

6.1.2 Metal tea pot, glass jar, glass bottle and selection of 20 bricks were recovered photographed and catalogued.

6.1.3 No finds of any significant archaeological merit were recovered from the archaeological evaluation.

6.2 Deposition

6.2.1 Selected finds will be deposited in Ashford museum.

7 Discussion

7.1 Archaeological Narrative

7.1.1 The primary objective of the archaeological evaluation was to establish presence of any potential archaeological features. The archaeological investigation failed to expose any meaningful archaeology and all 16 trenches exposed modern deposits and structures, however exposed remains are part of the Railway Works that played important role in development and history of Ashford.

7.1.2 Trench location was designated to give a good coverage of an area to be impacted on by the proposed development.

7.1.3 Evaluation revealed remains of the Railway Works development in 1898 comprising remains of railway tracks, services and massive building (Kimberly Wagon Shop). Prior to development in 1898 extensive levelling work was undertaken involving reducing of the hill slope within south extent of the site and building up ground within northern part.



Plate A: Old photograph of Kimberly wagon shop – main building

7.1.4 The building (*Figure 4*) overlaid two third parts of the site within its south extent. Building consists of two areas: main building and east side building, both rectangular in plan in NNW-SSE alignment. The main building was 96 metres long and 31 metres wide. The east side building was 63.7 metres long and 8 metres wide. Exposed building remains were located below now demolished brick floor. The brick floors that have been exposed during the evaluation were located below the main floor level.

7.1.5 The main building comprised four outer walls with internal row of columns on central longitudinal axis and more columns between the tracks. The front wall of the building consisted of six openings with remains of railway tracks going through, that was exposed in trench 7. The outer west wall was exposed in trenches 7, 9 and 11. Opposite wall shown up in trenches 14, 15 and 16. The east wall was dividing main building from the east side building throughout most of its length. Within south extent of the main building the east wall had one opening with concrete track walls placed across. Couple meters to the west in line with the track a row of 3 toilet blocks were

located excluding possibility of the roundtable. Two first tracks from the west were reaching south end of the building while other four were extending to about its middle. Long mechanic/assembly pits were located at the end of track 2 and throughout track 4 counting from the west side. Small pits were located at the end of track 1 and in line with track 3 but there was a toilet block on the way. Other three small pits were located aside east wall within south extent of the building. No indication was found about their function and these have been exposed in trenches 14 and 15.

7.1.6 The east side building comprised of at least 5 rooms that were exposed in trenches 15 and 16. One exposed room was located within east end of the building and comprised footing that were accommodating heavy machinery in the past, most likely water compression pump. The room contained 2 robust brick foundation across the middle of the room and two smaller on sides. Potentially there was a wheel pit to the north of middle foundations and there was a steel pressure pipe placed with end embedded in concrete just before one of the side foundation indicating that next section of the pipe after the 90 degree joint was vertical. There was a lever mechanism in one of the middle foundation block 1509 in its SE corner at the bottom there was an opening with a lever turning vertical axle. The room to the south of machinery room contain one man hole and its function couldn't be estimated. Their walls were concrete that was abutted to other walls which might be later extension on the south end of the east side building but it's uncertain. On the north side of the machinery room exposed fragment of the room had two parallel narrow walls with a concrete floor between them with two square sockets and rusty round plate in the corner. Very likely these walls were supporting narrow rail track for small wagon. Further to the north within trench 16 two or six rooms were exposed. It is unknown if walls exposed there were dividing internal space of the building but it is highly possible. Some of these rooms were filled with boiler slag that is a waste product from coal combustion which indicates nearby extensive burning activity.

7.1.7 There were some 20 different brick types used across the site together with various type of concrete. The use of brick was designed to fulfil requirement for the strength of each structure rather than is indicative to different phases. In general weaker handmade yellow stock bricks were used for building walls and manholes while various stronger engineering bricks were used in machinery room and in mechanic pits. Also the use of concrete was used at the base of foundation wall hence basing phasing on the base of concrete use is pointless. Within area of machinery room structure 1512 is made of brick concrete blocks and cast concrete. At first I thought that it is some repair work but use of the same concrete within structure 1509 around the vertical axle dismissed that idea. The original building had brick floor that was covered with

concrete floor when building changed its function. Later building was demolished including its floors

7.2 Conclusions

7.2.1 The archaeological evaluation has been successful in fulfilling the primary aims and objectives of the Specification.

7.2.2 This evaluation has, therefore, assessed the archaeological potential of land intended for development. The results from this work show that the proposed development is not likely to impact on any significant archaeological remains and wherever possible structural remains will be preserved in situ (*Figure 18*). Also development design with piling foundations provides minimal impact on underlying ground.

8 ARCHIVE

8.1 General

8.1.1 The Site archive, which will include; paper records, photographic records, graphics and digital data, will be prepared following nationally recommended guidelines (SMA 1995; ClfA 2014; Brown 2011; ADS 2013).

8.1.2 All archive elements will be marked with the site/accession code, and a full index will be prepared. The physical archive comprises 1 file/document case of paper records & A4 graphics and will be retained by SWAT Archaeology until a Kent museum archive procedure is in place.

9 ACKNOWLEDGMENTS

9.1.1 SWAT would like to thank the developer “New Ways Ltd” for commissioning the project and Wendy Rogers Senior Archaeological Officer, Kent County Council, for her advice and assistance. Thanks are also extended to Ian Sharp, Ashford Museum Curator, Lee Aston and Martin O’Reilly, Project Manager for their advice and assistance.

9.1.2 Bartek Cichy supervised the archaeological fieldwork. Peter Cichy undertook GPS survey. Archaeologists working during the course of the project were Jeff West, Joe Cantwell.

9.1.3 Authors of this report are B. Cichy and Paul Wilkinson. Illustrations were produced by B. Cichy. Paul Wilkinson MCIfA edited and checked the text for this report.

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Compiled by: SWAT Archaeology (PW). The Office, School Farm Oast, Faversham, Kent

Dated 6th August 2020.

Appendix 1: Context list

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
101	Top Layer	Made ground	Firm compaction, black loamy gravel. Sparse weed vegetation at the top. Gravel is shingle, pebbles or brick and concrete.	0-0.2	39.8	1
102	Layer	Natural/ Weald clay formation	Firm compaction, light grey mottled mid orangey brown clayey sand with occasional flint (sub angular and pebble; 70mm)	0.15-	39.65	1
103	Cut	Post hole	Rounded square in plan, flat base of the posthole. Feature was 0.4m long, 0.4m wide and 0.02m deep.	0.1-0.4	39.38	1
103a	Fill	Fill of post hole [103]	Compacted gravel consist flint and concrete	0.1-0.4	39.38	1
104	Cut	Post hole	Rounded square in plan, flat base of the posthole. Feature was 0.4m long, 0.4m wide and 0.02m deep.	0.1-0.4	39.38	1
104a	Fill	Fill of post hole [103]	Compacted gravel consist flint and concrete	0.1-0.4	39.38	1
105	Structure	Man hole/brick wall	Square manhole was 1.12m wide; opening measuring 0.63m; 0.23m thick wall built of bricks. Yellow wire cut brick was measuring 66mm to 70mm by 107mm by 225mm by 230mm. Mortar was pale yellow, very hard, sandy with occ. tiny white inclusions. At the base concrete floor with opening of vertical brown ceramic pipe (0.16m).	0.2- 0.38+	39.42	1
106	Fill	Fill of Man hole 105	Gravel and concrete cobbles sealed with cast concrete	0.2- 0.38+	39.42	1
107	Structure	Mechanic Pit/brick wall	Rectangular N-S aligned pit built of red brick in English bond pattern. Wire cut red brick (occ. cherry) with moderate white spots (size less than 2mm) was measuring 67mm by 103mm to 108mm by 220mm to 221.5mm. Mortar was coarse sand concrete of light grey colour that was hard when pressed but easy to break. Continuation of pit was also exposed in Trenches 7 and 8. At the top of brick wall a concrete blocks were laid providing support for rails. Concrete blocks were measuring 0.465m by 0.37m by 0.16m	0-0.4+	39.8	1
108	Fill	Fill of south end of the pit [107]	Hardcore (bricks, flint and concrete). Infill of the small space located at south end of the pit 107 and wall 109	0.3+	39.5	1

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
109	Structure	Brick wall within mechanic pit 107	E-W aligned red brick wall lay across the pit within its southern end; lay on stretcher side. Wire cut red brick (occ. cherry) with moderate white spots (size less than 2mm) was measuring 67mm by 103mm to 108mm by 220mm to 221.5mm. Mortar was coarse sand concrete of light grey colour that was hard when pressed but easy to break.	0.3+	39.5	1
110	Fill	Fill of pit [107]	Mixed material, at the top hardcore or gravel with occ. coke and slag inclusions. Lower down and higher alongside the walls infill consisted of steel parts (bolts, hot rivets, plates, chains, washers, welding rods, grinding wheel, carriage suspension parts, brake pads, tongs, wrenches, clamps) and occ. plastic sheet, H&S sign, boots, clothing. Metal seems to infill south half of the pit. Metal parts were exposed during machine excavation to the depth of 0.2m below top of brick wall.	0.3-0.5+	39.6	1
111	Structure	Man hole/brick wall	Small square, brick man hole measuring 0.63m in width with opening measuring 0.3m.	0.2+	39.6	1
201	Top Layer	Made ground/topsoil	Compact, black loamy gravel with occ. junk metal and modern rubbish. Sparse weed and bramble vegetation at the top. Gravel is shingle, pebbles or brick and concrete. Thin band of top soil at the top.	0.0-0.4	39.6	2
202	Layer	Made ground/natural re deposit	Firm compaction, mid orangey brown sand with occasional flint (sub angular and pebble; 70mm), moderate iron panning. Top horizon disturbed by modern. Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site.	0.36-0.56	39.2	2
203	Services	Drain pipe	NW-SE aligned narrow trench with black tarmac pipe (0.16m) with sparse small holes; backfilled with black gravel.	0.2-0.3	39.4	2
204	Deposit	Made ground/sleepers	Railway sleepers (2.6m by 0.26m by 0.14m) position aside of each other in two layers. Top ones were very rotten and removed by machine.	0.1-0.4	39.5	2

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
205	Structure	Railway sleepers and bedding	Compacted and iron cemented, sandy gravel forming 0.2m layer with sleepers at the top and spaces between them filled with the same material. Gravel was fine pebble	0.15-0.36	39.6	2
206	Layer	Made ground/natural re deposit	Firm compaction, black sandy clay. Thin horizontal band. Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site.	0.56-0.61	39.24	2
207	Layer	Made ground/natural re deposit	Firm compaction, mid orangey brown sandy clay with occ. flint (broken, various shapes, some frost erosion). Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site.	0.61-1.16	39.19	2
208	Layer	Natural/natural alluvium	Soft, light green sand with lumps of bluish clay. Context was descending to the west. Unknown if redeposit or alluvium	1.16-1.81+	38.65	2
301	Top Layer	Made ground/topsoil	Compact, black loamy gravel with occ. junk metal and modern rubbish. Sparse weed and bramble vegetation at the top. Gravel is shingle, pebbles or brick and concrete. Thin band of top soil at the top.	0.0-0.1	39.75	3
302	Layer	Made ground/natural re deposit	Firm compaction, mid orangey brown sand with occasional flint (sub angular and pebble; 70mm), moderate iron panning. Top horizon disturbed by modern. Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site.	0.4-0.54	39.43	3
303	Layer	Made ground/natural re deposit	Firm compaction, black sandy clay. Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site.	0.54-0.61	39.22	3
304	Layer	Made ground/natural re deposit	Firm compaction, mid orangey brown sandy clay with occ. flint (broken, various shapes, some frost erosion). Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site.	0.6-0.7+	39.12	3
305	Deposit	Railway sleepers bedding	Compacted and iron cemented, sandy gravel forming 0.2m layer with sleepers 306, 307 and 309 at the top and spaces between them filled with the same	0.15-0.36	39.14	3

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
			material. Gravel was fine pebble			
306	Structure	Railway sleepers	3 broken ENE-WSW aligned sleepers indicating location of railway track 1	0.05-0.2	39.65	3
307	Structure	Railway sleepers	Three, ENE-WSW aligned sleepers indicating location of railway track 2. Together with 308 are remains of railway switch.	0.05-0.2	39.67	3
308	Structure	Railway sleepers	Two, ENE-WSW aligned sleepers indicating location of railway track 3. Together with 307 are remains of railway switch.	0.05-0.2	39.67	3
309	Structure	Railway sleepers	Two, NE-SW aligned sleepers indicating location of railway track 4.	0.05-0.2	39.67	3
310	Structure	Floor	Concrete slab 2.14m wide and 0.1m thick located between track 1 and 2	0.05-0.15	39.68	3
311	Deposit	Demolition	Mixed deposit of broken concrete slab, gravel, pebbles with occ. rusty metal, glass, plastic. Material derived from demolition of 310	0.05-0.2	39.68	3
312	Services	Railway pressure pipe	NNW-SSE aligned narrow trench with iron pipe measuring 0.1m in diameter with round plate at the end measuring 0.2m in diameter. The pipes were joined using bolt screws and nuts	0.2-0.4	39.46	3
313	Services	Electric cable	High voltage electric cable measuring 70mm in diameter	0.18-0.4	39.5	3
314	Services	21st C drain	Plastic drain pipe laid recently	0.18-0.4	39.5	3
401	Layer	Top soil/made ground	Mid compaction, black gravelly loam	0-0.26	39.75	4
402	Layer	Railway sleepers bedding	Compacted and iron cemented rusty mottled black pebble gravel (<40mm).	0.26-0.36	39.49	4
403	Layer	Made ground/natural re deposit	Firm compaction, mid orangey brown sandy clay with occasional flint (sub angular; < 70mm), Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site.	0.36-0.5	39.39	4

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
404	Layer	Buried re deposited topsoil	Firm compaction, dark brown loam with occasional flint. Material buried prior to construction around 1897	0.5-0.56	38.89	4
405	Layer	Natural/ Alluvium	Firm compaction, mid orangey brown sandy clay with moderate lumps of greenish grey sandy clay, occasional flint (sub angular, < 50mm and pebble <20mm).	0.56-1.2+	38.8	4
406	Services	water	narrow trench with blue water hose	0-0.6	39.6	4
501	Top layer	Made ground	Compacted, black gravel with lenses of grey and brown gravel. Re deposited railway gravel with thin patchy loam top soil at the top.	0.0-0.45	39.97	5
502	Layer	Made ground/ natural re deposit	Firm compaction, mid orangey brown sandy clay with occasional flint (subangular; < 50mm), Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site. Context located underneath gravel 503	0.5-0.7+	39.3	5
503	Layer	Railway sleepers bedding	Compacted and iron cemented rusty mottled black pebble gravel (<40mm).	0.4-0.5	39.4	5
504	Structure	Railway sleepers	Five, ENE-WSW aligned sleepers indicating location of SSE-NNW aligned railway track 3 exposed in trench 3. More sleepers were visible in section.	0.05-0.2	39.7	5
505	Structure	Railway sleepers	Two, E-W aligned sleepers indicating location of S-N aligned railway track 2 exposed in trench 3. More sleepers were visible in section.	0.05-0.2	39.7	5
506	Services	Land drain	N-S aligned narrow trench with earthenware orange pipe. Splits into two at south side with arms running towards SE and SW	0.5-0.76	39.3	5
601	Top layer	Made ground	Compacted tarmac bveads	0.0-0.2	39.77	6
602	Deposit	Railway sleepers bedding	Compacted and iron cemented rusty mottled black pebble gravel (<40mm).	0.2-0.36	39.57	6

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
603	Layer	Made ground	Firm compaction, grey mottled mid orangey brown clayey sand with occ. flint and brick fragments. Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site. Contemporary with 604	0.36-0.66	39.41	6
604	Layer	Made ground	Firm compaction, dark greyish brown clayey loam with moderate tweaks occ. flint and brick fragments. Material re deposited prior to construction around 1897, derived from hill slope reduction in south half of the site. Re deposited Victorian marsh clay.	0.36-0.7	39.41	6
605	Layer	Buried Victorian top soil	firm compaction, active loam	0.7-0.75	39.07	6
606	Cut	Demolition cut	SW edge of deep cut backfilled with concrete boulders and cobbles	0.1-0.7+	39.67	6
607	Services	21st C drain	NE-SW aligned modern trench with plastic pipe running to the man hole located 2m to the NE	0.1-0.4	39.7	6
608	Services	20th C drain	E-W aligned narrow trench with brown ceramic pipe measuring 0.14m in diameter	0.5-0.7	39.27	6
609	Structure	Concrete footings	Cast concrete block 0.28m wide and 0.36m deep	0-0.38	39.75	6
701	Top Layer	Top soil/ Demolition Made ground	Firm compaction, mixed deposit of earth and gravel (concrete, pebbles, aggregate, tarmac). Thin band of patchy top soil with sparse weeds vegetation.	0.0-0.4	39.72	7
702	Layer	Made ground	Firm compaction, mid orangey brown sandy loam with occ. flint and moderate patches of dark grey	0.2-0.4	39.46	7
703	Layer	natural	Firm compaction, mid orangey brown sandy loam with moderate flint (sub angular and round, <100mm, average 40mm). Modern disturbances on top surface	0.4-0.6+	39.26	7
704	Structure	Foundation wall	Pillar of the front, north brick foundation wall of the building. Partially exposed in section edge of the feature was 1.1m long	0.4-0.7	39.26	7

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
705	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.2m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 706 were forming support for railway track	0.1-0.38	39.56	7
706	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 705 were forming support for railway track	0.0-0.4	39.66	7
707	Structure	Foundation wall	Pillar of the front, north brick foundation wall of the building. Partially exposed in section and truncated by machine feature was 1.3m long. Build of yellow stock brick. Bricks are laid on top of pebble gravel concrete.	0.15-0.66	39.7	7
708	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 709 were forming support for railway track	0.0-0.4	39.56	7
709	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 708 were forming support for railway track	0.0-0.4	39.66	7
710	Structure	Foundation wall	Pillar of the front, north brick foundation wall of the building. Partially exposed in section and truncated by machine feature was 1.2m long and exposed width was 0.69. Build of yellow stock brick (227mm by 109mm by 0.65mm).	0.2-0.57	39.65	7
711	Structure	Concrete bed for rail	NNE-SSW aligned concrete block that was 0.7m wide and over 0.2m deep. Paired with 712 was forming support for railway track. More robust than other features of this type, very likely replacement of damaged one.	0.2-0.4+	39.49	7

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
712	Structure	Concrete bed for rail	NNE-SSW aligned concrete block that was 0.7m wide and over 0.2m deep. Paired with 711 was forming support for railway track. More robust than other features of this type, very likely replacement of damaged one.	0.2-0.4+	39.49	7
713	Structure	Foundation wall	Pillar of the front, north brick foundation wall of the building. Feature was 2m long and 0.7m wide and exposed depth was 0.1m. Build of yellow stock and occ. red brick (227mm by 109mm by 0.65mm).	0.3+	39.36	7
714	Structure	Foundation wall	Pillar of the front, north brick foundation wall of the building. Feature was 1.13m long and 0.72m wide and exposed depth was 0.1m. Build of yellow stock and occ. red brick (228mm by 108mm by 0.60mm).	0.4+	39.23	7
715	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 716 were forming support for railway track	0.0-0.4	39.58	7
716	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 715 were forming support for railway track	0.0-0.38	39.58	7
717	Structure	Foundation wall	Pillar of the front, north brick foundation wall of the building. Feature was 1.19m long and 0.83m wide and exposed depth was 0.1m. Build of yellow stock and occ. red brick (228mm by 108mm by 0.60mm).	0.45+	39.26	7
718	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 716 were forming support for railway track	0.0-0.4	39.6	7
719	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 715 were forming support for railway track	0.0+	39.6	7

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
720	Structure	Mechanic Pit - N terminus/brick wall	Rectangular N-S aligned pit built of red brick in English bond pattern. The wall was 0.46m wide and internal space of the pit was 0.91m wide. Wire cut red brick (occ. cherry) with moderate white spots (size less than 2mm) was measuring 67mm by 103mm to 108mm by 220mm to 221.5mm. Mortar was coarse sand concrete of light grey colour that was hard when pressed but easy to break. Continuation of pit was also exposed in Trenches 1 and 8. Pit was in filled at the top with brick floor 721	0.1+	39.54	7
721	Structure	Brick floor/ fill of 720	Brick floor filling in space of pit 720 and levelled with its walls. Built with red bricks bonded with grey fine concrete. Very likely its a later addition.	0.1+	39.54	7
722	Fill	Fill of trench	Filling up space between concrete 711 and 712. Mixed material of earth and gravel (pebbles, flint, crushed concrete, bricks). The context is an infill of the trench created when damaged concrete tracks were removed by machine and within excavated trench two concrete replacement tracks were laid.	0.2-0.4+	39.49	7
723	Structure	Foundation wall	Section of the front, brick foundation north wall of the building located in its NW corner. Feature was 2.92m long and 0.6m wide and exposed depth was 0.1m. Build of yellow stock and occ. red brick (228mm by 108mm by 0.60mm). Context was abutted to the wall 724	0.05+	39.66	7
724	Structure	Foundation wall	Section of the west wall of the building located in its NW corner. Feature was over 20m long and 0.65m wide and exposed depth was 0.1m. Build of yellow stock and occ. red brick (228mm by 108mm by 0.60mm). Context was abutted to the wall 723 and also exposed in trench 9 and 11 and partially visible at top surface of the site.	0.0+	39.66	7
801	Top Layer	Top soil/ Demolition Made ground	Firm compaction, mixed deposit of earth and gravel (concrete, pebbles, aggregate, tarmac bricks) with occ. junk metal. Thin band of patchy top soil with sparse weeds vegetation at the top. Top soil was dark brown sandy loam.	0.0-0.4	39.87	8

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
802	Layer	Made ground	Firm compaction, mid orangey brown sandy loam with occ. flint (sub angular and round <80mm) and moderate modern shallow disturbances at the top surface	0.2-0.4	39.6	8
803	Cut	Trench	Robbed out concrete track backfilled with 801. Paired with 804 were forming support for railway track	0.05-0.35	39.48	8
804	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 803 were forming support for railway track	0.0-0.4	39.48	8
805	Services	Railway pressure pipe	NNW-SSE aligned narrow trench with iron pipe measuring 0.1m in diameter with round plate at the end measuring 0.2m in diameter. The pipes were joined using bolt screws and nuts	0.2+	39.52	8
806	Structure	Brick pillar base	Square (0.94m) brick pad with 4 metal upright bolts (30mm). Build of wire cut yellow and occ. red brick (228mm by 108mm by 0.60mm).	0.2+	39.52	8
807	Services	Drain pipe	NW-SE aligned narrow trench with black tarmac pipe (0.16m) with sparse small holes; backfilled with black gravel and red bricks.	0.2+	39.51	8
808	Structure	Wall of mechanic pit - railway track	West wall of mechanic pit. The wall was 0.46m wide and internal space of the pit was 0.91m wide. Wire cut red brick (occ. cherry) with moderate white spots (size less than 2mm) was measuring 67mm by 103mm to 108mm by 220mm to 221.5mm. Mortar was coarse sand concrete of light grey colour that was hard when pressed but easy to break. At the top of brick wall a concrete blocks were laid providing support for rails. Concrete blocks were measuring 0.465m by 0.37m by 0.16m. Continuation of pit was also exposed in Trenches 1 and 7.	0.2+	39.49	8

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
809	Structure	Wall mechanic pit- railway track	West wall of mechanic pit. The wall was 0.46m wide and internal space of the pit was 0.91m wide. Wire cut red brick (occ. cherry) with moderate white spots (size less than 2mm) was measuring 67mm by 103mm to 108mm by 220mm to 221.5mm. Mortar was coarse sand concrete of light grey colour that was hard when pressed but easy to break. At the top of brick wall a concrete blocks were laid providing support for rails. Concrete blocks were measuring 0.465m by 0.37m by 0.16m Continuation of pit was also exposed in Trenches 1 and 7.	0.2+	39.49	8
810	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 811 were forming support for railway track	0.0-0.4	39.7	8
811	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 810 were forming support for railway track	0.0-0.4	39.7	8
812	Structure	column anchor base	NW-SE aligned concrete block was 1.55m long and 1.35m wide. Top surface smooth flat with 6 upright bolts measuring 30mm in diameter. Block was re deposited and turned to the east from its original position	0.05+	39.66	8
813	Services	Railway pressure pipe	NNW-SSE aligned narrow trench with iron pipe measuring 0.1m in diameter with round plate at the end measuring 0.2m in diameter. The pipes were joined using bolt screws and nuts	0.3+	39.46	8
814	Structure	Foundation wall	Section of the east wall of the building. Feature was 0.65m wide and exposed length and depth were respectively 2m and 0.1m. Build of yellow stock and occ. red brick (228mm by 108mm by 0.60mm).	0.24+	39.72	8
815	Fill	Fill of robbing/ demolition cut	Partially exposed rectangle in plan. Firm compaction, black loam with freq. bricks and concrete. Unexcavated and cut number not assigned. 21st C context.	0.0- 0.46+	39.7	8

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
901	Top layer	Made ground/ demolition	Firm compaction, mix of gravel (concrete, pebbles and occ. bricks) and re deposited natural sand	0.0-0.6	39.7	9
902	Layer	Made ground/ construction	Firm compaction, mid orangey brown sandy clay. Re deposited natural,	0.5-0.77	39.1	9
903	Layer	Natural/ Alluvial	Firm compaction, light bluish grey mottled, mid orangey brown sandy clay with moderate flints (mixed lithics, some frost erosion; <90mm)	0.67- 1.17+	39	9
904	Cut	Wall foundation trench	NNW-SSE aligned foundation trench for the wall 907	0-1.58	39.67	9
905	Layer	Natural/ Superficial deposit	Firm compaction, dark brow loam with moderate sub angular flints (<110mm), occ. flint pebbles and broken. Context is overlying 903	0.8-1.68	38.91	9
906	Layer	Natural/ Superficial deposit	Firm compaction, red mottled (abundant tiny spots) mid grey sandy loam with occ. Flints (<100m). Context appears as reddish brown and gradually changing into light bluish sandy silt. Context is overlying 905	0.8-1.68	38.91	9
907	Structure	Foundation wall	Section of the west wall of the building. Feature was over 20m long and 0.65m wide. It was exposed eleven courses of English bond brickwork. The brick sections of the wall were 1.1m high and build on to of concrete foundation that was 0.7m wide and 0.48m high. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm). West face of the wall had piers supporting arched lintels. The window bay was 2.28m long and the wall was 0.47m wide here. Wall pier that was supporting arched lintels was 2.12m long and wall thickness was 0.59m and 0.72m accordingly for 1.16m and 1.04m of the wall length. Wall was also exposed in trench 7 and 11 and partially visible at top surface of the site.	0.0+	39.95	9
1001	Top layer	Made ground	Firm compaction, mix of gravel (tarmac beads, concrete, pebbles and occ. bricks) and re deposited natural sand	0-0.2	39.9	10
1002	Layer	Made ground/ construction	Firm compaction, mid orangey brown sandy clay. Re deposited natural,	0.2-0.5	39.7	10

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1003	Services	Railway pressure pipe	NNW-SSE aligned narrow trench with iron pipe measuring 0.1m in diameter with round plate at the end measuring 0.2m in diameter. The pipes were joined using bolt screws and nuts	0.5+	39.4	10
1101	Top layer	Made ground/demolition	Firm compaction, mix of gravel (concrete, pebbles and occ. bricks) and re deposited natural sand, top soil and subsoil. At the top thin patchy band of topsoil with sparse weed vegetation	0.0-0.4	39.85	11
1102	Layer	Natural/Alluvial	Firm compaction, mid orangey brown sandy clay with occ. flints (<90mm)	0.4+	39.46	11
1103	Services	Victorian drain	NNW-SSE aligned narrow trench with brown ceramic pipe (0.16m) at the base.	0.4-0.6	39.4	11
1104	Structure	Foundation wall	Section of the west wall of the building. Feature was over 2m long and 0.65m wide. It was exposed seven courses of English bond brickwork. The brick section of the wall was 0.6m high and builds on top of concrete foundation. Build of yellow handmade stock and occ. red brick (227mm by 110mm by 0.64mm). Wall was also exposed in trench 7 and 9 and partially visible at top surface of the site.	0.1-0.6	39.7	11
1105	Structure	West brick wall of Mechanic pit	Brick wall was 0.46m wide and build of red bricks and occ. yellow ones. Brick measured 227mm-230mm by 105mm by 0.64mm. English bond	0.4+	39.32	11
1106	Structure	East brick wall of Mechanic pit	NNW-SSE aligned brick wall was 0.46m wide and build of red bricks and occ. yellow ones. Brick measured 227mm-230mm by 105mm by 0.64mm. English bond	0.4+	39.32	11
1107	Structure	Floor of mechanic pit	NNW-SSE aligned brick floor built of red bricks (205mm by 65mm) with stretcher facing up and stretcher pattern. The floor was 1.15m wide and exposed length was 9m. This floor was also exposed in trench 13	0.5	39.26	11
1108	Structure	Floor of mechanic pit	Concrete floor was 0.05m thick and lay on top of brick floor 1107. The floor was 1.15m wide and exposed length was 0.85m.	0.45	39.31	11

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1109	Services	Railway pressure pipe	Iron pipe (60mm) was placed on the brick floor 1107. At the north end there was a 90 degree joint and a black hood that was affected by high temperature	0.4	39.32	11
1201	Top layer	Made ground/demolition	Firm compaction, mix of gravel (concrete, pebbles and occ. bricks) and re deposited natural sand, top soil and subsoil. At the top thin patchy band of topsoil with sparse weed vegetation	0.0-0.15	40.06	12
1202	Layer	Natural/Alluvial	Firm compaction, mid orangey brown sandy clay with occ. flints (<90mm)	0.15+	39.9	12
1203	Structure	Concrete bed for rail	NNE-SSW aligned cast concrete wall that was 0.4m wide and 0.4m deep. At the base frequent pebbles and uneven, top smooth and flat. Context removed during trench excavation. Paired with 715 were forming support for railway track	0.1+	39.9	12
1204	Services	Railway pressure pipe	Iron pipe (120mm) laid in narrow trench backfilled with its upcast	0.36+	39.6	12
1205	Structure	West brick wall of Mechanic pit	Brick wall was 0.46m wide and build of red bricks and occ. yellow ones. Brick measured 227mm-230mm by 105mm by 0.64mm. English bond	0.2+	39.88	12
1206	Structure	East brick wall of Mechanic pit	NNW-SSE aligned brick wall was 0.46m wide and build of red bricks and occ. yellow ones. Brick measured 227mm-230mm by 105mm by 0.64mm. English bond	0.2+	39.88	12
1207	Fill	Backfill of mechanic pit between walls 1205 and 1206	Hardcore (concrete cobbles, bricks and gravel) with abundant metal (suspension parts, hot rivets, wrenches, tongs, bolts, plates etc.)	0.1+	39.98	12
1208	Structure	Column foundation	Large concrete block with upright bolts. The width was 1.92m and exposed length was 0.9m	0-0.1+	40.01	12
1209	Structure	Man hole/ Toilet block	Square man hole was 1.1m wide and internal space was 0.6m wide. Brown ceramic pipe attached on west side. Remains of the toilet pipe knee and concrete floor inside the space enclosed by brick thick wall. Structure builds with yellow stock brick.	0.1+	39.93	12

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1210	Structure	Man hole/ Toilet block	Square man hole was 1.1m wide and internal space was 0.6m wide. Brown ceramic pipe attached on west side. Remains of the toilet pipe knee and concrete floor inside the space enclosed by brick thick wall. Structure builds with yellow stock brick.	0.1+	39.93	12
1211	Structure	Man hole/ Toilet block	Square man hole was 1.1m wide and internal space was 0.6m wide. Brown ceramic pipe attached on east side. Remains of the toilet pipe knee and concrete floor inside the space enclosed by brick thick wall. Structure builds with yellow stock brick.	0.1+	39.93	12
1301	Top layer	Made ground/ demolition	Firm compaction, mix of gravel (concrete, pebbles and occ. bricks) and re deposited natural sand, top soil and subsoil. At the top thin patchy band of topsoil with sparse weed vegetation	0-0.1	39.9	13
1302	Layer	Natural/ Alluvium	Firm compaction, mid orangey brown sandy clay with occ. flints (<90mm) and freq. Irregular curvilinear mid grey patches.	0.1+	39.8	13
1303	Structure	Mechanic pit floor	Large massive concrete slab was exposed in test pit and truncated during the process. The slab was offsetting brick wall 1304 by 0.5m and area of the trench in which the slab was laid was even greater and backfilled with hardcore	0.7-0.9	39.22	13
1304	Structure	Mechanic pit Wall	The pit was NNW-SSE aligned and enclosed by 0.35m thick wall built of red and purple frogged bricks. South wall was 0.45m thick. The pit was backfilled by mix of sleepers, dark earth, and gravel, hardcore and modern rubbish. The pit measured 5m by 1.12m.	0-0.7	40.01	13
1305	Structure	West brick wall of Mechanic pit	Brick wall was 0.46m wide and build of red bricks and occ. yellow ones. Brick measured 227mm-230mm by 105mm by 0.64mm. English bond. The wall was sectioned with machine to expose floor in section. To the south the wall was built of red frogged "ARMITAGE" bricks.	0.1-0.7	39.8	13
1306	Structure	East brick wall of Mechanic pit	NNW-SSE aligned brick wall was 0.46m wide and build of red bricks and occ. yellow ones. Brick measured 227mm-230mm by 105mm by 0.64mm. English bond	0.1-0.7	39.8	13

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1307	Structure	Floor of mechanic pit	NNW-SSE aligned brick floor built of red and dark grey bricks (205mm by 65mm) with stretcher facing up and stretcher pattern. The floor was 1.15m wide and exposed length was 9m. This floor was also exposed in trench 11		39.26	13
1308	Services	Victorian drain	Narrow deep trench with brown ceramic pipe (0.2m) at the base and backfilled with its upcast. Level at the top of the pipe exposed in test pit	0.1-1	38.89	13
1309	Structure	Mechanic pit	The pit was NNW-SSE aligned and enclosed by 0.35m thick wall built of red and purple frogged bricks. The pit measured 5m by 1.12m. North end and top of the feature was exposed.	0.05+	39.7	13
1310	Fill	Backfill of mechanic pit between walls 1305 and 1306	Hardcore (concrete cobbles, bricks and gravel) with abundant metal (suspension parts, hot rivets, wrenches, tongs, bolts, plates etc.)	0.05-0.7	40.01	13
1401	Top layer	Made ground/demolition	Firm compaction, mix of gravel (concrete, pebbles and occ. bricks) and re deposited natural sand, top soil and subsoil. At the top thin patchy band of topsoil with sparse weed vegetation	0-0.1	39.82	14
1402	Layer	Natural/Alluvium	Firm compaction, mid orangey brown sand with small irregular light grey patches and stoneless. Further truncated by test pit to the depth 1.6m revealed continuation of the context.	0.1-1.6	39.7	14
1403	Structure	Concrete pillar foundation	Large concrete block NNW-SSE aligned measuring 1.35metre by 1.17 metres. At the top surface a four vertical threaded bolts were located. The block seems to be cast in situ within the boarded trench.	0.05- 0.2+	39.8	14
1404	Structure	Man hole	Structure was partially exposed and it had sub rectangular shape in plan measuring 1.2 metres by 1.12 metres. The top surface was flat and smooth with internal square opening measuring 0.5m by 0.5m. Structure is abutted on west side of the earlier wall [1405]. The construction cut was extending to the top surface and it was backfilled with hardcore that was sealing up the structure.	0.5+	39.3	14

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1405	Structure	Sunken wall/ Brick pit	NNW terminus of the brick pit that was 2.2m wide and exposed length was 1.4m. Feature was machine excavated to the depth of 0.8m and it got flooded and further excavation was abandoned. The wall was one brick thick and built of yellow, red and dark grey stock bricks. The west wall was damaged during construction of 1404 and rebuilt with cast concrete. In the east wall at the top the bricks are missing and replaced with cast concrete.	0.05- 0.8+	39.9	14
1406	Fill	Backfill of pit enclosed by wall [1405]	Loose bricks with empty spaces some dark earth and gravel. In lower part bricks were stock bricks, in upper part engineering bricks "THISLE".	0.05- 0.8+	39.9	14
1407	Structure	Foundation wall	Section of the east wall of the building. Feature was over 2m long and 0.65m wide. It was exposed eight courses of English bond brickwork. The brick section of the wall was 0.7m high and builds on top of concrete foundation. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm). Wall was also exposed in trench 8, 15 and 16 and partially visible at top surface of the site.	0.15- 0.8+	39.7	14
1408	Services	Railway pressure pipe	Iron pipe (120mm) laid in narrow trench backfilled with its upcast		39.42	14
1501	Top layer	Made ground/ demolition	Firm compaction, mix of gravel (concrete, pebbles and occ. bricks) and re deposited natural sand, top soil and subsoil. At the top thin patchy band of topsoil with sparse weed vegetation	0.-0.2	40.01	15
1502	Layer	Natural/ Alluvium	Firm compaction, mid orangey brown sandy loam with small irregular light grey patches and occ. flint.	0.2+	39.8	15
1503	Structure	Foundation wall	Section of the east and south wall of the side building - SE corner. South wall was 7.76m long, 0.46m wide and on the west side abutted to the wall [1517]. East wall exposed length was 15.5metres, width 0.46 in window bay area and 0.6m elsewhere. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Wall was also exposed in trench 16.	0.2+	39.8	15

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1504	Structure	Man hole/drainage	Small brick man hole, square in plan with sides measuring 0.5m and internal opening measuring 0.3m. Structure abutted on east side of the wall [1503]	0.4+	39.61	15
1505	Structure	Man hole/drainage	Small brick man hole, square in plan with sides measuring 0.4m and internal opening measuring 0.13m.	0.4+	39.62	15
1506	Structure	Robust brick foundation	Sunken brick structure. Rectangular in plan measuring 0.92m by 1.13m. Structure was built with purple frogged bricks. To the west a big iron pressure pipe was located. Structure is a footing of some sort of heavy machinery.	0.05+	39.9	15
1507	Services	Railway pressure pipe	Iron pipe (200mm) laid in narrow trench backfilled with its upcast and sealed with cast concrete. The east end of the pipe was coming out of concrete block just before structure [1506]. It looks like the missing section of the pipe was vertical and attached to machinery above.	0.25+	39.75	15
1508	Fill	Fill of cellar	Compacted hardcore (mostly crushed concrete and occ. bricks. The depth was not investigated. Possibly it's a infill of the wheel pit or construction cut associated with structure 1505 and 1510	0-0.3+	40.09	15
1509	Structure	Robust brick foundation	Sunken brick structure that was rectangular in plan measuring 2.94m by 1.45m. Structure was built with frogged bricks (red, dark grey and purple). At the top of the structure a threaded bolt vertically positioned was poking out. To the west similar structure 1510 was located with 0.38m gap between the structures. Structure is a footing of some sort of heavy machinery. In the SE corner at the base of the structure there was opening with a lever turning vertical axis. Structure is a footing of some sort for heavy machinery.	0.1-0.6	39.87	15

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1510	Structure	Robust brick foundation	Sunken brick structure that was rectangular in plan measuring 2.94m by 1.45m. Structure was built with frogged bricks (red, dark grey and purple). Structure was abutted on the east side of the wall 1517. At the top of the structure four threaded bolts vertically positioned were poking out. To the east similar structure 1509 was located with 0.38m gap between the structures. Structure is a footing of some sort for heavy machinery.	0.1-0.6	39.87	15
1511	Structure	Concrete foundation	Triangular in plan, concrete uneven surface. Structure measured 0.85m by 0.85m and was abutted on E side of the wall and S side of the structure 1510	0.1+	39.87	15
1512	Structure	Robust brick foundation	WSW-ENE aligned, sunken brick structure that was rectangular in plan measuring 2m by 1.1m. Structure was built with frogged bricks (red, dark grey and purple). Structure was abutted on the south side of the structure 1509 and on the north side of wall 1503. At the top of the structure threaded bolt vertically positioned was poking out. In east part at the bottom a concrete blocks were used and covered by cast coarse concrete. The top surface was uneven and sloping to the south. The concrete used is alike one used in building wall foundation. Brick part of the structure seems to overlay the concrete and very likely built with different material rather than later repair work. Structure is a footing of some sort for heavy machinery.	0.1-0.6	39.87	15
1513	Services	Drain	0.2m grey concrete pipe	0.2-0.4	39.73	15
1514	Structure	Concrete wall foundation	L shape in plan concrete wall of the east side building - its SE corner. South wall was 7.76m long, 0.46m wide and on the west side abutted to the wall [1517]. This wall was removed during trench excavation. East wall was 3.1m long and on the north end it was abutted to the corner of the wall 1503. Concrete was cast, pebble coarse. The wall was 0.7m wide and possibly it's a later extension to the side building at its south end.	0.3-0.6	39.81	15

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1515	Structure	Man hole	Brick man hole, rectangular in plan with sides measuring 0.91m by 1.43 and internal opening measuring 0.46m by 0.91m. Structure abutted on west side of the wall [1514]. Built of red frogged bricks and concrete bond. Structure was cut by trench during evaluation.	0.3-0.6+	39.8	15
1516	Fill	Backfill/ demolition	Mid compaction, dark grey hardcore and gravel. Backfill of the area enclosed by the walls 1514, 1517 and 1503. The room floor was removed prior to context deposition. Context measured 7.27m by 2.62m	0.1+	39.88	15
1517	Structure	Foundation wall	NNW-SSE aligned section of the east wall of the main hall dividing it from the east side building. Exposed part of the wall was 12.65m long, 0.48m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Wall was also exposed in trench 8, 14 and 16. There was a gateway opening at south end of the wall	0.0+	40.19	15
1518	Structure	Foundation wall/ pillar	Rectangular in plan brick wall measuring 0.85m by 0.48m. Perpendicularly aligned and adjacent to wall 1517. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm). Structure alike 1519	0.1+	40.09	15
1519	Structure	Foundation wall/ pillar	Rectangular in plan brick wall measuring 0.85m by 0.48m. Perpendicularly aligned and adjacent to wall 1517. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm). Structure alike 1518	0.1+	40.09	15
1520	Fill	Fill of unspecified cut	Compacted black hardcore and gravel. Fill of unspecified rectangular cut - possibly demolished inspection pit. South side truncated by concrete block boulder 1524 separating it from fill 1526.	0.1+	39.96	15
1521	Structure	Man hole/ drainage	Small brick man hole, square in plan with sides measuring 0.47m and internal opening measuring 0.27m.	0.1+	39.96	15

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1522	Structure	Foundation wall	WSW-ENE aligned internal wall of the east side building. Exposed part of the wall was 4.16m long and 0.36m wide. The wall originally was 7.31m long and span between walls 1503 and 1517. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond.	0.2+	39.85	15
1523	Structure	Floor and walls/ narrow rail track	WSW-ENE aligned rectangular in plan measuring 7.31m by 0.64m; placed across the room of the east side building. Concrete floor with two small square sockets in central axis and 0.1m wide wall on south and north side. The walls perhaps were supporting a rails for some small wagon.	0.2+	39.85	15
1524	Structure	Concrete foundation/ anchor	WSW-ENE aligned rectangular in plan measuring 2.34m by 1.85m. Smooth top surface with 4 vertical threaded bolts and L profile small, steel beam. Possibly base for a crane.	0.2+	39.86	15
1525	Structure	Sunken brick wall/ mechanic pit	Brick wall, south terminus of cellar or mechanic pit that was demolished and backfilled and truncated by 1524. The wall was 0.24m wide and built of mixed bricks(yellow, red, dark grey frogged). Extent of exposed brickwork was 1.85m by 0.83m.	0.15+	39.92	15
1526	Fill	Fill of unspecified cut	Compacted black hardcore and gravel. Fill of unspecified rectangular cut - possibly demolished inspection pit. Also infill of the area enclosed by brick wall 1525. South side truncated by concrete block boulder 1524 separating it from fill 1520.	0.15+	39.92	15
1527	Structure	Concrete track	WSW-ENE aligned foundation of the railway rail. The concrete was coarse pebble and cast into trench what was 0.35m wide and 0.3m deep. Together with 1528 forms a base for railway track that runs through the gate in the east wall of the main hall. 4 meters in line to the west a toilet block was located.	0-0.2	40.1	15
1528	Structure	Concrete track	WSW-ENE aligned foundation of the railway rail. The concrete was coarse pebble and cast into trench what was 0.35m wide and 0.3m deep. Together with 1527 forms a base for railway track that runs through the gate in the east wall of the main hall. 4 meters in line to the west a toilet block was located.	0-0.2	40.1	15

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1529	Structure	Brick floor	Brick floor measuring 1.42m by 4.32m. Floor seems to be built on top of backfilled pit enclosed by walls 1530, 1531 and 1532	0.05- 0.15	40.06	15
1530	Structure	Sunken brick wall/ mechanic pit	NNW-SSE aligned wall was 5.81m long, 0.48m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. On south side wall was adjacent to wall 1531. On east side wall was abutted to floor 1529	0.05+	40.06	15
1531	Structure	Sunken brick wall/ mechanic pit	ENE-WSW aligned brick wall was 1.3m long, 0.34m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. On south side wall was adjacent to wall 1531	0.05+	40.06	15
1532	Structure	Sunken brick wall/ mechanic pit	NNW-SSE aligned wall was 3.08m long, 0.48m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. On west side wall was abutted to floor 1529	0.05+	40.06	15
1533	Structure	Foundation wall	NNW-SSE aligned section of the east - outer wall of the main hall. Exposed part of the wall was 1.48m long, 0.48m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Wall was also exposed in trench 14 and 16.	0.05+	40.06	15
1534	Fill	Fill of pit defined by walls 1530-1532	Firm compaction, black gravel mixed with concrete, clinker, junk metal.	0.05+	40.06	15
1535	Structure	Small brick pit	NNW-SSE aligned rectangular in plan structure was 2.88m long, 1.15m wide and internal opening was 2.41m long and 0.78m wide. Walls were 0.23m thick and built of yellow and red frogged stock bricks. Pit was backfilled with compacted flint gravel mixed hardcore crush	0.1+	40.12	15
1601	Top layer	Made ground/ demolition	Firm compaction, mix of gravel (concrete, pebbles and occ. bricks) and re deposited natural sand, top soil and subsoil. At the top thin patchy band of topsoil with sparse weed vegetation	0-0.3	40.08	16
1602	Layer	Natural/ Alluvium	Firm compaction, mid orangey brown sandy loam with small irregular light grey patches and occ. flint.	0.1+	39.83	16

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1603	Fill	Fill of modern post hole	Rectangular in plan measuring 0.4m by 0.49m. Un excavated feature was filled with firm compaction, black gravelly sand.	0.1+	39.8	16
1604	Structure	Man hole	NNW-SSE aligned rectangular in plan structure was 1m long, 0.6m wide and internal opening was 0.85m long and 0.35m wide. Walls were 0.12m thick and built of yellow stock bricks. Pit was backfilled with compacted flint gravel mixed with hardcore crush. Structure was located outside the building	0.05- 0.15+	40.05	16
1605	Structure	Man hole	NNW-SSE aligned rectangular in plan structure was 1.24m long, 1.24m wide and internal opening was 1.21m long and 0.84m wide. Walls were 0.23m thick and built of red frogged stock bricks. Pit was backfilled with compacted flint gravel mixed with hardcore crush. Structure was located outside the building	0.05- 0.2+	40.05	16
1606	Structure	Foundation wall	ENE-WSW aligned internal wall of the east side building. The wall was 7.33m long, 0.36m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Structure was adjacent to walls 1607, 1608, 1609 and 1610	0.3+	39.83	16
1607	Structure	Foundation wall	Section of the east outer wall of the east side building. Wall exposed length was 2.2metres, width 0.5. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Wall was also exposed in trench 15.	0.3+	39.83	16
1608	Structure	Foundation wall	NNW-SSE aligned section of the internal wall of the east side building. Exposed part of the wall was 2.28m long, 0.3m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Adjacent to wall 1606 and also on the other side of the wall 1606	0.3+	39.83	16
1609	Structure	Foundation wall	NNW-SSE aligned section of the internal wall of the east side building. Exposed part of the wall was 2.28m long, 0.3m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Adjacent to wall 1606 and also on the other side of the wall 1606	0.3+	39.83	16

Context number	Type	Category	Description	Depth (m bgl)	Altitude m OD Top of context	Trench number
1610	Structure	Foundation wall	NNW-SSE aligned section of the east wall of the main hall dividing it from the east side building. Exposed part of the wall was 3.46m long, 0.55m wide. Build of yellow stock and occ. red brick (227mm by 110mm by 0.64mm) in English bond. Wall was also exposed in trench 8 and 15.	0.3+	39.83	16
1611	Structure	Concrete foundation wall	ENE-WSW aligned internal wall of the main hall. The exposed part of the wall was 2.4m long, 0.34m wide. No width or length was fully exposed. The wall was abutted on west side of the wall 1610	0.3+	39.83	16
1612	Fill	Demolition deposit	Compacted, dark brown, loamy grave with occ. modern rubbish. Gravel is crushed concrete, bricks, flint.	0-0.3+	40.1	16
1613	Fill	Demolition deposit	Compacted, dark brown, loamy grave with occ. modern rubbish, metal. Gravel is crushed concrete, bricks, flint. Context was filling in space enclosed by walls 1606, 1607 and 1608.	0-0.3+	40.1	16
1614	Cut	Unspecified Modern trench	NNW-SSE aligned trench filled with black gravelly loam. Feature was 0.34m wide and exposed length was 2.3m	0.5+	39.63	16
1615	Cut	Unspecified Modern trench	NNW-SSE aligned trench filled with mid brown gravelly loam. Feature was 0.34m wide and exposed length was 2.0m.	0.5+	39.63	16
1616	Services	Drain	NNW-SSE aligned trench backfilled with its upcast. Feature was 0.35m wide.	0.25+	39.8	16

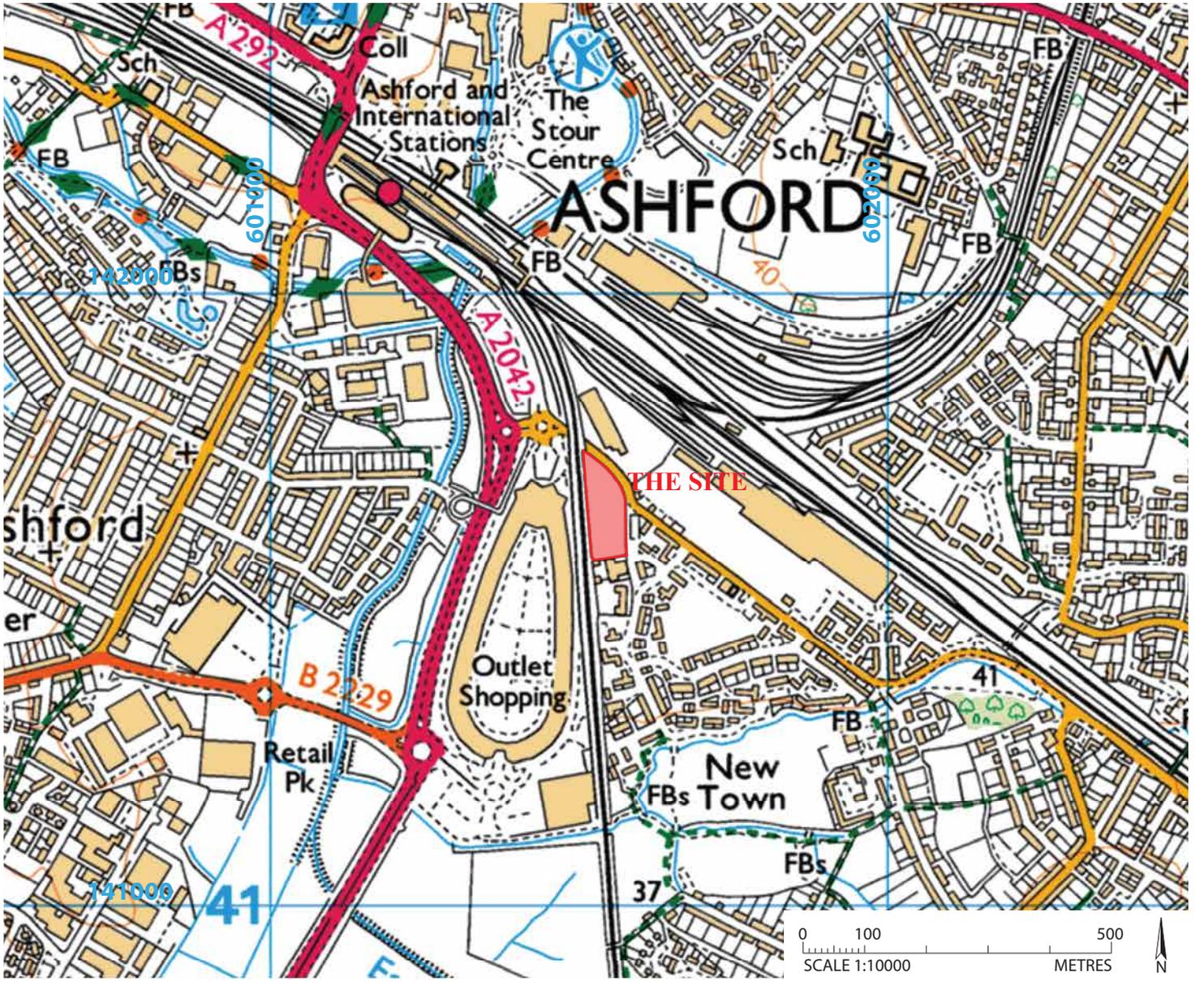


Figure 1: Site location map, scale 1:10000.

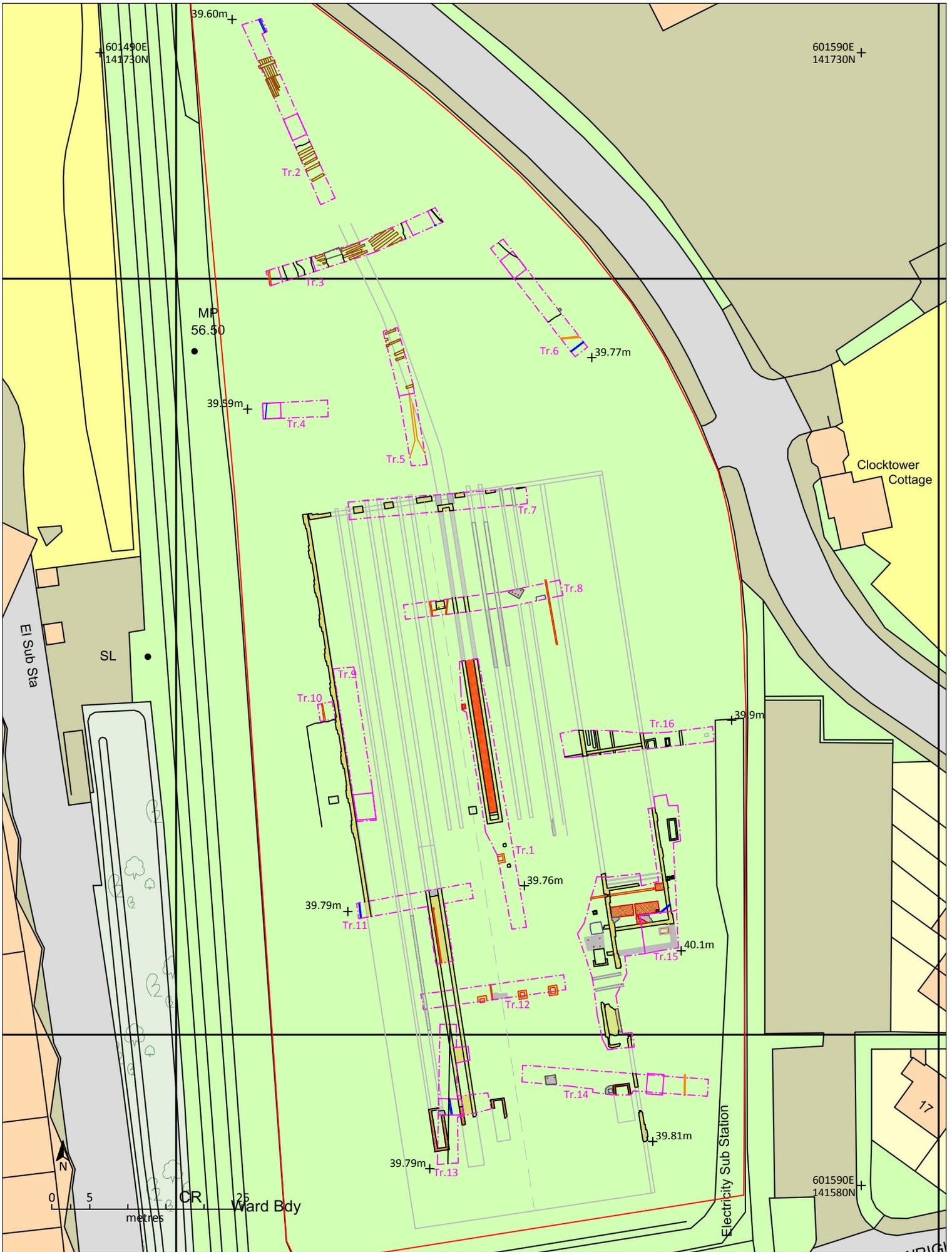


Figure 2: Site plan in relation to OS map

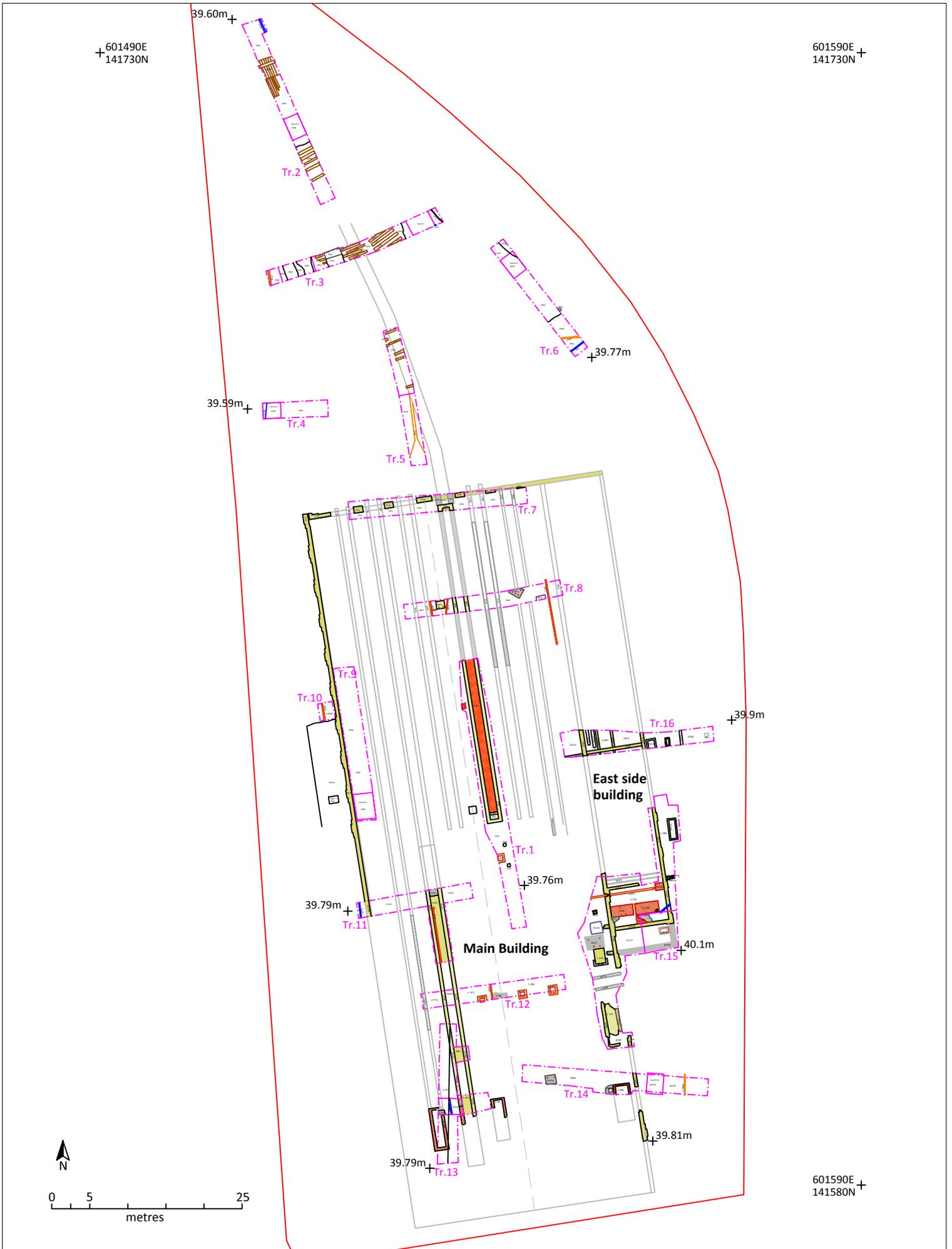


Figure 2a: Site plan

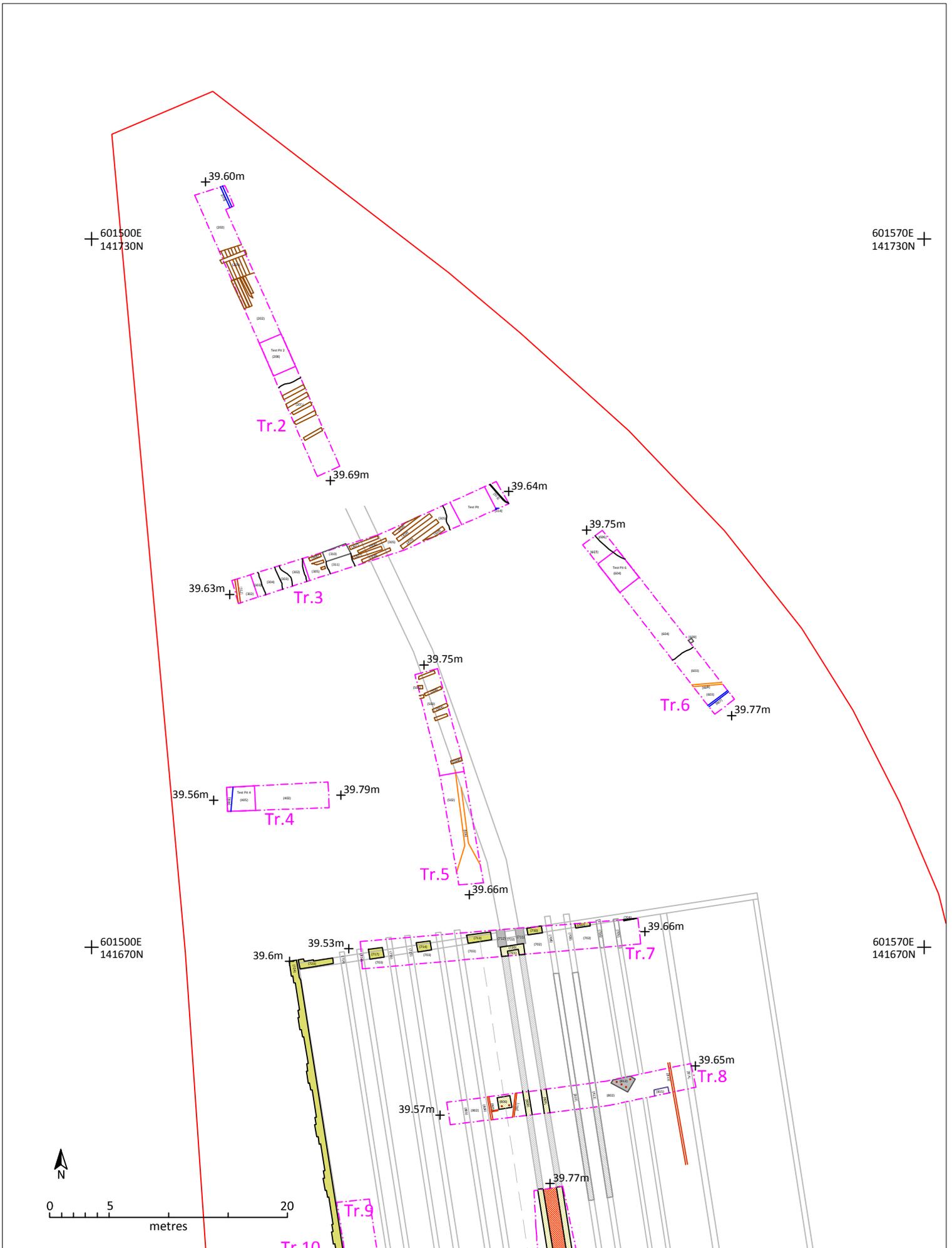


Figure 3: Site plan - north part

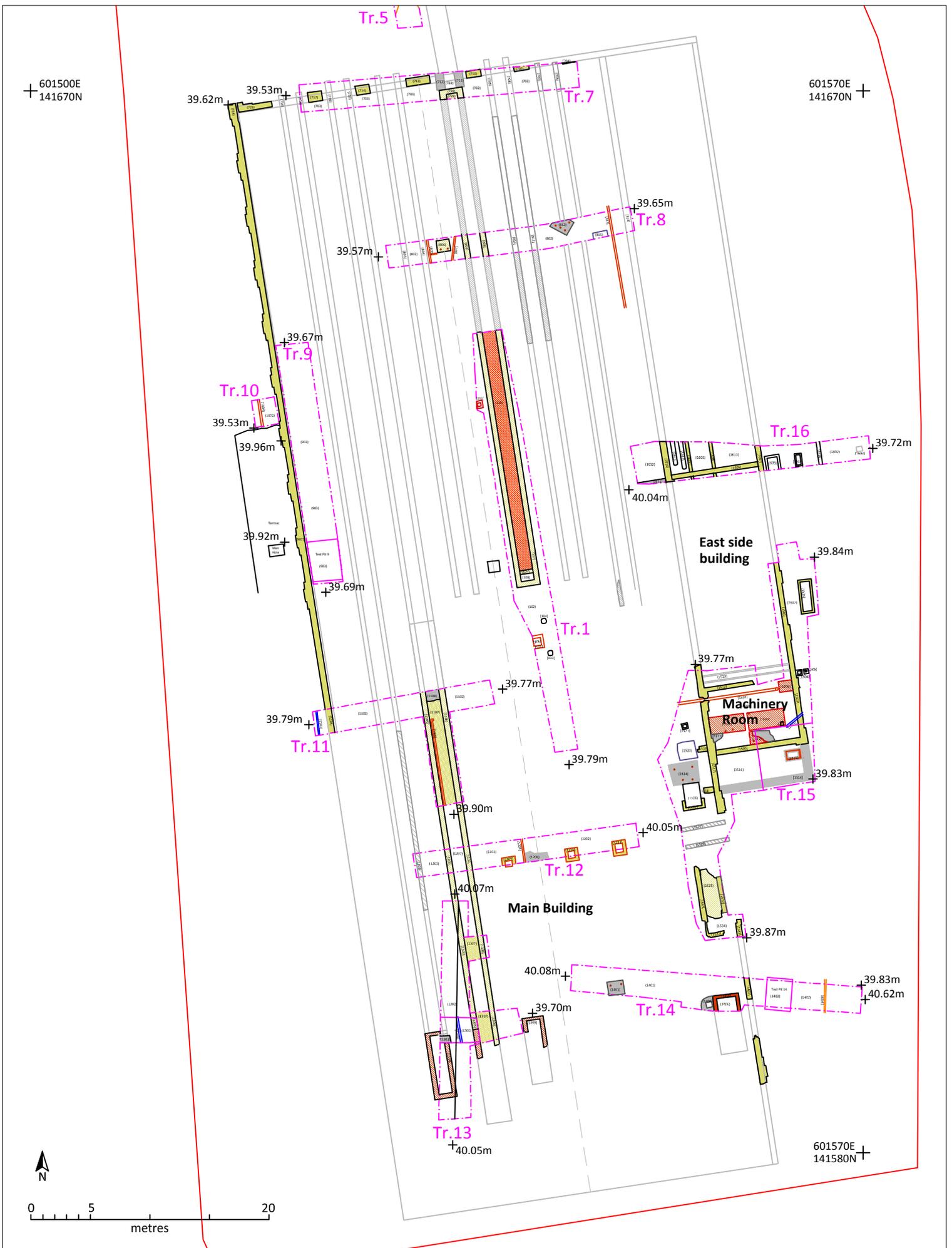


Figure 4: Site plan - south part

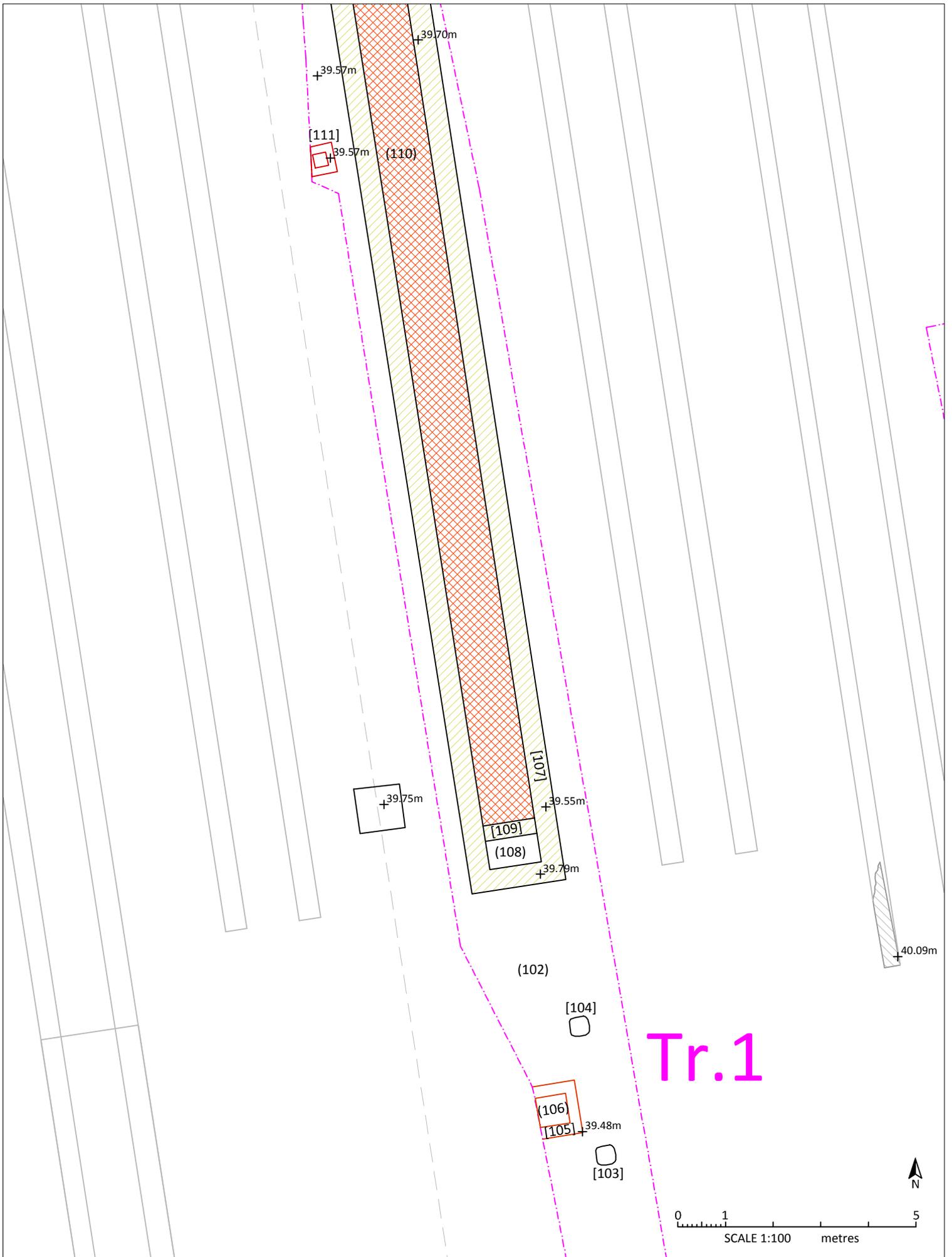


Figure 5: Plan of Trench 1

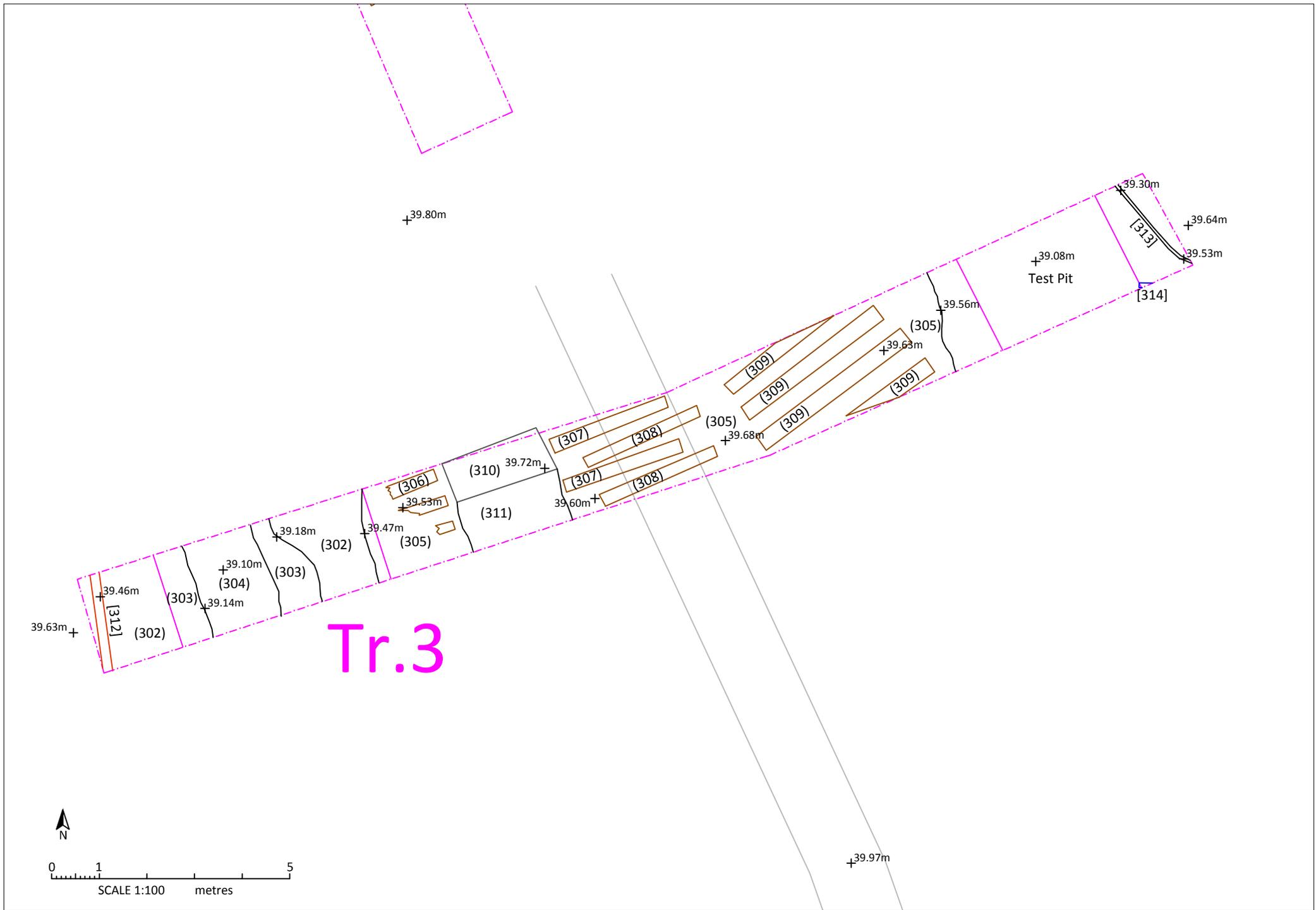
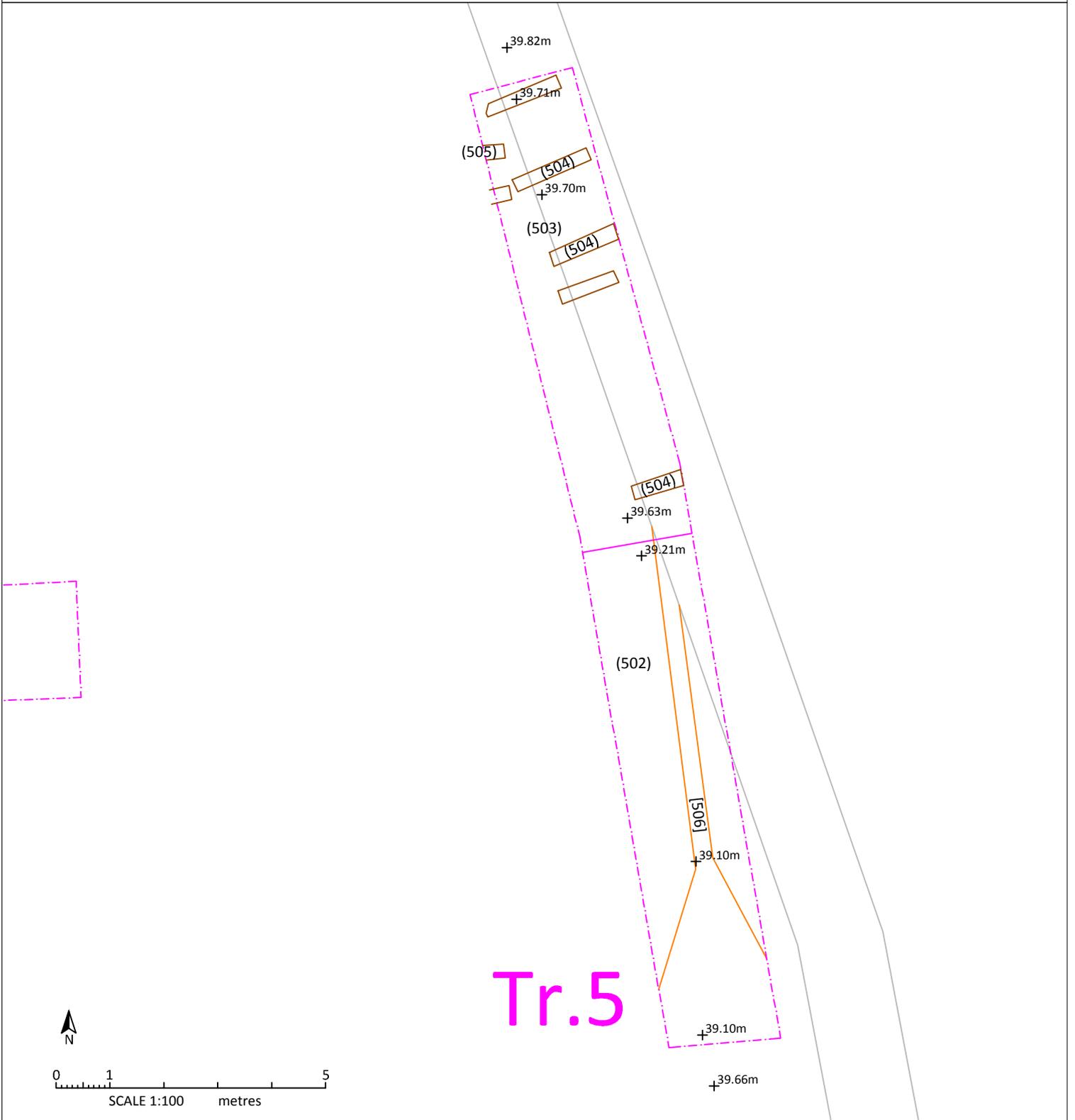


Figure 7: Plan of Trench 3



Tr.4



Tr.5

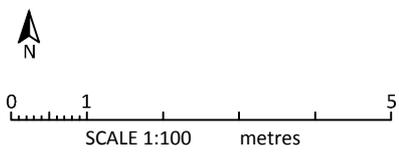
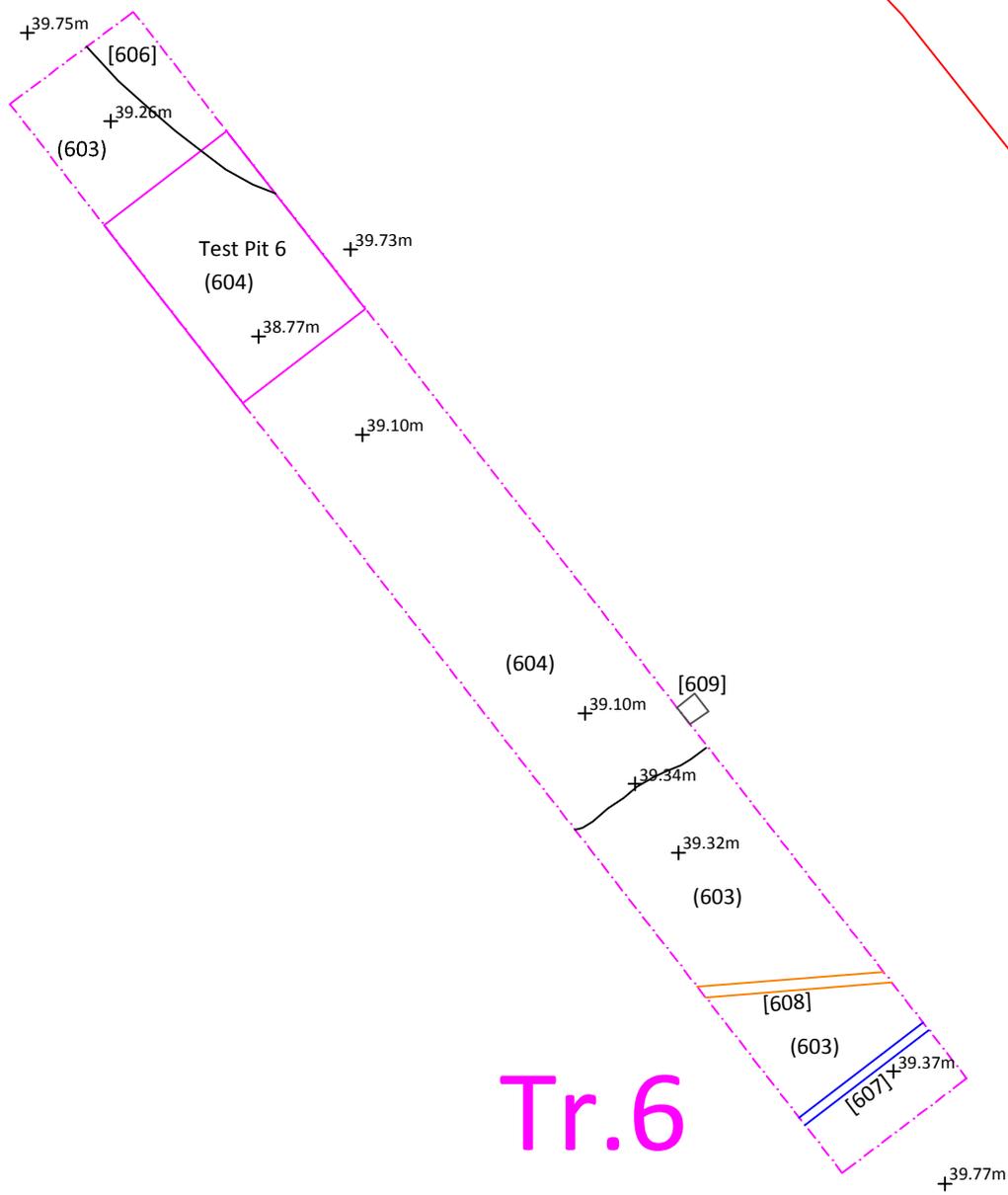


Figure 8: Plan of Trench 4 and 5



Tr.6



Figure 9: Plan of Trench 6

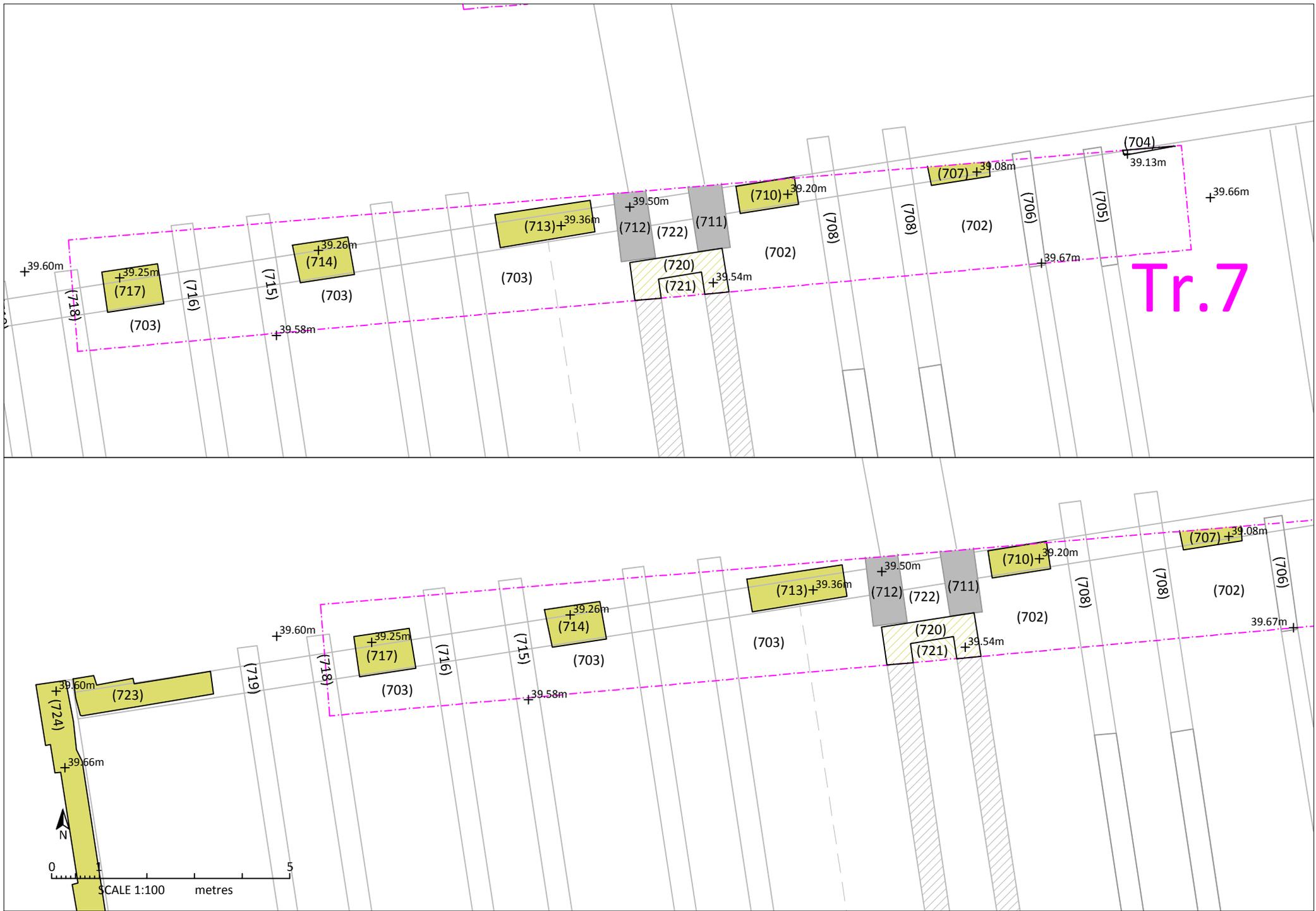


Figure 10: Plan of Trench 7

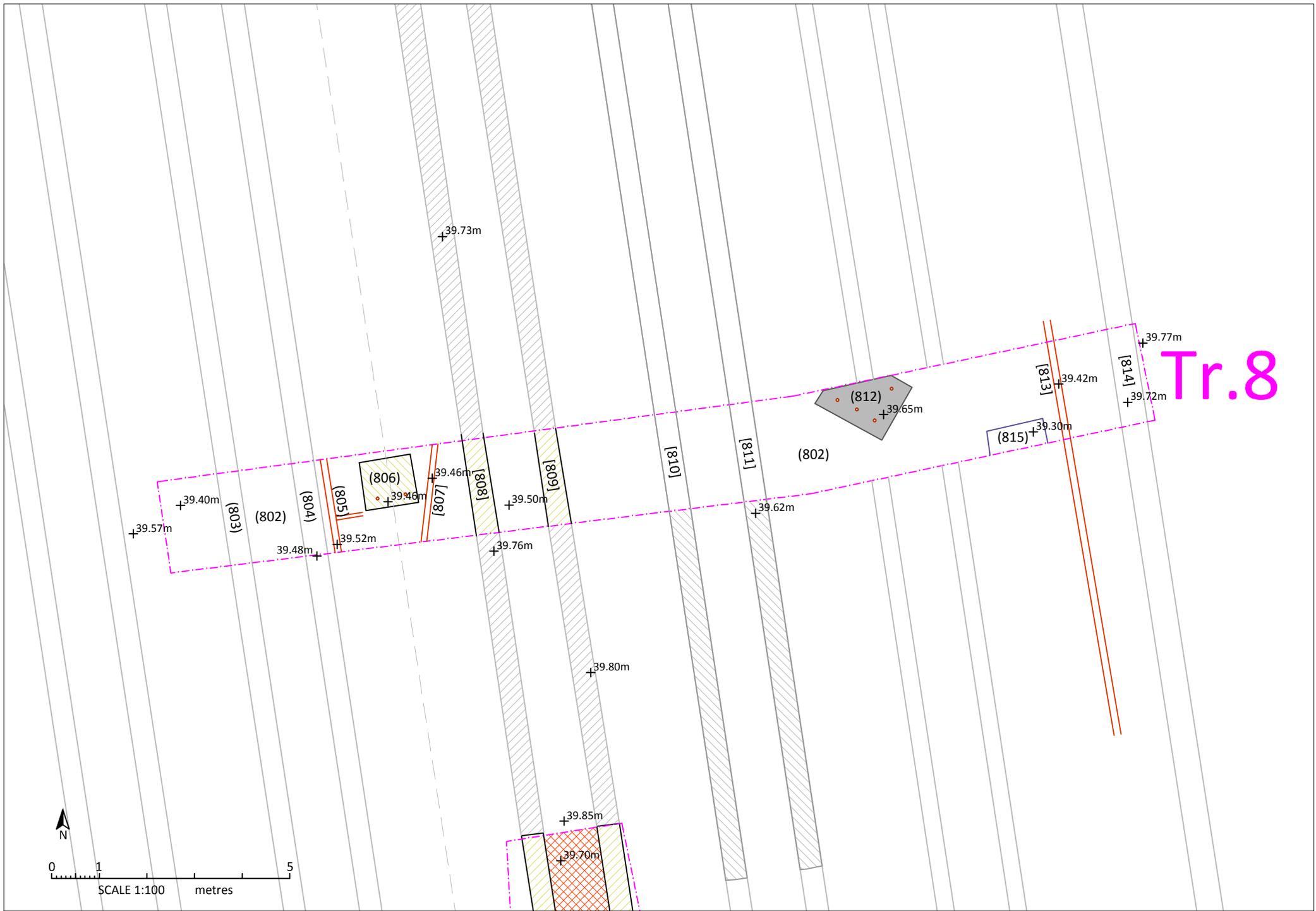


Figure 11: Plan of Trench 8

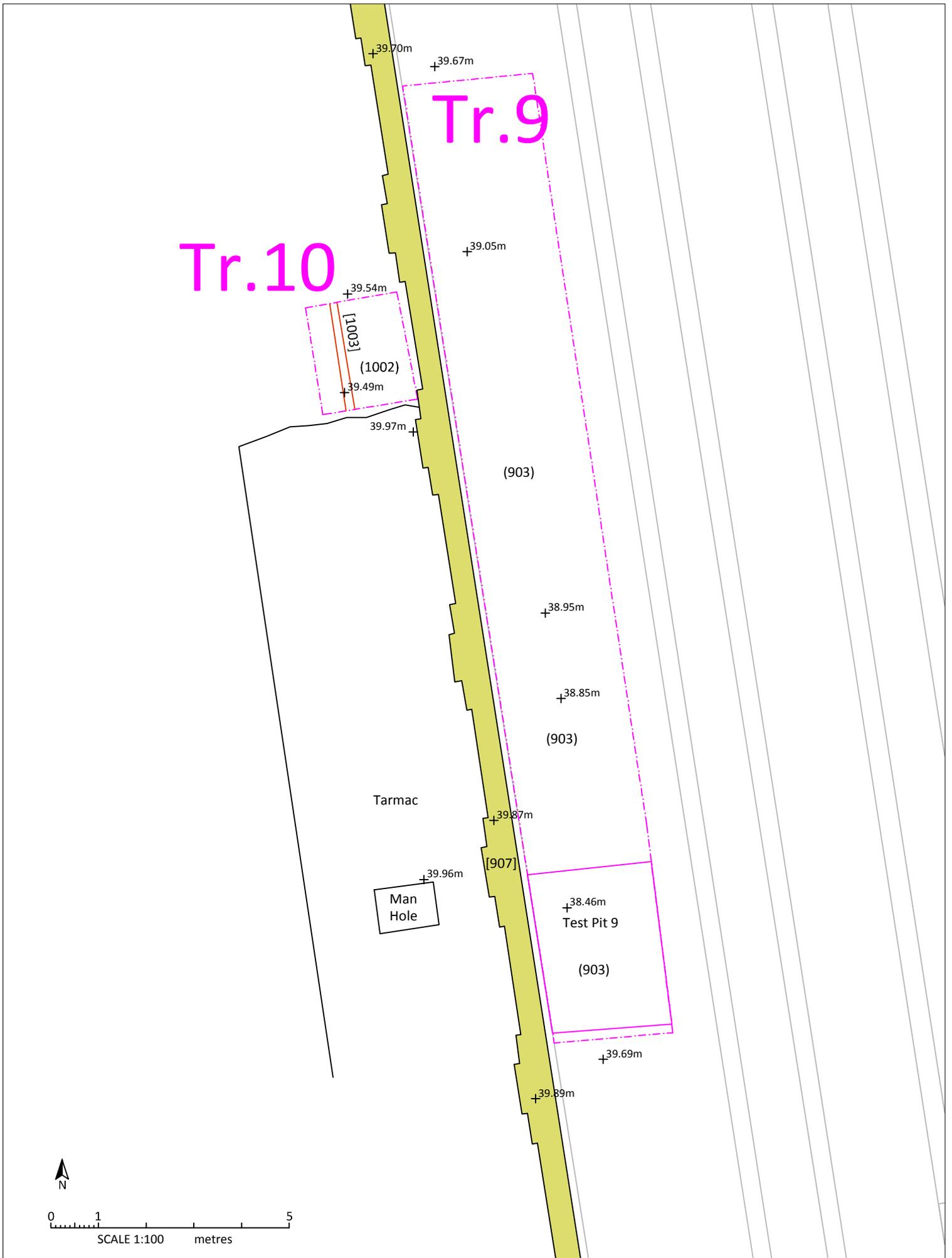


Figure 12: Plan of Trench 9 and 10

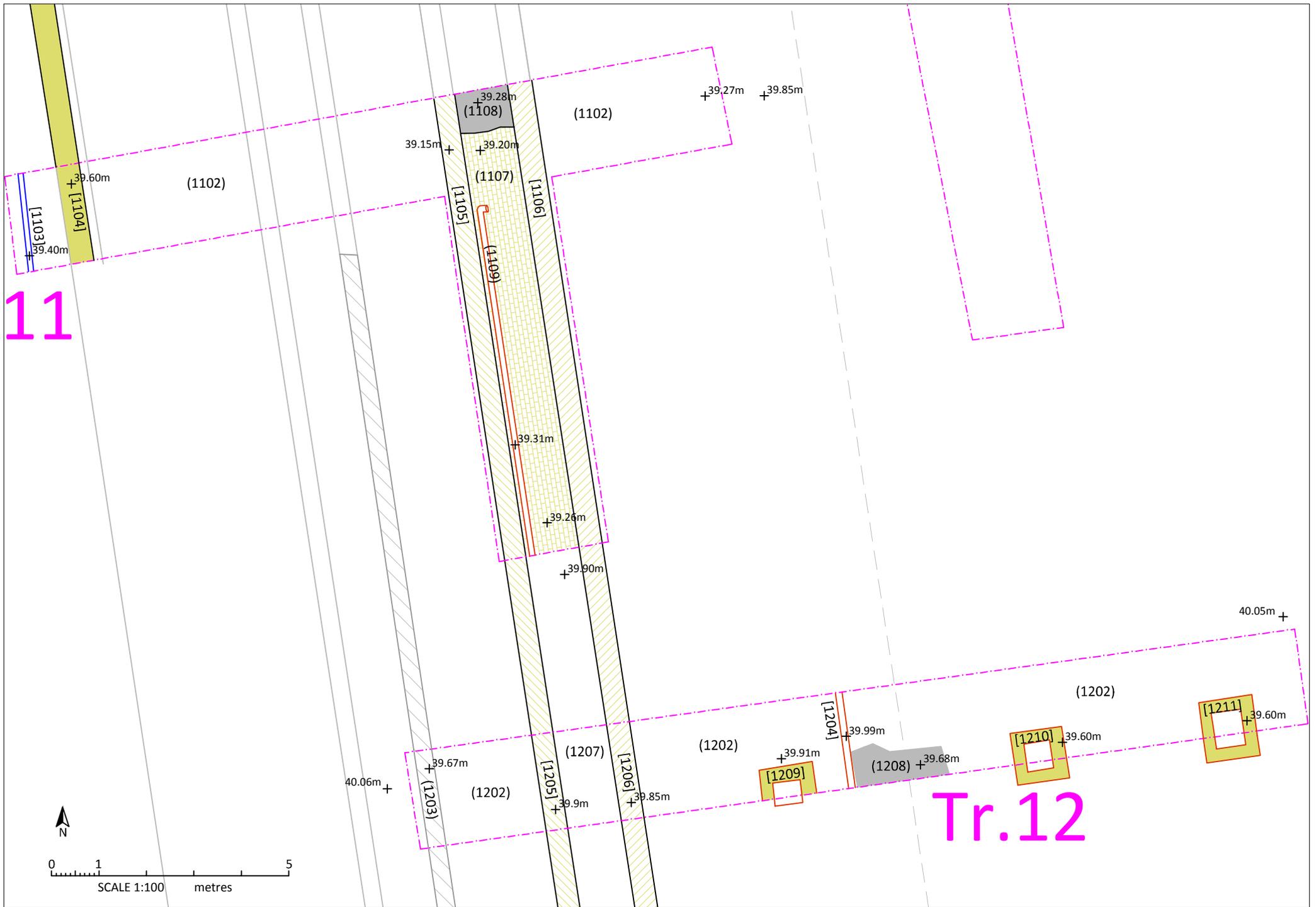


Figure 13: Plan of Trench 11 and 12

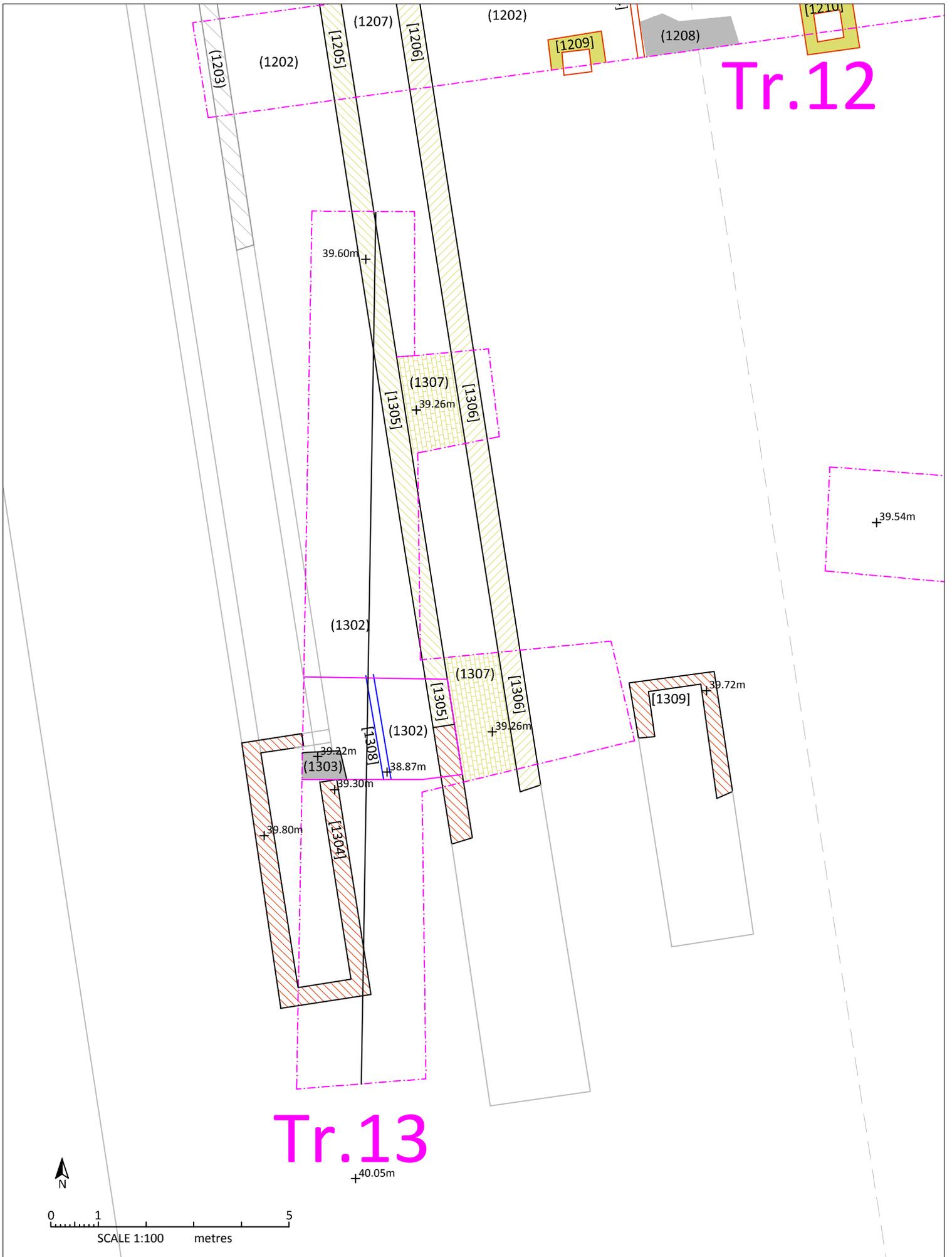


Figure 14: Plan of Trench 13

r.12

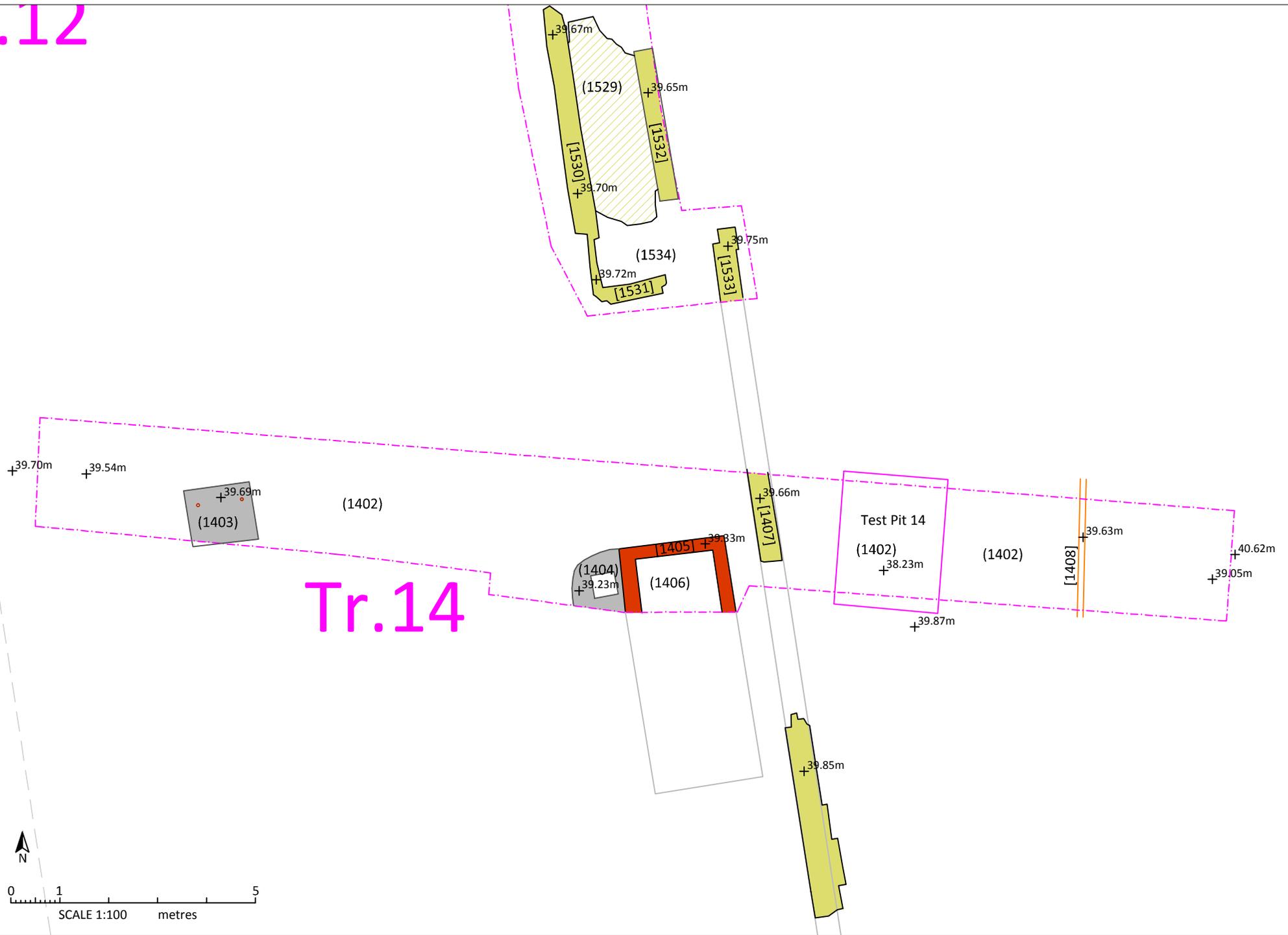


Figure 15: Plan of Trench 14

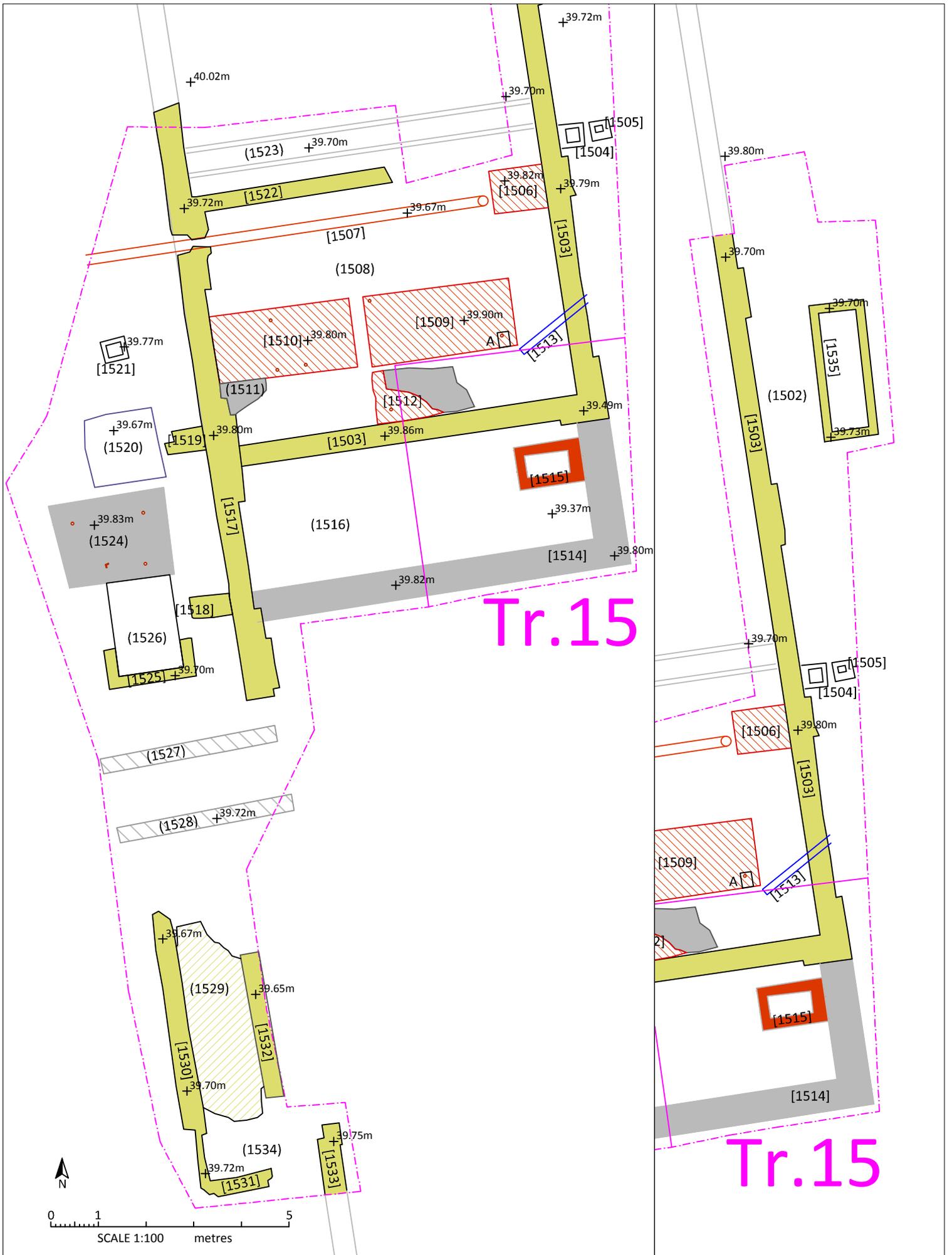
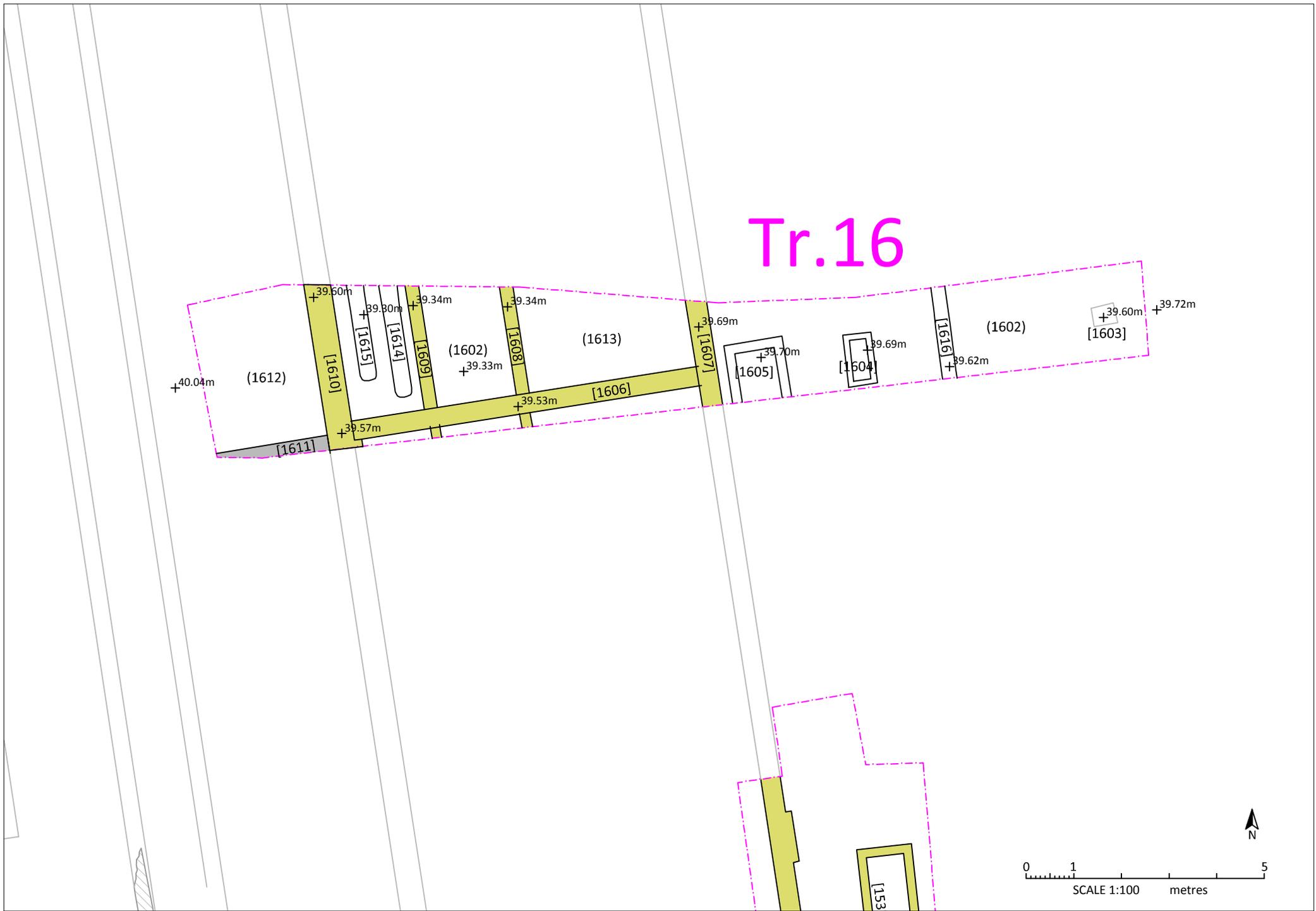
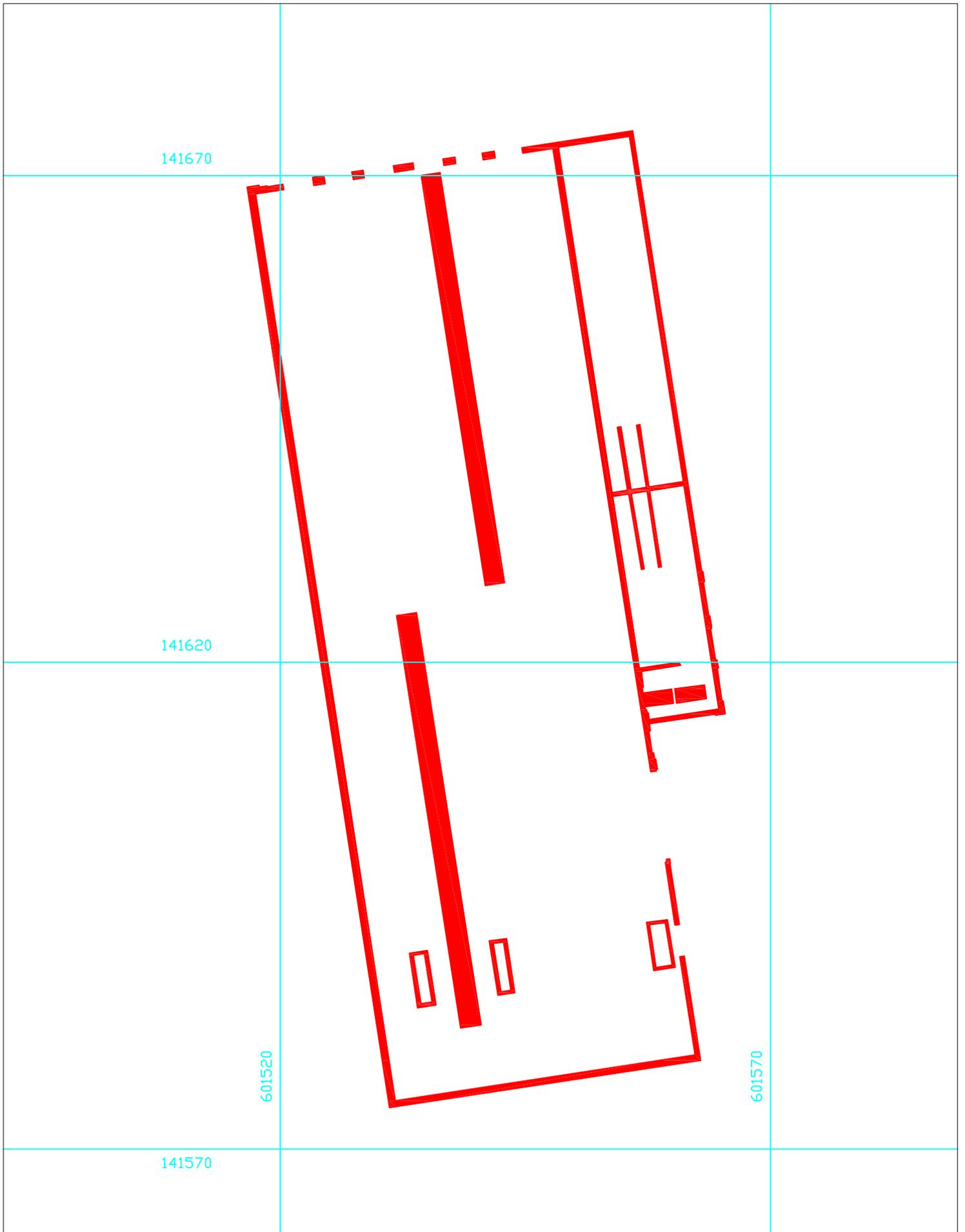


Figure 16: Plan of Trench 15



Tr.16

Figure 17: Plan of Trench 16



Ashford, New Town Road: Area to be preserved in situ

Plates



Plate 1: Looking north at the site from its south end.

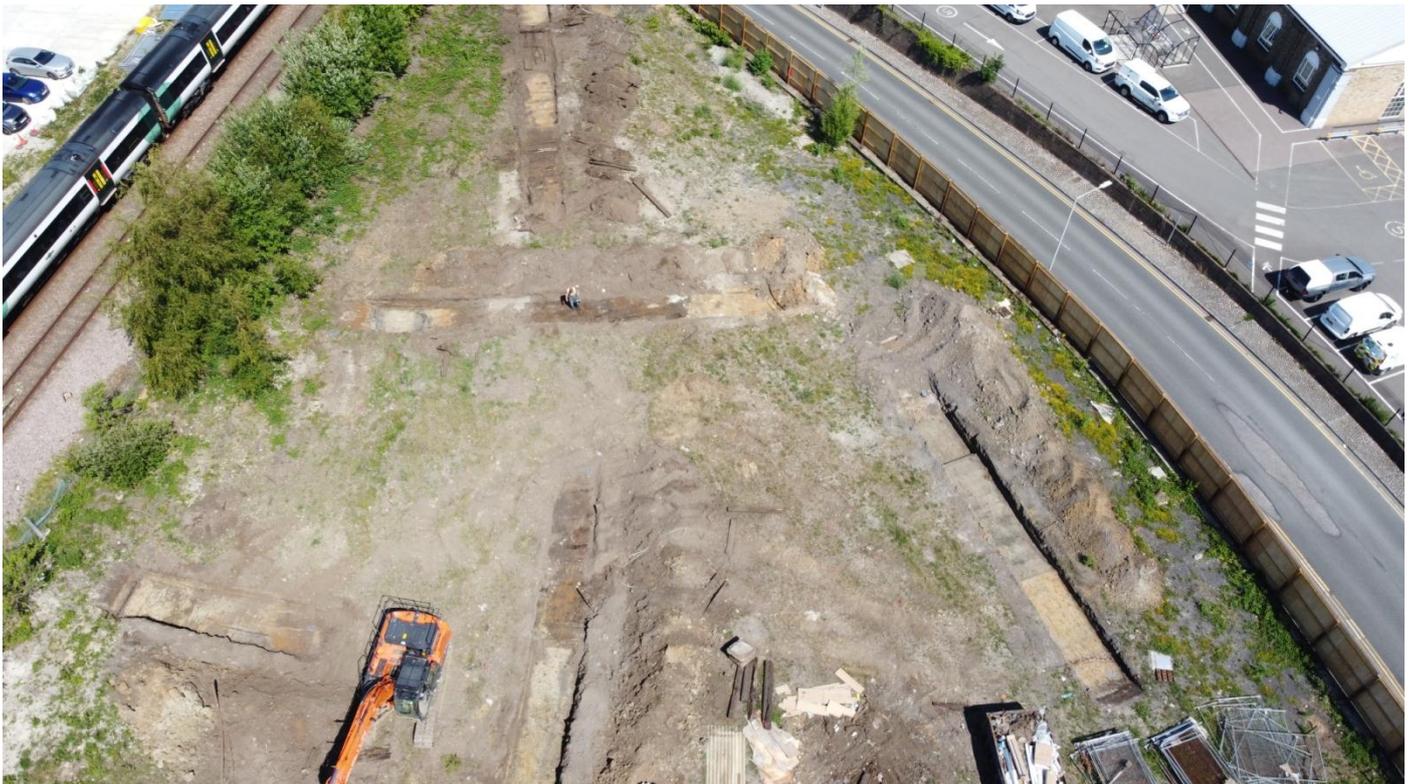


Plate 2: Looking north at south area of the site with some railway sleepers still in situ; showing trenches 2-6



Plate 3: Looking down at Trench 2 with north up. Railway sleepers and underlying bedding gravel remains in situ are visible on the left. Sleepers on the right were stack.



Plate 4: Looking down at Trench 3 with north up and 2 metres scale. Visible sleepers belonged to 4 different railway tracks. Track number 1 is visible on the left side of the concrete slab, track 2 and 3 between the slab and the scale bar and track 4 on the right side of the scale. Buff deposit to the right of track 4 is re deposited natural levelling material.



Plate 5: Looking down at Trench 5 with north up and 2 metres scale bar. Visible are railway sleepers of track 2 and 3.



Plate 6: Looking south at building remains. Front wall with gaps indicating the location of the railway tracks are visible in bottom trench. Visible are trenches 7-16 and 1.



Plate 7: Looking east at north-west corner of the building and its front wall. Photograph is showing walls 724, 723, 717, 714, 713, 710.



Plate 8: Looking west at exposed elevation of the foundation of the outer wall of the main building. Floor level would be at the top of the wall. Colour section of the scale is 0.2m long.



Plate 9: Looking south at west wall of the building and trench 9 and 10 accordingly on the left and right side of the wall. Outside of the building is on the right side of the wall. Wider sections of the wall are piers that were supporting arched lintels spanning over window bays.

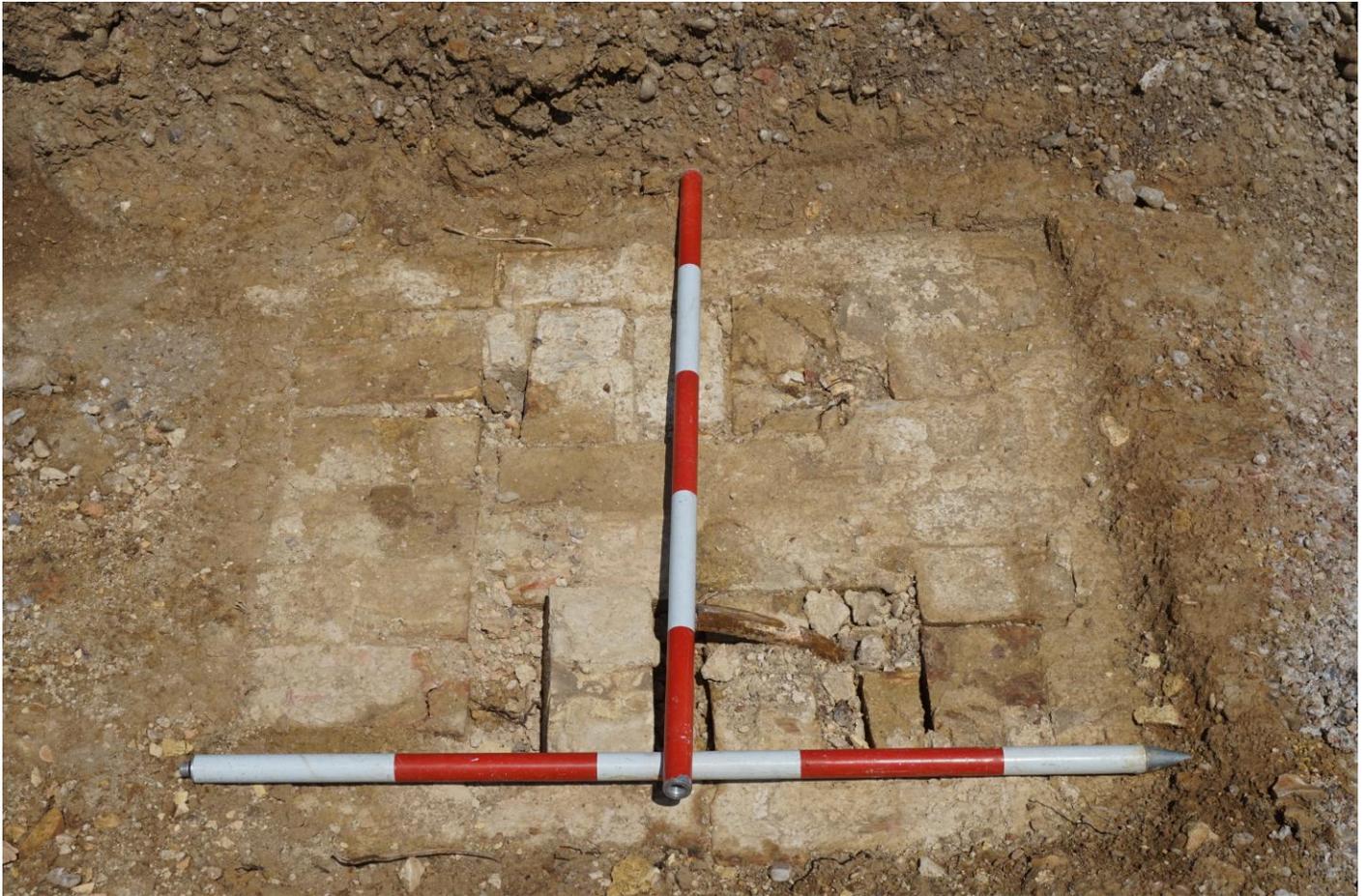


Plate 10: Looking NNW at brick foundation [806] for the column located on central longitudinal axis of the building. Feature was exposed in trench 8.

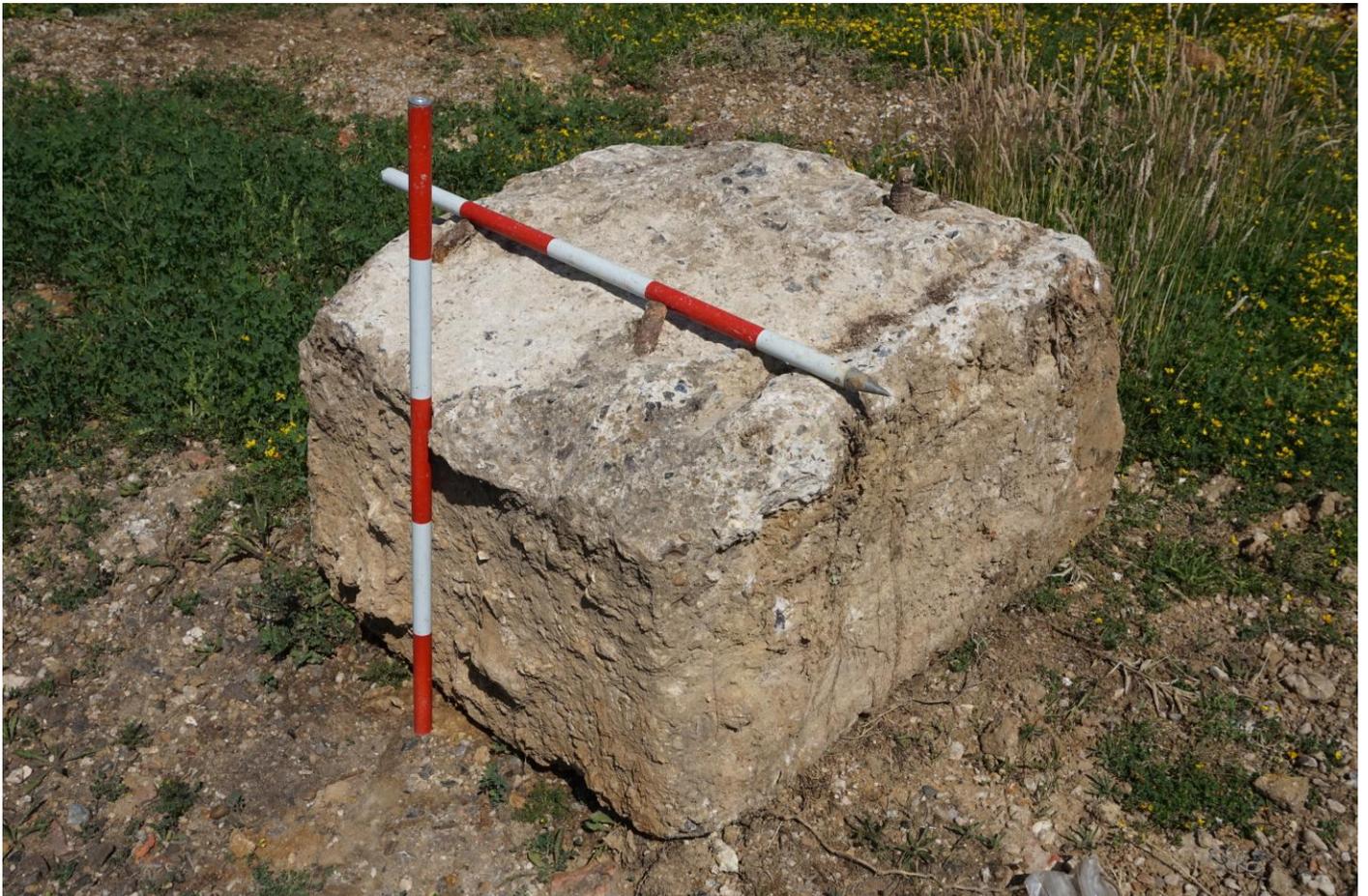


Plate 11: Concrete foundation for the column removed from trench 12. This type of structure was also exposed in trench 8 and 14



Plate 12: Looking east at south half of the main building. Trenches visible are 1 and 11-16.



Plate 13: Looking down at trench 1 with exposed south extent of mechanic pit filled up with metal parts; 2 metres scale bar and north up



Plate 14: Looking north at top of the brick wall 107 overlaid by wall made of concrete blocks visible here in section in the background. One of the blocks can be seen on the spoil heap on the left.



Plate 15: Looking west at north end of the mechanic pit (under board), concrete foundation of railway track (under 2m scale bar) and section of the front wall (top middle margin).



Plate 16: Looking down at brick pit exposed in trench 11; north to the right; 2 metres scale bar.



Plate 17: Looking north at section through the pit infill and its walls 1105 and 1106; 2 metres scale bar.



Plate 18: Looking north at section through the pit fill (1310) and its walls (1305 and 1306). Two metres scale bar.



Plate 19: Looking south east at small brick pit [1304] built on concrete slab within a generous size trench.



Plate 20: Looking down at south end of East Side Building. Visible scale bar is 2 metres and north is off to the right. Two metres scale bar is placed within the room with robust foundations that were accommodating heavy machinery that was connected to the pipe is visible on the right side of the room near the wall. Further to the right a displaced pipe end embedded in concrete can be seen with a trail directing to its original location.



Plate 21: Looking north-west at room located within south end of east side building. Robust brick and concrete foundations were accommodating heavy machinery of some sort, very likely water compression pump. Possibly a wheel pit is located behind the structure [1509] with 2 metres scale bar. There is a lever mechanism in the socket below right end of two metre scale. Grey concrete blocks visible

under right end of one metre scale were used within the structure [1509] where the axle was going through them and they been smaller there measuring 0.1m by 0.1m with a hole in the middle.



Plate 22: Leaver mechanism in located inside the structure [1509]. It was turning vertical axle visible at the top of the structure.



Plate 23: Looking down at walls of East Side Building exposed here in trench 16. Visible scale bar is 2 metres and north is off to the top.



Plate 24: Looking south at section through demolition layer overlying clinker infill of the rooms located on the south side of the wall [1606]. Vast clinker (boiler slag) deposit indicates extensive burning in nearby area. Boiler slag is a waste product of coal combustion and is visible here as a black layer at the bottom of the section.



Plate 25: Looking down at east, outer wall of the main building exposed here in trench 14. Area above the wall with cellar and concrete manhole would be placed inside of the building. North is off to the right.



Plate 26: Looking at section through cellar [1409] with infill (1406) and demolition deposit (1401) above the man hole [1404]. The structures were located inside of the building and its outer- east wall is visible on the left side of the cellar.



Plate 27: Looking north at the pit defined by walls 1530, 1531 and 1532. Most likely the brick floor (1525) is a later addition and was placed on backfilled pit. Later during the demolition the floor was removed on both ends of the pit. It is the middle pit of three pit/cellar structures located alongside the outer east wall of the main building within its south extent. One of the pits was exposed in trench 14 and two in trench 15. Outer east wall 1533 is visible in bottom right corner.



Plate 28: Looking east at concrete track walls [1527] and [1528] that were rails. The track runs through the gate in outer east wall of the main building. The east wall is visible across the photograph between the road cone and two metres scale bar.



Plate 29: Looking south at one of the concrete track walls exposed in trench 7 was crossing the front wall of the main building. The one of the wall is shown in section under the left side of two metres scale.



Plate 30: Looking down at trench 12 with north towards down of the photo. Visible square man hole are remains of toilet blocks.



Plate 31: Looking south at toilet block 1210 underneath 1 metre scale.



Plate 32: Looking west at steel pipe [312] exposed in trench 3 commonly exposed across the site. For the purposed of this report it's called railway pressure pipe.



Plate 33: Looking north at section exposed in test pit 4. At the base alluvial clayey loam 405 is overlaid by made ground levelling deposits (404 and 403) followed by railway bedding deposit (402) and sealed with demolition layer 401. The (402) horizon can be seen behind second from the top white section of the scale, Context is rusty brown in colour.



Plate 34: Looking north-west at trench 6. Two metres scale is placed on made ground levelling (603) deposit, further in the back a made ground levelling deposit (604) is visible.



Plate 35: Looking south west at section exposed in test pit 6 located at NW end of the trench 6. Victorian top soil horizon is a thin black band behind second from the base white section of the scale. Context below buried topsoil is alluvium and context above are made ground levelling deposits (603 and 604) followed by railway bedding (602) sealed by demolition deposit (601)



Plate 36: Looking north-west at test pit 14 through natural alluvial sand.

Kent County Council HER Summary Form

Site Name: Land AT THE SITE OF THE FORMER Klondyke Works, Newtown Road, Ashford Kent

SWAT Site Code: KWA/EV/2020

Site Address: As above

Summary:

Swale and Thames Survey Company (SWAT) carried out Archaeological Evaluation on the development site above. The site has a planning permission (18/00584/AS) whereby Ashford Borough Council requested that Archaeological works be undertaken to determine the possible impact of the development on any archaeological remains.

The Archaeological Monitoring consisted of an Archaeological Evaluation which revealed remains of 1898 Railway Works building and associated deposits. The remains comprise brick walls; sunken floors made of brick or concrete, robust brick footings, inspection pits and buried junk metal (tools and parts). No meaningful archaeology was exposed.

District/Unitary: Ashford Borough Council

Period(s): 20th Century

NGR (centre of site to eight figures) NGR 601540 141650

Type of Archaeological work: Archaeological Evaluation

Date of recording: July2020

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

Geology: Underlying geology is Bedrock Geology of Weald Clay Formation

Title and author of accompanying report: Cichy B. and Wilkinson P. (2020) Archaeological Evaluation of Land at the site of the former Klondyke Works, Newtown Road, Ashford, Kent

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

No meaningful archaeology found

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

Contact at Unit: Paul Wilkinson

