

Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at HM Prison Standford Hill, Church Rd, Eastchurch, Sheerness ME12 4AA

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SWAT ARCHAEOLOGY

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Archaeology

Archaeological Desk-Based Assessment in Advance of the Proposed Development of the Water Tower Replacement at HM Prison Standford Hill, Church Rd, Eastchurch, Sheerness ME12 4AA

Summary

SWAT Archaeology has been commissioned by Ministry of Justice to prepare an Archaeological Desk-Based Assessment of the proposed development area (PDA) of the water tower replacement at HM Prison Standford Hill, Church Rd, Eastchurch, Sheerness ME12 4AA

This Desk Based Assessment is intended to explore and disseminate the known and potential heritage resource within the site and the surrounding area, and to assess the likely impacts of the development proposals on this resource. Based on this data the potential for archaeological sites either on or in the near vicinity of the proposed development can be summarized as:

- Prehistoric: **low**
- Iron Age: **low**
- Roman: **high**
- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **low**
- Modern: **high**

HM Prison Standford Hill is a Category D men's prison located south of the village at Eastchurch, on the Isle of Sheppey just off the north coast in Kent. Standford Hill lies on the western side of Brabazon Road, with the prisons on HMP Elmley and HMP Swaleside on the eastern side of Brabazon Road. The centre of the village of Eastchurch is 1km north. The prison is spread out over 300 acres of farm land with a very large perimeter. It comprises of a number of structures of various ages and comprises of the prisoner accommodation, education, gym and swimming pool, workshops as well as office and admin blocks. The site itself used to be an airfield, later RAF Eastchurch and some of the original hanger sheds dated to 1912 are Grade II listed and other buildings from these early days still remain on the Prison site including part of the current water tower built in 1916. The airfield converted to a prison in the 1950s. The PDA itself is only part of the prison area of Standford Hill.

Much Prehistoric activity on Sheppey took place on the higher ground to the north, with the area of the PDA, closer to the marshy ground, being one predominately of agricultural use. However, in the vicinity of the Site, somewhere on land at Stonepits Farm was discovered in 1967 what is believed to be a Roman farmstead. The exact location not known.

Little else appears to have occurred at the site until McClean converting the land into an airfield for members of the Aero Club of Great Britain having moved from its earlier site at nearby Leysdown. As a consequence, Eastchurch is considered the "home of British aviation" as Eastchurch airfield saw the first controlled flight by a British pilot on British soil. By 1911 the Naval Flying School opened and was incorporated into the Royal Flying Corps when it was created in 1912, later the RAF in 1918. It became a major military base when, the facilities were acquired by the government for War service in 1914 and aircraft production continued. During 1916, significant expansion occurred at the Site including part of the current water tower and military blocks in the southern part of the access road to the water tower and a borehole on the northern side of the access road. A few other buildings remain from the initial period, including four large Grade II listed hangers to the south of the PDA and the Administration Block within the PDA. The site as a military base continued to evolve and develop and during World War II and saw heavy bombing. Following the end of the Second World War, the site was used to house civil servants before becoming an open prison in 1950. The prison originally called HMP Eastchurch and later HMP Standford Hill, made use of existing buildings and facilities are the Site. Over time more facilities have been added and many other buildings demolished including the original borehole with a new building construction 10 meters to the east.

The assessment has generally shown that the area to be developed is within an area of high potential for Roman and Modern periods with low potential for all other periods. Whilst the historical documentation has allowed for the identity of a number of buildings in the area of the PDA, it is possible that other structures have been and gone that we are not aware of, along with the uncertainty caused by the explosive historical impact of the Second World War bombing across the area. With regards to the Roman farmstead, the exact location and plan of this is not known.

Given the historical significance of the site, an archaeological investigation would likely be required anywhere within the study area. The feasibility study has reviewed the assessment area provided and concludes that from an archaeological perspective, the area of least impact in the likelihood of coming across existing below ground structures and remains is the field to the east of the borehole. The eastern end of this field is likely to have been disturbed by the railway branch line with the central part possibly by bombing. The western end of the field closest to the bore appears least disturbed although there is the possibility of encountering a World War II slit trenches. It is also likely that any pipework from the proposed development to elsewhere on the site can take advantage of existing areas of service trenches that have already disturbed below ground areas. The area west of the existing borehole was not able to be observed but is likely to contain remains of the original borehole structure and tanks. The construction of which in the early 20th century is likely to have some disturbance on earlier archaeology should it exist. Areas south of the access road around the hill are

likely to encounter significant Modern archaeological remains, which ideally should remain in-situ and therefor it is recommended that this area is avoided as a potential location for the proposed development

The development proposals are likely to cause a high impact upon any potential archaeology. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities. The UXO geophysical survey has identified a number of possible targets for investigation many of which lie in the field next to the existing borehole and is recommended as an area of least historical impact on possible surviving archaeology. Any UXO investigation on those targets should be accompanied by an archaeological watching brief. The area west of the existing borehole was not able to be surveyed. Following the UXO investigation there is recommended to be an archaeological evaluation based on the final location decided for the proposed water tower with watching briefs associated with any service trenches required. Any archaeological evaluation should be supported by a UXO watching brief. Should significant below ground remains be encountered then further archaeological works may be required and the possibility that changes to proposals are required in order that significant remains are left in-situ.

1 INTRODUCTION

1.1 Project Background

- 1.1.1 Swale & Thames Survey Company (SWAT) was commissioned Ministry of Justice (the 'Clients'), to carry out an archaeological desk-based assessment to support a feasibility study of the proposed development area (PDA) of the water tower replacement at HM Prison Standford Hill, Church Rd, Eastchurch, Sheerness ME12 4AA centred on National Grid Reference (NGR) TQ 98071 70193 (Fig 1).

1.2 The Site

- 1.2.1 The PDA is HM Prison Standford Hill which is a Category D men's prison located south of the village at Eastchurch, on the Isle of Sheppey in Kent. Standford Hill lies on the western side of Brabazon Road, with the prisons on HMP Elmley and HMP Swaleside on the eastern side of Brabazon Road. The centre of the village of Eastchurch is 1km north. The prison is spread out over 300 acres of farm land with a very large perimeter. It comprises of a number of structures of various ages comprises of the prisoner accommodation, education, gym and swimming pool, workshops as well as office and admin blocks. The site itself used to be an airfield and some of the original hanger sheds dated to 1912 are Grade II listed and other buildings from these early days and defence from the Second World War still remain on site. The airfield converted to a prison in the 1950s. Located on the top of a hill, is the existing 1916 brick-built structure housing water storage tanks and subsequently distributes around the site to supply cold water to both the HMP Standford Hill and HMP Elmley sites, as well as other nearby buildings which sits at 50m aOD. This feasibility study concentrates on an area on the north eastern side of the hill. Given that the PDA covers a large area, to assist with descriptions, the PDA has been divided into areas. These are shown on the OS site map (Fig.1).

Geology

- 1.2.2 The British Geological Society (BGS 1995) shows that the local geology at the PDA consists of bedrock comprising of London Clay Formation – Clay and Silt. It was formed during the Ypresian period (early Eocene Epoch, c. 56–49 Ma). The London Clay is a stiff bluish clay which becomes brown when weathered. Nodular lumps of pyrite and crystals of selenite (sometimes called "waterstones") frequently exist in the clay, and large septarian concretions are also common. These have been used in the past for making

cement. They were once dug for this purpose at Sheppey. There are no superficial deposits.

- 1.2.3 A 1963 borehole Record located to the south west corner of the PDA records that of a well (BGS – 611049). It records 280 ft (85.3m) of blue clay, with 165ft (50.3m) of hard greensand below and below that 48ft (14.6m) of chalk and flints.

Geotechnical Information

- 1.2.4 A geotechnical investigation was undertaken in September 2021 but this was outside of the study area to the south west. It did show however that below the made ground was considered to be typical London Clay Formation to the full depth observed of 15m.

1.3 The Proposed Development

- 1.3.1 The proposed development is for a replacement of the existing water tanks and distribution system with a new building located to be located somewhere within the study area north east of the existing water tower.

1.4 Project Constraints

- 1.4.1 No constraints were recognised.

1.5 Scope of Document

- 1.5.1 This assessment was requested by the Client as a feasibility study in order to determine, as far as is possible from existing information, the nature, extent and significance of the Historic Environment and to assess the potential impact of development on Heritage Assets. The assessment forms part of the initial stages of the archaeological investigation and is intended to inform and assist with decisions regarding archaeological mitigation for the proposed development and associated planning applications.

2 PLANNING BACKGROUND

2.1 Introduction

- 2.1.1 The historic environment assessment has been undertaken within the context of relevant planning policies and guidance documents.

2.2 Legislation

- 2.2.1 Statutory protection is provided by the following legislation:

Ancient Monuments and Archaeological Areas Act (1979);

- 2.2.2 The Ancient Monuments and Archaeological Areas Act concerns scheduled monuments where an archaeological site or historic building is considered to be of national importance and determined to be a scheduled monument by the Department of Culture, Media and Sport (DCMS). Any scheduled monument impacted by a development requires Scheduled Monument Consent which is undertaken by Historic England who provide advice on the management of Scheduled Monuments and any consents.

2.3 Planning Policy Context: National Planning Policy Framework

- 2.3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The Government's core principles in relation to planning and the historic environment and is covered in section 16, paragraphs 189-208. These principles are designed to underpin the planning and decision-making process to ensure that Local Planning Authorities (LPA), developers and owners of heritage assets adopt a consistent approach to the conservation of the Historic Environment
- 2.3.2 Paragraph 189 of the NPPF sets out the core planning principles and states that planning Heritage assets 'are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.'
- 2.3.3 Section 16 also provides policy on the conservation and assessment of heritage assets. Annex 2 of the NPPF defines 'Heritage Assets' as: 'A building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated

heritage assets and assets identified by the local planning authority (including local listing)'.

- 2.3.4 Paragraphs 189-208 of Section 16 relate to the historic environment and the impact that developments may have on it. These paragraphs provide a framework for the preparation of policies for the historic environment and guidance for Local Planning Authorities, property owners, developers, and others on the conservation of heritage assets. Overall, the objectives of Section 16 can be summarised as seeking the: delivery of sustainable development; understanding the wider social, cultural, economic, and environmental benefits brought by the conservation of the historic environment; conservation of England's heritage assets in a manner appropriate to their significance; and recognition that heritage contributes to our knowledge and understanding of the past.
- 2.3.5 Section 16 of the NPPF further recognises that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. Paragraph 194 of the NPPF states that Local Planning Authorities 'in determining applications for development, should require applicants to describe the significance of the heritage assets affected and the contribution made by their setting'. The paragraph indicates that the level of detail provided should be proportionate to the significance of the asset and sufficient to understand the impact of the proposal on this significance.
- 2.3.6 The NPPF states clearly that the more important the heritage asset, the greater level of protection is given to that asset. This means that listed buildings, scheduled monuments, protected wreck sites, battlefields, Grade I and II* registered parks and gardens and World Heritage Sites are afforded the highest level of protection. Paragraph 193 states: 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.
- 2.3.7 Paragraph 200 then states:

‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or Grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, Grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.’

2.3.8 Paragraph 199 notes that significance can be harmed or lost through development within the setting of a heritage asset. Paragraph 201 provides a test for assessing harm in relation to designated heritage assets: Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, Local Planning Authorities should refuse consent; unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- ‘a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use’.

2.3.9 Paragraph 202 notes that ‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use’.

2.3.10 Paragraph 205 requires Local Planning Authorities to ‘ensure developers record and advance the understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and impact’.

Planning Practice Guidance: Conserving and enhancing the historic environment

- 2.3.11 Advice on enhancing and conserving the historic environment is also published in the Planning Practice Guidance which expands on how the historic environment should be assessed within the NPPF. This acknowledges that ‘where changes are proposed, the National Planning Policy Framework sets out a clear framework for both plan-making and decision-making in respect of applications for planning permission and listed building consent to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance and thereby achieving sustainable development’.
- 2.3.12 Furthermore, it highlights that neglect and decay of heritage assets are best addressed through ensuring that heritage assets remain in active use that is consistent with their conservation. Importantly, the guidance states that ‘where the complete or partial loss of a heritage asset is justified (noting that the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted), the aim then is to: capture and record the evidence of the asset’s significance which is to be lost; interpret its contribution to the understanding of our past; and make that publicly available’.

2.4 Local Policies

- 2.4.1 The Local Planning Authority for the study is Swale Borough Council
- 2.4.2 The Swale Borough Local Plan ‘Bearing Fruits 2031’ was formally adopted July 2017. The Local Plan sets out the Council’s spatial vision, strategic objectives, development strategy and a series of core policy themes. It also contains allocations of land for development; a framework of development management policies to guide determination of planning applications and a framework for implementation and monitoring of the Local Plan
- 2.4.3 The Local Plan also sets out a number of development policies. The relevant ones are detailed below:
- 2.4.4 DM 32 Development Involving Listed Buildings – Development proposals, including any change of use, affecting a listed building, and/or its setting, will be permitted provided that: 1. The building’s special architectural or historic interest, and its setting and any features of special architectural or historic interest which it possesses, are preserved, paying special attention to the: a. design, including scale, materials, situation and

detailing; b. appropriateness of the proposed use of the building; and c. desirability of removing unsightly or negative features or restoring or reinstating historic features.

2.4.5 DM 33 Development affecting a conservation area. Development affecting the setting of, or views into and out of a conservation area, will preserve or enhance all features that contribute positively to the area's special character or appearance.

2.4.6 DM 34 Scheduled Monuments and Archaeological Sites. Development will not be permitted which would adversely affect a Scheduled Monument, and/or its setting, or subsequently designated, or any other monument or archaeological site demonstrated as being of equivalent significance to scheduled monuments.

Policy CP8: Conserving and enhancing the historic environment

2.4.7 To support the Borough's heritage assets, the council will prepare a Heritage Strategy. Development will sustain and enhance the significance of designated and non-designated assets to sustain the historic environment whilst creating for all areas a sense of place and special identity. Development proposals will, as appropriate:

1. Accord with national planning policy in respect of heritage matters, together with any heritage strategy adopted by the Council;
2. Sustain and enhance the significance of Swale's designated and non-designated heritage assets and their settings in a manner appropriate to their significance and, where appropriate, in accordance with Policies DM30-34;
3. Respond to the integrity, form and character of settlements and historic landscapes;
4. Bring heritage assets into sensitive and sustainable use within allocations, neighbourhood plans, regeneration areas and town centres, especially for assets identified as being at risk on national or local registers;
5. Respond positively to the Conservation Area appraisals and management strategies prepared by the Council;
6. Respect the integrity of heritage assets, whilst meeting the challenges of a low carbon future; and
7. Promote the enjoyment of heritage assets through education, accessibility, interpretation and improved access.

A Heritage Strategy for Swale, 2020-2032 (Adopted March 2020).

- 2.4.8 This strategy provides a framework for the designation, conservation, management and physical and economic regeneration of Swale's Historic Buildings and Areas, including designated historic parks and gardens. Its priorities are:
- 2.4.9 To conserve, and where possible enhance Swale's heritage buildings, structures and areas and moveable/portable heritage as a cultural, economic, community and environmental asset to the area, in particular by positively managing the Council's own heritage assets, and by establishing a programme for the review and appraisal of Swale's Conservation Areas;
- 2.4.10 To make use of the borough's heritage to help achieve and promote sustainable and inclusive growth and regeneration, social and economic wellbeing, and civic pride, in particular by actions to tackle and specifically reduce Swale's heritage at risk across the full range of nationally and locally designated heritage assets;
- 2.4.11 To recognise and promote the role of Swale's heritage in creating or enhancing local distinctiveness and a positive image for the area as a place to live, learn, work and visit, in particular by the Council continuing to work in an enabling role to develop and support projects and initiatives by local groups, societies and businesses that would bring about significant public benefit.
- 2.4.12 To ensure Swale's heritage forms an integral part of local strategies and initiatives to promote tourism and the visitor economy, including through the conservation and subsequent positive management of the Borough's internationally significant maritime heritage (at Sheerness Dockyard) and aviation heritage (at Eastchurch) on the Isle of Sheppey;
- 2.4.13 Raising the historic environment (and the important social history associated with it) up the agenda by promoting awareness and understanding of Swale's heritage among local residents, businesses and visitors to the area, in particular to help realise the cultural, educational and associated health benefits it can offer.
- 2.4.14 The Council does not current have a Local List (of buildings, structures, sites or features of local heritage interest), but this is something which it is giving priority to developing as an early action in the initial Heritage Strategy Action Plan.

- 2.4.15 Often, heritage that may be considered of some significance (but not necessarily of such significance to merit consideration for scheduling, listing or registration by the Secretary of State) is encountered by chance, sometimes as a result of considering a planning application for development for the heritage asset in question or to something else nearby. In such circumstances, the Council will consider whether an application should be made for designation to Historic England following initial discussions with its Designation Team. In more urgent cases where the heritage being considered is believed to be particularly significant and may be under threat of total demolition/loss or significant harm through alteration, then the Council will consider serving a Building Preservation Notice, which has the effect of treating the building or structure in question as a listed building until such time as it has been assessed by Historic England in response to a necessary parallel listing application.
- 2.4.16 More often than not, it is likely that previously unknown heritage that is subsequently discovered, will not be significant enough to warrant an application to Historic England for listing, registering or scheduling, or the serving of a Building Preservation Notice, but this does not mean any interest in its heritage significance stops there.
- 2.4.17 The Council records in its reports on applications for planning permission when it considers buildings/structures directly or indirectly affected by a development proposal should be treated as an undesignated heritage asset for the purposes of decision making, as this can rightly have a bearing on the outcome of such an application. Moving forward from the beginning of the Heritage Strategy plan period, the Council will keep a database of all such undesignated heritage assets, not only so that they can be recorded on its applications database and GIS/constraint notification systems to help ensure consistent decision making into the future, but also that the undesignated heritage assets on the list (placed as such by the specialist knowledge of the Council's Heritage Team – in consultation with external heritage specialists where necessary) may be considered for candidature in relation to the Council's planned Local List.
- 2.4.18 The Council recognize that in developing such a list, a clearly defined set of criteria for selection and inclusion will be required, and also that there would be real benefit in providing supporting information on significance to assist with ongoing/future conservation management. There are two appendices to the main report which cover an action plan and also a heritage at risk register.

3 AIMS AND OBJECTIVES

3.1 Introduction

3.1.1 This Desk-Based Assessment was commissioned by Ministry of Justice to support a planning application. This assessment has been prepared in accordance with guidelines set out by the Chartered Institute for Archaeologists (see below) and in the National Planning Policy Framework and the Good Practice Advice notes 1, 2 and 3, which now supersede the PPS 5 Practice Guide, which has been withdrawn by the Government.

3.1.2 This Desk-Based Assessment therefore forms the initial stage of the archaeological investigation and is intended to inform and assist in decisions regarding archaeological mitigation for the proposed development and associated planning applications.

3.2 Desk-Based Assessment – Chartered Institute for Archaeologists (2017)

3.2.1 This desktop study has been produced in line with archaeological standards, as defined by the Chartered Institute for Archaeologists (2014, revised 2017). A desktop, or desk-based assessment, is defined as being:

‘Desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct and other relevant regulations of ClfA. In a development context desk-based assessment will establish the impact of the proposed development on the significance of the historic environment (or will identify the need for further evaluation to do so) and will enable reasoned proposals and decisions to be made whether to mitigate, offset or accept without further intervention that impact.’

(2017:4)

3.2.2 The purpose of the desk-based assessment is, therefore, an assessment that provides a contextual archaeological record, in order to provide:

- *an assessment of the potential for heritage assets to survive within the area of study*
- *an assessment of the significance of the known or predicted heritage assets considering, in England, their archaeological, historic, architectural and artistic interests*

- *strategies for further evaluation whether or not intrusive, where the nature, extent or significance of the resource is not sufficiently well defined*
- *an assessment of the impact of proposed development or other land use changes on the significance of the heritage assets and their settings*
- *strategies to conserve the significance of heritage assets, and their settings*
- *design strategies to ensure new development makes a positive contribution to the character and local distinctiveness of the historic environment and local place-shaping*
- *proposals for further archaeological investigation within a programme of research, whether undertaken in response to a threat or not.*

CIFA (2017:4)

4 METHODOLOGY

4.1 Introduction

- 4.1.1 The methodology employed during this assessment has been based upon relevant professional guidance including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIfA, 2017).

4.2 Sources

- 4.2.1 A number of publicly accessible sources were consulted prior to the preparation of this document.

Archaeological databases

- 4.2.2 Although it is recognised that national databases are an appropriate resource for this particular type of assessment, the local Historic Environmental Record held at Kent County Council (KHER) contains sufficient data to provide an accurate insight into catalogued sites and finds within both the proposed development area and the surrounding landscape.
- 4.2.3 The National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets and is the preferred archive for a comprehensive HER search.
- 4.2.4 The Archaeology Data Service Online Catalogue (ADS) was also used. The search was carried out within a 1000m radius of the proposed development site and relevant HER data is included in the report. The Portable Antiquities Scheme Database (PAS) was also searched as an additional source as the information contained within is not always transferred to the local HER.

Cartographic and Pictorial Documents

- 4.2.5 A full map regression exercise has been incorporated within this assessment. Research was carried out using resources offered by the Kent County Council, the internet, Ordnance Survey and the Kent Archaeological Society. A full listing of bibliographic and cartographic documents used in this study is provided in Section 10.

Aerial photographs

4.2.6 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1-9). In addition, a number of aerial photographs and additional information was provided by the Eastchurch Aviation Museum.

Secondary and Statutory Resources

4.2.7 Secondary and statutory sources, such as regional and periodic archaeological studies, archaeological reports associated with development control, landscape studies, dissertations and research frameworks are considered appropriate to this type of study and have been included within this assessment.

Walkover Survey

4.2.8 The purpose of the walkover survey was to;

- Identifying any historic landscape features not shown on maps.
- Conduct a rapid survey for archaeological features and Heritage Assets.
- Make a note of any surface scatters of archaeological material.
- Identify constraints or areas of disturbance that may affect archaeological investigation.

4.2.9 The results of the walkover survey are detailed in Section 5 of this document

5 ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT

5.1 Introduction

5.1.1 This section of the assessment will focus on the archaeological and historical development of this area, placing it within a local context. Each period classification will provide a brief introduction to the wider landscape (1km radius centred on each site of the PDA), followed by a full record of archaeological sites, monuments and records within the site’s immediate vicinity. There were no Conservation Areas, Scheduled Monuments, or NMP cropmarks within the search area.

5.1.2 Time scales for archaeological periods represented in the report are listed in Table 1.

Prehistoric	Palaeolithic	c. 500,000 BC – c.10,000 BC
	Mesolithic	c.10,000 BC – c. 4,300 BC
	Neolithic	c. 4,300 BC – c. 2,300 BC
	Bronze Age	c. 2,300 BC – c. 600 BC
	Iron Age	c. 600 BC – c. AD 43
	Romano-British	c. AD 43 – c. AD 410
	Anglo-Saxon	AD 410 – AD 1066
	Medieval	AD 1066 – AD 1485
	Post-medieval	AD 1485 – AD 1900
	Modern	AD 1901 – present day
Table 1: Classification of Archaeological periods		

5.1.3 The Kent HER records are dominated by records reflecting the agricultural use of the area with scattered farmsteads before site was in use as an early pioneer of aviation at the beginning of the 20th century, followed by military use of the site through the two world wars before subsequently becoming a prison. Full details and placement of the HER records are provided in Figures 14 to 18.

5.2 Designated Heritage Assets

5.2.1 One of the tasks of the site visit was aimed to identify any designated heritage assets within the wider context of the PDA in accordance with The Setting of Heritage Assets – English Heritage Guidance (English Heritage 2011).

5.2.2 This guidance states that “setting embraces all of the surroundings (land, sea, structures, features and skyline) from which the heritage asset can be experienced or that can be

experienced from or with the asset” (The Setting of Heritage Assets, English Heritage 2011).

5.2.3 There are three designated assets. To the north of the PDA is the Grade II listed Parsonage Farmhouse (TQ 97 SE 1050) and garden walls (TQ 96 NE 1080). To the south west of the PDA are four Grade II listed hangers from 1912 (TQ 96 NE 1080) associated with the early days of the airfield. In addition, the existing water tower also to the south west and the three bunkers, pillboxes, along with the 1917 administrative building could be considered non-designated heritage assets. The significance and setting of these assets in view of the proposed development are to be considered in a separate Heritage Statement.

5.3 Previous Archaeological Works

5.3.1 There is little by way of events within the assessment area (Fig.18). The archaeological record for this area suffers from a limited amount of development activity hence the low event count. Whilst there has been development in the second half of the 20th century with the prisons, there has been little by way development opportunity for modern archaeological investigation.

5.3.2 Within Standford Hill during farming work in 1967, what is thought to be a Roman farmstead was revealed that included pottery, animal bones and briquetage allowing it to be dated to the 1st century AD (EKE4058/ EKE4563). Little else is known about the excavation, which was briefly reported in the *Archaeologia Cantiana* that year and the exact location of the excavation is not known although it was reported that it was found whilst farming, which suggests that it was located away from the central core of the prison and therefore possibly the hilltop and immediate sides.

5.3.3 A watching brief in 2012 ahead of the construction of an access road for wind turbines to the south of the prison did not reveal any finds or features (EKE12675). In 2007, at the nearby Swaleside Prison to the east, evaluation trenches there did not reveal any finds or features (EKE10555). Just outside of the assessment area to the east at Old Rides Farm, a watching brief there did not reveal any finds or features. One has to go circa 2km north of the PDA at Kingsborough Manor and nearby Leysdown to find extensive archaeology, which relates to the Prehistoric period, which lies on the higher ridge of Sheppey and would have been the more attractive area for activity and settlement. The

number of Portable Antiquities Scheme finds indicate that metal detecting has occurred on the lands in and around Eastchurch revealing the presence of earlier people. However, it must be noted that these are finds reported under the PAS scheme whereby the exact location is not revealed and usually applied to a general grid square. In addition, most finds reported tend to have a bias towards being metal related given that they tend to be found by metal detectorists.

Landscape Characterisation

- 5.3.4 The landscape classification refers to the site as a prison. Surrounding it are fields classed as medium regular with straight boundaries (parliamentary type enclosure). Prior to the creation of the airfield, the PDA was part of a larger field, and this classification would have also applied historically to that field. These types of fields were usually created in the 19th and 20th centuries in low lying areas (Fig. 16).

Stour Palaeolithic Area

- 5.3.5 The PDA is within a Palaeolithic area designated PCA 44 that relates to the central higher ground on the Isle of Sheppey that is on London clay without mapped Pleistocene deposits, possible thin veneers of unmapped slopewash deposits. The likely age of deposits in this area are likely be of Late Devensian or Holocene age. The Devensian Age is during the last glacial period from circa 115k – 11.7k years ago. There are no known finds in this area and therefore the likelihood of future finds from this area is classed as very low (Fig. 15).

UXO Report

- 5.3.6 A UXO report was undertaken in 2022. This report provides significant detail concerning the explosive impact by the Second World War at Standford Hill. A 1940 aerial photograph in the report, shows the impact of craters in and around parts of the PDA (Plate 46). As well as possible uncleared, unrecorded bombs of which can reach up to 13m in depth, there is also the possibility of small arms. Given the intensity of the bombing during the Second World War and the severe damage caused to the airfield facilities, the UXO report considered that there is an elevated probability that a UXB fell on the Site unnoticed, and the site assigned a moderate UXO hazard level.
- 5.3.7 As part of the UXO survey magnetometry was undertaken. The western part of the Northern Site was found to be inaccessible during the geophysical survey due to the use of the area for landfill (Area F). The PDA area identified 135 possible UXO targets. Whilst

it is likely that most of the targets will be scrap metal and demolition arisings, given the history of WWII bombing in the area there is an elevated potential for some of the anomalies being UXB. In-ground features such as Made Ground and utility services are also likely to have reduced UXO detectability on parts of the Sites. The heat map from the magnetometry (Fig.13) shows likely disturbance across most of the PDA with the least disturbed in the central northern area (Area A), although this too shows in this area an anomaly of unknown cause that is also seen on the LIDAR. The eastern area just north of the existing pillbox (Area B) shows high disturbance and this coincides with the location of a now demolished building.

5.4 Archaeological and Historical Narrative

- 5.4.1 Prehistoric activity in the area has been found at Kingsborough Farm, north west of the PDA near Minster, prior to the construction of a new housing estate revealed a causewayed enclosure; one of only two found in Kent. These earthworks date from the Neolithic Period about 3,000 BC. It is believed they were religious or ceremonial structures and a place for people to meet. A Bronze Age 'barrow' was also discovered nearby the causewayed enclosure as well as Bronze Age cemeteries, along with Iron Age enclosures and four post structures. Bronze Age enclosure and cemetery sites is also to the north west of the PDA at Shrubsholes Hill which also found Mesolithic and Neolithic flakes. Immediately around the PDA there is little by way of prehistoric activity. The northern coastline of Sheppey suffers from erosion and in prehistoric times it is likely that Eastchurch was further away from the sea on the northern side.
- 5.4.2 In Minster, there is a late Bronze Age, Early Iron Age enclosures under the Abbey which was founded in 664 and a Benedictine nunnery and later refounded as an Augustinian nunnery in 1130. At the junction of Leysdown Road and Warden Bay Road circa 5km from the PDA, the excavation ahead of a new school revealed remains from the Bronze age, A Late Iron Age or early Roman funeral pit with ceramic vessels containing cremations and other artefacts from the period. The Kingsborough excavation also found Romano-British field systems and droveways.
- 5.4.3 Shurland Hall, north east of Eastchurch is thought to be on the site of an earlier Roman Fort although this does not appear to be substantiated archaeologically although Roman tiles have been found embedded in the masonry at Shurland Hall. A Roman Coin Hoard was found in 1969 at Leysdown, east of Eastchurch as well as 2500 radiate coins at

Minster, north east of the PDA. A possible farmstead site is located somewhere at Standford Hill, and the Kingsborough excavations identified Iron Age field systems that continued into the Romano-British period.

- 5.4.4 Known from the Anglo-Saxon Chronicles, there were Viking invasion on the island in 798 and also 832 AD. In 850 AD it is reported that the Vikings wintered on the island, although no evidence of their camps have been found. The Vikings under King Hoestan of Denmark arrived at Sheppey with 350 ships in 892 AD and in 893 AD. In the 9th and 10th centuries, it is believed that Shurland Castle was the birthplace and residence of the early English kings.
- 5.4.5 Sheppey is derived from the Anglo-Saxon word *sceapige*, which means 'Isle of Sheep' derived from when sheep farming was extensive on the island. Eastchurch itself is considered of Saxon origin and is mentioned in the Domesday Book as 'Eastcyrce'. The original site and the hamlet of 'Eastcyrce' was situated approximately 1/4 mile south of its present position. Eastchurch is self-explanatory in that it lies on the eastern side of the Isle of Sheppey. Being 'east cirice' in old English, by 1610 it had become Eastchurch. Eastchurch is located in the central area of the eastern part of the island and is situated on higher ground, although the parish extends southwards towards Elmley and the marshes.
- 5.4.6 In 1192, Richard the Lionheart was shipwrecked whilst on his way home from the crusades and was taken prisoner by Duke Leopold of Austria who handed him over to Henry VI of Germany. After protracted negotiations by his mother, the Dowager Queen Eleanor, the Cistercian Abbots of Boxley and a ransom, he was released. As a reward, Richard granted "to the Monastery of the Dunes, in perpetuity, the church called Eastchurch, and papal confirmation of the grant was made by Pope Celestine III in 1196. In 1313 the Abbey of the Dunes transferred these rights to the monks of Boxley. In 1391 in the registers of Pope Boniface IX is the entry of a grant to William Kypping for "Provision of the perpetual vicarage of Estcherche value 30 marks."
- 5.4.7 Around 1400 the original 'east' Church, built c1279, became unsafe due to weakness in the grounds and the site could not be used for re-building. William Cheyne of Shurland offered three roods of ground in the South West corner of his state and as King Henry VI was only ten years old, the required licence was granted by Humphrey, Duke of Gloucester. The foundations were laid on deep solid blocks of chalk imported from the

mainland and diagonal buttresses were put at every angle and corner for strength and much of the material used was salvaged from the old church and re-used. The windows in the west porch and the two windows in the western aisle seem to have originated from the original church.

- 5.4.8 North east of the village is Shurland Manor, which was subordinate of the manor of Milton, on the mainland. The Baronetcy of Shurland was created during the reign of James I. Hasted, an historian in 1798, reports that the first individual of note is Sir Jeffry de Shurland, who resided here in the reign of king Henry III. He was also constable of Dover castle. His son was Sir Robert de Shurland, who was a man of eminent authority in the reign of king Edward I. under whom he was lord warden and obtained the grant of wreck of the sea, which the privilege is always esteemed to reach as far into the water, as upon the lowest ebb, He was buried in Minster Church.
- 5.4.9 The daughter of Sir Jeffrey married into the Chaney family, which had a number of descendants that were knights of the shire and sheriffs of the county. One individual, Sir Thomas Chaney during the reign of Henry VIII was a parliament member, constable of Queenborough Castle, Governor of Rochester, warden of the Cinque Ports and Treasurer of the Household, which continued under Elizabeth I.
- 5.4.10 It was Sir Thomas that built a new manor house at Shurland with material from Chilham Castle. Sir Thomas' son was eventually made Lord Chaney of Tuddington and subsequently moved to Tuddington, where he had built a house. He exchanged the manor and seat of Shurland, with other estates in the neighbourhood of it, with Elizabeth I, who in 1593 granted a lease of Shurland, with other lands in Sheppey, to Sir Edward Hoby, then of Queenborough Castle, and lady Margaret his wife.
- 5.4.11 During the Civil War, Sir Michael Livesey of nearby Parsonage Farm served under Cromwell as commander of the Kentish Horse. He was one of the regicides who signed the death warrant of Charles I. Following the Restoration in 1660, he fled to Holland but was recognised by some Kentish men and killed. In 1650s under the Protectorship of Oliver Cromwell following the Civil War the greater part of Shurland Hall was demolished. The gatehouse is now all that remains of Shurland Hall.
- 5.4.12 Hasted an historian writing in 1797 comments that water is scarce in the parish, relying on water collected from the roof of the church, suggesting that there is no natural supply of springs in the area. In 1800 the population of the parish was less than 400 people of

which about half lived in the 30 or 40 houses which comprised the village itself. The remaining 200 being spread through the local agricultural community. In 1841 the population had risen to over 1000. This rapid growth resulted from the reconstruction of Sheerness Dockyard causing a boost to the local economy. The surrounding hinterland being one of scattered farms.

5.4.13 Eastchurch is considered the "home of British aviation" as Eastchurch airfield saw the first controlled flight by a British pilot on British soil. Eastchurch airfield played a significant role in the history of British aviation from 1909 when Frank McClean acquired Stonepits Farm, converting the land into an airfield for members of the Aero Club of Great Britain having moved from its earlier site at nearby Leysdown. He laid out a 400-acre site. By 1912 several sheds had been built including those used by the Short Brothers. Four sheds from 1912 still exist and are listed.

5.4.14 The Short Brothers, Horace, Eustace and Oswald, built aircraft at Battersea to be tested at the site; later Moore-Brabazon, A. K. Huntington, Charles S. Rolls and Cecil Grace all visited and used the flying club's services. Wilbur Wright and his brother Orville came to the Isle of Sheppey to visit the new flying grounds of the Aero Club. In 1909, Moore-Brabazon made the first live cargo flight by fixed-wing aircraft, tying a waste-paper basket to a wing strut of his Shorts-built Wright aircraft. Then, using it as a "cargo hold", he airlifted one small pig.

5.4.15 By 1911 the Naval Flying School opened and was incorporated into the Royal Flying Corps when it was created in 1912, later the RAF in 1918 and became a major base when Horace Short died in 1917, the facilities were acquired by the government and aircraft production continued. From 1914 the site had become an operational station as well as a training station. There was a grass runway on an east west axis to the south of the Short Brothers area. Eventually this was extended eastwards where the ground was flatter and a north-south runway placed on the eastern side of the hangers on Brabazon Road, creating a 'L' shape for the runways.

5.4.16 Used by the military in the First World War, its location meant that it played a significant role in defending the dockyards along the Thames estuary. Sheppey became a restricted military zone. All residents were issued with a 'passport' which they had to produce to get on and off the Island. The Army and Royal Artillery defended the coast and Sheppey was nicknamed 'Barbed Wire Island'. The aerodrome continued to develop and provide

employment, becoming the Armament and Gunnery School in 1922 as well as continuing to have a number of operational squadrons. By 1918, there were 29 hangers in all at the airfield.

5.4.17 The Sheppey Light Railway (SLR) ran between Queenborough and Leysdown and was opened in 1901. Due to the hill on which Eastchurch sits, the railway could not be brought into the village itself, so the station was built half a mile to the south of the village together with a siding for agricultural use. Much of the 9-mile route of the railway line can still be traced.

5.4.18 The railway brought pressure for development and land companies started selling building plots all over the Island. This steadily increased both the permanent population and number of holidaymakers passing through on their way to Leysdown and Warden. The railway was also important to the Short Brothers who moved their aircraft factory from Leysdown to a new site near Eastchurch station in 1910. An aerial photograph from 1917 confirms that the spur line to the airfield was in place by then. The Sheppey Light Railway finally closed in 1950.

5.4.19 During the Battle of Britain in the Second World War, the airfield was one of the bases for the Polish Air Force. Spitfire and light bomber squadrons were based here in July and August 1940. The Luftwaffe Intelligence Service decreed the airfield a fighter base and attacked it. The raid came on the 13th of August 1940, when eighty-four bombers set out to bomb Eastchurch aerodrome. Fifty of the aircraft got through and did considerable damage. Five Blenheims and all six Spitfires of 266 Squadron were destroyed. Twelve people were killed with a further 26 badly injured. The airfield was rendered unserviceable. Similar attacks occurred during the rest of August and into early September in 1940. Although made serviceable after each attack, the airfield was virtually abandoned after 2nd September and very little use made of its facilities. From mid-1942 the base was used as a forward operating airfield and several squadrons were based here for short periods. From late 1943 until the end of the war the base was used for various training purposes. However, it must be recognised that given its location, the site suffered heavily from bombing throughout the war. For a brief period after the end of the war the aerodrome was used as a camp for displaced persons then reduced to an inactive site in 1947 where most of the site reverted to agriculture. The whole airfield was given to the Home Office in 1950 for the establishment of an 'open' prison.

- 5.4.20 Post-the Second World War the prison population rose rapidly. Between the wars the daily average population was between 10,000 and 13,000, reaching low of 9,377 in 1940. After 1940, it reached 20,000 by 1950 and 30,000 by 1962. At the end of the war the Prison Commission took immediate action. Due to the weak post-war economy, new purpose-built prisons could not be afforded and therefore alternative sites were sought, and many military sites were now redundant and were requisitioned.
- 5.4.21 The prison originally called HMP Eastchurch, made use of existing buildings and facilities at the Site including the water tower and the Administration building. Over time more facilities have been added. In 1986, two new three storey wing opened that included open landings with central facilities and offices. In 1975, the prison was renamed Standford Hill.
- 5.4.22 Eastchurch is now home to three prisons, HMP Elmley, HMP Standford Hill and HMP Swaleside. Swaleside opened in 1988 with a new block added in 1997 whilst Elmley opened in 1992. Both built near to the open prison on the site of the old airfield east of Brabazon Road.

5.5 Cartographic Sources and Map Regression

Symonson Map, 1596

- 5.5.1 This early map of the Isle of Sheppey shows the main settlements on the island at the time and also shows the Isle of Elmley and Harty on the southern side of the island. To the north of the PDA is Eastchurch, with the manor of Shurland nearby. The PDA is located in an area of higher ground which would be Standford, and the hill is shown on the map. South of the PDA are a number of creeks that flow into the River Swale and this area is lower lying and marshy. One immediately below is labelled 'Ryde'. The main one below that is currently known as Windmill Creek no doubt as a result of the windmill that was located further upstream and west of the PDA (Fig.3).

Andrews, Dury and Herbert map of 1769

- 5.5.2 Andrews, Dury and Herbert published their atlas some thirty years before the Ordnance Survey, immediately becoming the best large-scale maps of the county. Parsonage to the north is referred to here as Sur-land Parsonage with the village further north and the manor of Shor-land beside the village. The PDA is located on Standford Hill although it is

not named in this map but drawn. To the south, along the edge of the marsh area are scattered farms (Fig.4).

Eastchurch Tithe Map of 1842

- 5.5.3 This shows greater details including field boundaries and individual buildings. The PDA is part of a much larger field designated 84. This field is owned by Matthew Bell and occupied by Stephen Pym. The field is one of a number that are part of Parsonage Farm and is called 'Stamford Hill' and is arable. To the east of the northern part of the PDA, is seen for the first time, a new house and farm called White House Farm. To the south of the PDA is now another farm called Stonepits Farm. Stonepit Farm so called due to the quarrying that was undertaken there with the quarry thought to be in the area to the south of the present-day Mill building (Peter West, EAM, pers. comm.). However, the location of New Rides Farm and Old Rides Farm are shown to the east and north east of the PDA. It is not clear exactly as to what has become of Jenkins Farm and whether this may now be Little Bells Farm (Fig.5).

Historic OS Map 1867

- 5.5.4 This is the first properly scaled OS map and there appears little change. The PDA is still part a large field (Fig 6 **Error! Reference source not found.**).

Historic OS map 1897

- 5.5.5 There appears to be no change (Fig.7).

Historic OS map 1908

- 5.5.6 There appears to be little change at the PDA except just to the north of the PDA is now the light railway, which has been built immediately adjacent to the PDA. This is just before the coming of the airfield in 1909 **Error! Reference source not found.**(Fig.8).

Historic OS map 1939

- 5.5.7 Much of the area of the map is redacted. The main feature showing is the access road around the hill to the south (**Error! Reference source not found.**9).

Air Ministry Plan, 1943

- 5.5.8 The Eastchurch Aviation Museum hold a plan drawn up by the Air Ministry dated to 1943, that shows all the structures in place at the airfield and also provides a numbered key labelling each building (Fig. 12).

5.5.9 A large number of buildings are located within the study area located on the northern sides of the hill (Areas C, D and G) where the land begins to level out and a track runs around the bottom of the hill. On the northern side of the track are slit trenches (Areas A & F). Slit trenches were usually 2 feet wide, circa 3 feet deep with spoil piled up evenly both sides to about 18 inches. There were usually positioned a minimum of 15 feet from buildings and were sometimes lined with timber (Peter West, EAM, pers. comm.). There are also other slit trenches located in the southern part of the PDA on the hillside (Area E). In the north western corner of the PDA is the borehole building (Area F). Halfway along the southern boundary of the PDA lies to administration building (in between Areas E & G) which still remains and at the time of 1943 was the Stations sick quarters. There is no indication on the map of the three existing bunkers.

Historic OS Map 1964-65

5.5.10 The site is now a prison. The borehole remains in the north western corner of the study area and there is now next to it a 'tank'. Many of the RAF buildings remains on the hillside and it appears any slit trenches have been filled in as they are no longer showing. The railway is no longer existing, and a drain has been added in its place. The north eastern part of the study area (east end of Area A) now has a tennis court (Fig.9).

Historic OS Map 1978

5.5.11 The tennis court is no longer showing in the north eastern corner of the PDA. On the north eastern side of the track around the hill (Area B) there is a new 'T' shaped building. The pillbox in the southern part of this area remains in place (Fig.10).

Historic OS Map 1993

5.5.12 An area to the east of the administration building that was accommodation blocks has been replaced with a pond (Area D). Only the administration buildings and pillbox remain. There appears to be more changes in the north western corner with the borehole whereby the building has moved circa 10 meters to the east and is now in a sunken area. The northern half of the study area east of the borehole have been subdivided with new field boundaries (Fig. 11)

5.6 Aerial Photographs

1916

5.6.1 These aerial photographs are believed to be from 1916 shows the water tower under construction. A number of other blocks are being built around the hillside and the line of

the railway can just be seen in the bottom left of this photograph. There are yet to be any buildings under construction in the study area in the bottom left of this photograph (Plates 1 & 2).

1917

- 5.6.2 This photograph shows part of the airfield in 1917 (Plate 3) following the extensive works undertaken in 1916. Accommodation huts and offices now line all around the bottom slopes of the hill. North and north east of these buildings is a track around the hill. On the northern side of the track around the hill there appears to have been activity (Area A). The resolution is not clear enough to ascertain what these activities are. In the north eastern corner is the area closest to the station and it is possible that this area had trackways of sidings associated as a storage area in relation to the construction of the site. Certainly there is a lines from this corner heading out towards the road and the extreme western end of the accommodation blocks. Halfway along the eastern boundary of the study area are a number of buildings on the north eastern side of the access road around the hill (Area B).

1946

- 5.6.3 The extreme western group of accommodation buildings have been removed in Area C and the area replaced with slit trenches. There is a building showing in the area of the borehole and to the west and east of this appears to have been grass. The outlines of some slit trenches can also be made out in this area to the north of the access road around the hill. Within the study area the mounds of the three bunkers can be made out. The railway has been removed as have the buildings in the eastern section of the PDA by Rolls Avenue (Plates 4 & 5).

1960s

- 5.6.4 The area to the east has been divided up with new field boundaries as possible pasture and allotments. The north eastern part (Area A) has a square shaped boundary which correlates with the Historic OS map suggesting this is a tennis court. East of the borehole (Area F) this appears to be used as storage for a collection of unidentified objects (Plate 6).

1990

- 5.6.5 There have been significant changes. Only a few of the original buildings on the hill side remain in Areas C, D and G. The borehole building has moved eastwards and has been

replaced with a new one. The concrete access track from the road and previous building can be identified by the concrete handstanding area. The previous borehole building having been demolished. On the northern side of the access track around the hill (Areas A & B), it is mainly grass with the exception of a new large building in the eastern part of the PDA between Rolls Avenue and the access road around the hill (Area B). The bunker to the east of the Administrator building (Area G) cannot be seen due to the tree cover in that area (Plate 7).

2003

- 5.6.6 With the exception of the Administrator building and the borehole building, all other buildings have been demolished. West of the borehole building in the location of the original borehole building, the area is being used for rubbish (Area F). (Plate 8)

2021

- 5.6.7 There is little change to the PDA. More rubbish is being left on the southern side of the access road by the borehole (Area C). The remaining area is trees and grass with the exception of the borehole building and Administrator building (Plate 9).

LIDAR

- 5.6.8 The DTM LIDAR removes trees and buildings. The LIDAR does not appear to show evidence of the line of the railway within the PDA. In the north western (Area F) and north eastern corners of the PDA (Area A) appears to show made ground and disturbance. Made ground can also be seen in the area to the west of the borehole building towards the north western corner. Elsewhere the LIDAR on the slopes of the hill shows more ground disturbance and also the lines of service trenches. In the south western part of the PDA there are two mounds representing two grass covered bunkers. The area of the PDA does not appear to show any evidence on the LIDAR of the possible concrete structure and Slit trenches seen within the area of the PDA seen in the 1946 aerial photograph. East of the borehole building (Area A) can be seen the different land levels with it slightly higher at the western end and eastern end of the field suggesting possibly made ground. There is a linear feature seen in the middle part of this field of unknown origin also noted on the UXO survey. By the eastern boundary (Area B) halfway along the area there is disturbed and is likely due to the earlier building that was located there (Plate 10).

5.7 Walkover Survey

- 5.7.1 The walkover survey is not intended as a detailed survey but the rapid identification of archaeological features and any evidence for buried archaeology in the form of surface scatters of lithic or pottery artefacts or earthworks. The walkover took place on the 15th of March 2022 and 16th August 2022. No archaeological finds were observed although some above ground structures remain from the time the site was in use as a military base (Plates 12-43).
- 5.7.2 The PDA is a large area around the north eastern quadrant of the hill. Within this area, there is the existing borehole building on the northern side of the access road around the bottom of the hill. To the west of the borehole building is a large area of made ground result from the dumping of rubble and is overgrown (Plate 14), therefore it has not been possible to make observations in this area. The borehole building is set into the ground (Plate 12) and immediately to the rear and to the left is more rubble and made ground (Plate 13). To the east of the building is a large, long rectangular field. The field is grass and at the western end of this field the ground is slightly higher which can be seen in Plate 29 and also on the LIDAR (Plate 11). The eastern end of the same field also appears to have been disturbed with evidence of made ground and waste material most likely remaining from the railway (Plates 32 & 33) that would have passed through the far northern section of this area on an east-west trajectory as well and the curving south of the branch line that ran along the western side of Brabazon Road. Except for this section, the line of the railway run on the northern side of the fence line of the PDA. Within this area was the metal remains of a frame to hold a water tank possible for animals (Plate 31).
- 5.7.3 The extreme south western part of the PDA on the hill side towards the top area two locked World War II bunkers covered in grass mounds (Plates 40 & 43). A third bunker is situated to the east of the Administrators buildings and this bunker does not now have a grass mound covering it (Plates 18 & 19), allowing for the concrete structure and shape to be seen. Within the area of the PDA is the 1917 built Administrative building (Plate 22, Area G) which remains in use. A World War II pillbox (Plate 44) is located in the south eastern corner (Area B) of the PDA (TQ 97 SE 126). However, it does not appear to be a standard Type 24 as there is no inner wall and the windows are not standard Type 24 openings.

5.7.4 Along the edge of the access road around the PDA and the hill, there is signs of severe rabbit disturbance (Plate 27) along with areas of additional waste (plate 42). In addition, part of the road edge on the southern side in Area C shows remains of possible earlier unknown structures (Plate 26) and this lies in the area of a large building of unknown purpose located on the track edge seen on the historical maps and aerial photographs. On this side of the hill on the southern side of the road where the land gently slopes up a large number of rectangular cropmarks were observed. These appear to follow the outlines of earlier barrack buildings that were located on the hillside as seen in Plate 24. It is clear from on the ground observations that services cross the area in a number of places.

5.8 Utilities Survey

5.8.1 The utilities survey (Appendix 14) focuses on the area to the north of the PDA on the more level ground. There are a number of service pipes leaving the borehole to/from the existing water tower on the hill. At the north eastern part of the PDA there are also more services and to the west of Rolls Avenue. In addition, there are further services alongside the track around the hill within the PDA on the southern side. The area to the west of the Borehole appears untouched by existing services.

5.9 Summary of Potential

Palaeolithic

5.9.1 The Palaeolithic period represents the earliest phases of human activity in the British Isles, up to the end of the last Ice Age. The KHER has no records from this period within the assessment area. The Stour Palaeolithic project considers that the likelihood of finds in the area from this period is very low. Therefore, the Palaeolithic potential in this area is considered **low**.

Mesolithic

5.9.2 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. The KHER has no records from this period. Therefore, it is considered that the potential for finding remains that date to this period is **low**.

Neolithic

- 5.9.3 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. The KHER has one record from this period being a stone axe where the exact location is not known and attributed to a general grid square (TQ 97 SE 16). On the higher ground to the north at Kingsborough is evidence of Neolithic activity as is to the east at Leysdown. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Bronze Age

- 5.9.4 The Bronze Age was a period of large migrations from the continent and more complex social developments on a domestic, industrial and ceremonial level. KHER has one record from this period being a Portable Antiquities Scheme find of a copper alloy ingot, which as well as being attributed to the Bronze Age, could apply for any period up to the Post Medieval (MKE106166). These finds are usually located to a corner of a grid square rather than their exact location. Therefore, it is quite possible that the location is somewhere closer towards the north area of Kingsborough where many Bronze Age finds have been found. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Iron Age

- 5.9.5 The Iron Age is, by definition a period of established rural farming communities with extensive field systems and large 'urban' centres (the Iron Age 'Tribal capital' or civitas of the Cantiaci). The KHER has one record from this period within the assessment area where the exact location of the find is not known and mentioned in 1948 being a bronze coin (TQ 97 SE 12). Again, evidence for this period is again located on the higher ground to the north. That said, south of Kingsborough, closer to the village of Eastchurch, Iron Age gold Stater coins have been found and reported under the Portable Antiquities Scheme. Given the distance from the PDA, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Romano-British

- 5.9.6 The Romano-British period is the term given to the Romanised culture of Britain under the rule of the Roman Empire, following the Claudian invasion in AD 43, Britain then formed part of the Roman Empire for nearly 400 years. The KHER has four records from

this period. Within the assessment area being that of a Roman site, most likely a farmstead within the area of the PDA (TQ 97 SE 18). Whether this is the exact location within Standford Hill is not known as the excavation was undertaken in 1967 before modern recording methods but given the individual was farming at the time, it is likely to have been away from the core prison area and the area immediately around the water tower. Consequently, the details regarding the site are not known or how much of it was revealed. However, the 1960s aerial photography does show that the extreme lower slopes to the north and north west of the hill were farmed. Like the earlier archaeological periods, Roman activity has been found along the wider area to the north, again on the higher ground, at Minster, Leysdown and Kingsborough as well as Roman evidence at Shurland Hall and it is possible that any Roman activity would have been closer to the higher ground of Standford Hill itself. There are two PAS finds located to grid squares to the outer reaches of the assessment area to the north east of Roman copper alloy bust (MKE73345) and a copper alloy mount (MKE3346). In addition, copper and silver Roman coins were reported found during trenching works in the Isle of Sheppey, c. 1918. Again information is scarce concerning the location of these. Roman were known to exploit marsh area and have saltworks in these areas close to the water's edge as evidence on the Isle of Grain and on the mainland at Rushenden, Seasalter and Halstow Creek. Due to the presence of a possible farmstead in the area, the potential for finding remains that date to this period within the confines of the development site is considered **high**.

Anglo-Saxon

- 5.9.7 KHER has one record from this period within the assessment area being a copper alloy hanging bowl located to a grid square circa to the north east on the outer reaches of the assessment area and reported under PAS (MKE96980). Eastchurch is considered to be of Saxon origin and therefore the find may be associated with the settlement. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Medieval

- 5.9.8 KHER has 13 records from this period within the assessment area. Obviously Eastchurch continued as a village through this period and nearby Parsonage Farm also known as Little Shurland and possible the site of the original church although this is not certain (TQ 97 SE 13). Being a moated site, across Kent in 2014 there were 146 known moated sites of which approximately 20 had been dated at that point. Moated sites before 1200 AD

nationally are rare, the beginning of their popularity starts in the 13th century with the peak in the late 13th century/early 14th century and Kent appears to follow this trend.

- 5.9.9 In association with the village a large number of finds have been reported under the PAS an assigned to grid squares to the north and north east of the PDA, of items lost or discarded. In addition, the marshy area south, east and south east are known to have a number of mounds identified as Medieval saltworks (TQ 96 NE 3). Given that the PDA is located southwards of the possible settlement area, the potential for finding remains that date to this period is period is considered **low**.

Post Medieval

- 5.9.10 There are five KHER records from this period within the assessment area. There are the listed building records for Parsonage Farm and garden wall (TQ 97 SE 1050; TQ 97 SE 1059). The 18th century map regression shows that the area south of Eastchurch Village was one of scattered farmsteads of which there are three farmstead records. Stonepit Farm is a more modern farmstead and not included in this HER list. Originally based at the time of the tithes, the land belonged to Parsonage Farm, although as seen in the tithe map, it was in existence at the time of the tithes. The name Stonepits Farm first appears on the 1871 census with John Hinkley, a farm bailiff with his wife and two other adults listed as farm servants. By 1881, the farm bailiff was then James Ralph with family and farm servants. Given that the PDA was part of a larger field, the potential for finding remains that date to this period is considered **low**.

Modern

- 5.9.11 KHER has 24 records dating to this period. Many of these are associated with the former Airfield and glider testing site that opened in 1909, including four Grade II listed hangers that remain from 1912 to the south of the water tower. As expected for an area of Kent that saw wartime action, the records also record three WWII crash sites as well as a number of castellated WWI practice trenches. There are no HER records within the area of the PDA. However, there have been military buildings in the study area since 1917 and the majority were demolished during the second half of the 20th century with the exception of the Administrator building. A plan of Eastchurch Airfield is provided in Plate 10.
- 5.9.12 Located on the top of the hill, the water tanks allowed for the water to be fed by gravity elsewhere across the site with the water initially pumped up from the borehole to the

water tower. It appears from the mapping that there are different buildings located in the area of the borehole. The original borehole building, and tanks was circa 10m to the west of the present borehole buildings. The far north eastern part of the PDA being close to Eastchurch Station, and the branch line would have been a useful area for storage during construction with the area later having a tennis court. Certainly, there is evidence on the ground of possible waste from the time of the railway and due to the tennis court, this may explain why this end of the field is made ground. This field on the northern side of the access road would have had slit trenches constructed by the road side which were close to the barrack buildings. The potential for finding remains dating to this period in the PDA is considered **high**.

Unknown

5.9.13 There are five records that have not been attributed to any specific period. The majority of these are for cropmarks outside of the area of the PDA that are for earthworks (TQ 96 NE 1030), enclosures (TQ 96 NE 1081) and some are rectangular (TQ 97 SE 93; TQ 96 NE 1036) The locations of these cannot be attributed to any structures associated in the 1917 or 1946 aerial photographs. One record is for copper alloy slag (MKE106165) reported under the PAS scheme of unknown date.

Overview

5.9.14 This desk-based assessment has considered the archaeological potential of the site, but this potential can only be tested by fieldwork. The desk-based assessment has considered the archaeological potential of the site. Archaeological investigations in the vicinity, map research, the historical environment record results and recent archaeological investigations have shown that the PDA may contain archaeological sites, and these can be summarised as:

- Prehistoric: **low**
- Iron Age: **low**
- Roman: **high**
- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **low**

- Modern: **high**

6 IMPACT ASSESSMENT

6.1 Introduction

6.1.1 Cartographic Regression, Topographical Analysis, and Historic Research have provided evidence for the historic use of the site. By collating this information, we have assessed the impact on previous archaeological remains through the following method of categorisation:

- **Total Impact** - Where the area has undergone a destructive process to a depth that would in all probability have destroyed any archaeological remains e.g., construction, mining, quarrying, archaeological evaluations etc.
- **High Impact** – Where the ground level has been reduced to below natural geographical levels that would leave archaeological remains partly in situ either in plan or section e.g., the construction of roads, railways, buildings, strip foundations etc.
- **Medium Impact** – Where there has been low level or random disturbance of the ground that would result in the survival of archaeological remains in areas undisturbed e.g., the installation of services, pad-stone or piled foundations, temporary structures etc.
- **Low Impact** – Where the ground has been penetrated to a very low level e.g., farming, landscaping, slab foundation etc.

6.2 Historic Impacts

6.2.1 Cartographic regression (5.5), Topographic analysis (1.2) and Historical research (5.4) indicate that until the opening of the airfield the PDA appears not to have been built on. Following extensive work at the site in 1916 and 1917, a number of military buildings were added on the lower slopes of the hill with an access road around the hill. In the north western corner of the study site a borehole was used to pump water up to the water tower at the top of the hill. The original borehole building located in the area circa 10m west of the present building and is now an area covered by rubbish. It is possible that below ground remains of the earlier borehole building and tanks remain although due to the current rubbish it has not been possible to survey this area. The construction of the original borehole in the early 20th century is likely to have some disturbance on earlier archaeology should it exist. Initially it appears that the field to the east of the borehole (Area A) was used to assist with the construction of the air base. In the Second

World War, bunkers (Areas E & G) and a pillbox (Area B) were added within the study area as well as a number of slit trenches (Areas A, F & E). Only the area east of the borehole (Area A) does not appear to have been built on and potentially the least disturbed area within the study area although there does appear to have been made ground at either end of this field and around the existing borehole building with disturbance also expected for the area to the west being the site of the original borehole building and tanks, now demolished. It is possible other structures may have come and gone without being recorded as well as earlier period unknown archaeology. Many of these 20th century military buildings appears to have remains below ground as seen by the rectangular cropmarks. Therefore, the historical impact is considered to be high in the area of the now demolished military buildings, including the area of the original borehole and medium elsewhere.

- 6.2.2 Across the area as a whole, it would have been subjected to bombing during the Second World War. Due to the London Clay any bombs when hitting the ground usually sank well below ground level before detonating. This resulted in many blasts being absorbed by the ground possible down to a depth of 13m and the effect being of mud thrown up (Peter West, EAM, pers. comms.). As a consequence, any areas hit by exploding bombs would have had a high/total historical impact. The UXO report suggests that one bomb location is in the field east of the borehole. Also, it cannot be completely certain that all of them exploded and there is the possibility that unexploded bombs may remain as given by the moderate UXO hazard level assigned in the UXO report. The exact location of all the bomb strikes are not known and therefore there is an element of uncertainty of historical impact across the whole area as a result. In addition, the hill side has been subjected to rabbit activity which appears to have caused significance disturbance and therefore also to any potential archaeology. In addition, parts of the study area have been subject to the dumping of rubbish preventing closer analysis of those areas.

Proposed Impact

- 6.2.3 The proposed development is for a replacement water tower and pumping station. The report is a feasibility study to consider the most appropriate location for the proposed development. The archaeological assessment identifies that the areas on the southern side of the access road is likely to encounter extensive remains of the original military buildings, which should be ideally preserved in-situ. The area least impacted historically appears to be in the field to the east of the existing borehole (Area A). Although this

area has had some impact from slit trenches, possible bomb strike and evidence of made ground. It is at the western end of this field that also has minimal impact from existing services. Immediately surrounding the existing borehole (Area F), the archaeology is unknown and there appears to have been disturbance and made ground. In addition, to the west was the site of the original borehole building and tanks and therefore any proposed development in this area is likely to encounter below ground remains of these early 20th century buildings. The services and pipework from the proposed development could potentially follow the existing edge of the road and consideration should also be given as to the potential military remains associated on the road side although it is likely that these may already be in already disturbed ground from existing services. Consequently, overall, the proposed impact is therefore considered to be high/total on any archaeological remains.

7 SIGNIFICANCE

7.1 Introduction

7.1.1 Archaeological Significance is assessed under a number of criteria, which includes, Period, Group Value, Survival/Condition, Fragility/Vulnerability, Diversity and Potential. These criteria are the same as used by the Government in the scheduling of ancient monuments and provide a useful framework in assessing significance and also pulls together and summarises the findings in the report.

7.2 Significance Criteria

Period

7.2.1 There is archaeological significance within the assessment area of high potential for the Roman, and modern period. There is low potential for all other periods. This has been evidenced by the 1967 small excavation revealing a potential Roman farmstead, although the exact location is unknown. The site also having evidence pertaining to the earlier First World War buildings and also from the Second World War relating to the use of the site as an airfield post 1909. One cannot discount the possibility of earlier Prehistoric activity at the hilltop site given the topography of the hill standing out set within the landscape.

Documentation

7.2.2 The historical and landscape development of the PDA can be understood reasonably well from the cartographic, archive, photographic and other sources. The documents and photographs held at the Eastchurch Aviation Museum have provided evidence of prior structures and land use for the first half of the 20th century although it has not been possible to determine all known structures and their usage. It is possible that further detailed research nationally may uncover more documentary evidence.

Group Value

7.2.3 The potential for archaeology at the PDA has group value in potentially providing more information regarding the use of the area as part of the airfield during the First and Second World War. Any evidence pertaining to the Roman period will potentially have group value in understanding the use of the Roman landscape across Sheppey.

Survival / Condition

7.2.4 The overall survival of any potential archaeology is uncertain given the historical impact from the bombing of the airfield in the Second World War and that not all areas could be surveyed. Aside from the 20th century buildings and slit trenches from the Second World War, there appears little else by way of development. It is possible that some structures seen on the 1946 aerial photograph may have been temporary in nature and left little by way of evidence.

Fragility / Vulnerability

7.2.5 Any potential archaeological remains within the area of the PDA, should they survive in-situ will be vulnerable to damage during the proposed development from foundations and services.

Diversity

7.2.6 There is little by way of diversity, and it appears that the majority of past archaeological activity would have occurred on the high ground on Sheppey to the north, although it appears there is the chance of a Roman farmstead in the vicinity. With the PDA located away from settlement areas on the lower ground in an agricultural area, it was only from 1909 was the area intensely used as an airfield with remains from both World Wars possible for the Modern period.

Potential

7.2.7 The impact assessment concludes that the site has a high potential for archaeological remains.

Significance

7.2.8 Based on the information gained in this report, it can be concluded that the site is of high archaeological interest. There is the potential to discover more of the use of the area in the Roman period due to the possibility of a Roman building somewhere in the vicinity. In addition, the PDA located close to a distinctive hill would have probably attracted attention in the Prehistoric period despite activity for the Prehistoric period mainly being on the higher ground to the north of the island.

7.2.9 In addition, the use of the site as an airfield in one of the earliest periods of aviation in the UK means that it is a site of national significance. The Site is one that carries significance with group value as part of a wider defensive landscape. Much of the PDA to the south of the road having been built on as well as the original borehole structure on the northern side of the road. However, parts of the area of the PDA to the east of

the existing borehole do not appear to have been used extensively in this very early period except as a possible storage area to assist with construction being close to the railway, as well as use with slit trenches for the personnel. Servicemen and pilots for the two World Wars would have left behind traces from their time there, as well as defence in the Second World War with possible other unknown structures. The proposed development provides a rare opportunity to investigate area of the First and Second World War air base in the landscape in an attempt to better understand the varied World War structures that may have occurred in the area.

8 ARCHAEOLOGICAL MITIGATION

8.1 Introduction

- 8.1.1 The purpose of this archaeological desk-based assessment was to provide an assessment of the contextual archaeological record in order to determine the potential survival of archaeological deposits that may be impacted upon during any proposed construction works.
- 8.1.2 The assessment has generally shown that the area to be developed is within an area of high potential for Roman and Modern periods with low potential for all other periods. Whilst the historical documentation has allowed for the identity of a number of buildings in the area of the PDA, it is possible that other structures have been and gone that we are not aware of, along with the uncertainty caused by the explosive historical impact of the Second World War bombing across the area. With regards to the Roman farmstead, the exact location and plan of this is not known.
- 8.1.3 The development proposals are likely to cause a high impact upon any potential archaeology. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities. The UXO geophysical survey has identified a number of possible targets for investigation many of which lie in the field next to the existing borehole and is recommended as an area of least historical impact on possible surviving archaeology. Any UXO investigation on those targets should be accompanied by an archaeological watching brief. The area west of the existing borehole was not able to be surveyed. Following the UXO investigation there is recommended to be an archaeological evaluation based on the final location decided for the proposed water tower with watching briefs associated with any service trenches required. Any archaeological evaluation should be supported by a UXO watching brief. Should significant below ground remains be encountered then further archaeological works may be required and the possibility that changes to proposals are required in order that significant remains are left in-situ.

9 CONCLUSION

9.1.1 Given the historical significance of the site, an archaeological investigation would likely be required anywhere within the study area. The feasibility study has reviewed the assessment area provided and concludes that from an archaeological perspective, the area of least impact in coming across existing below ground structures and remains is the field to the east of the borehole. The eastern end of this field is likely to have been disturbed by the railway branch line with the central part possibly by bombing. The western end of the field closest to the bore appears least disturbed although there is the possibility of encountering a World War II slit trenches. It is also likely that any pipework from the proposed development to elsewhere on the site can take advantage of existing areas of service trenches that have already disturbed below ground areas. The area west of the existing borehole was not able to be observed but is likely to contain remains of the earlier borehole structure and tanks. The construction of which in the early 20th century is likely to have some disturbance on earlier archaeology should it exist. Areas south of the access road around the hill are likely to encounter significant Modern archaeological remains, which ideally should remain in-situ and therefore it is recommended that this area is avoided as a potential location for the proposed development.

10 OTHER CONSIDERATIONS

10.1 Archive

10.1.1 Subject to any contractual requirements on confidentiality, two copies of this desk-based assessment will be submitted to the LPA and Kent County Council (Heritage) within 6 months of completion.

10.2 Reliability/Limitations of Sources

10.2.1 The sources that were used in this assessment were, in general, of high quality. The majority of the information provided herewith has been gained from either published texts or archaeological 'grey' literature held at Kent County Council, and therefore considered as being reliable.

10.3 Copyright

10.3.1 Swale & Thames Survey Company and the author shall retain full copyright on the commissioned report under the Copyright, Designs and Patents Act 1988. All rights are reserved, excepting that it hereby provides exclusive licence to Ministry of Justice (and representatives) for the use of this document in all matters directly relating to the project.

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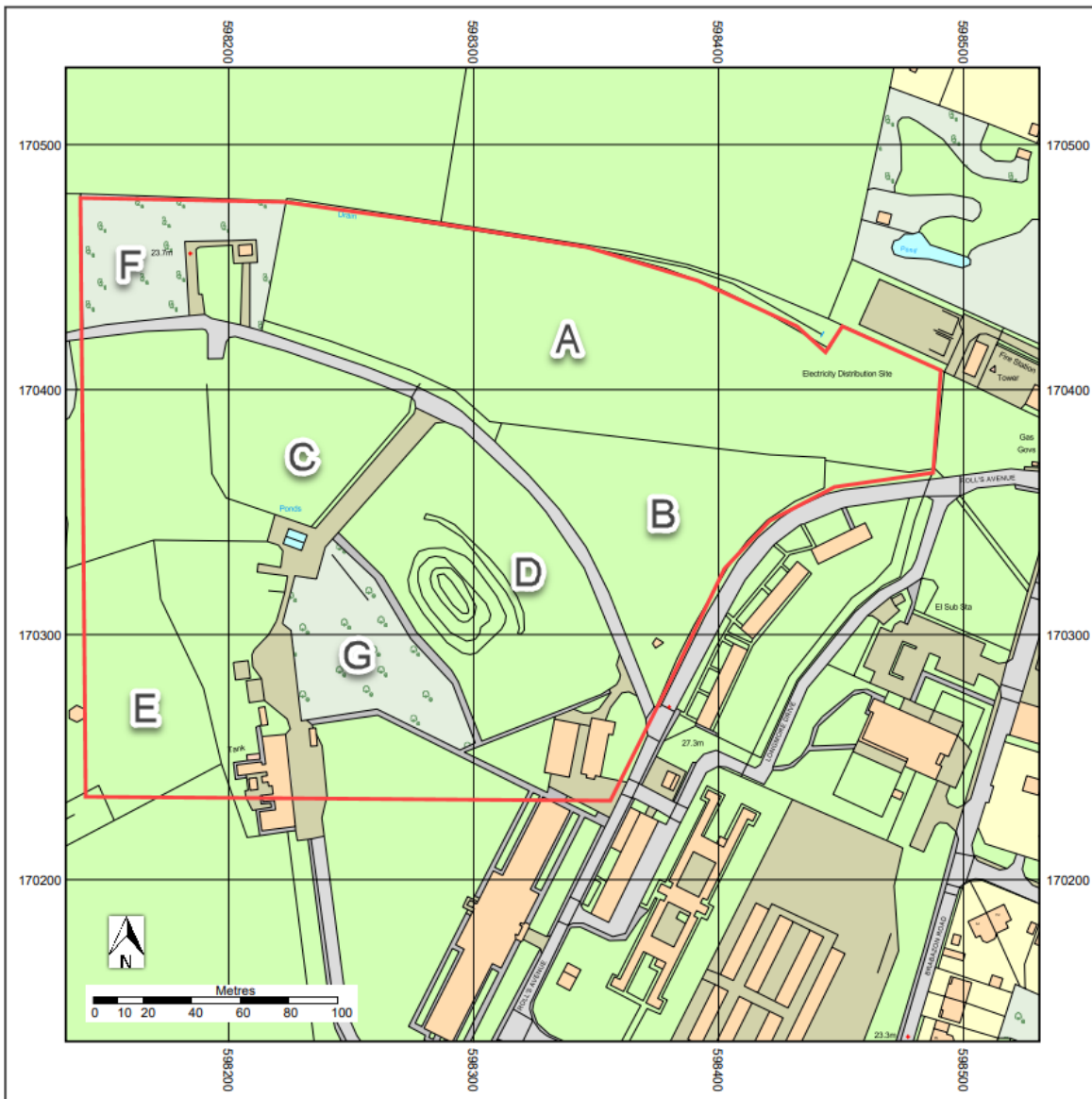
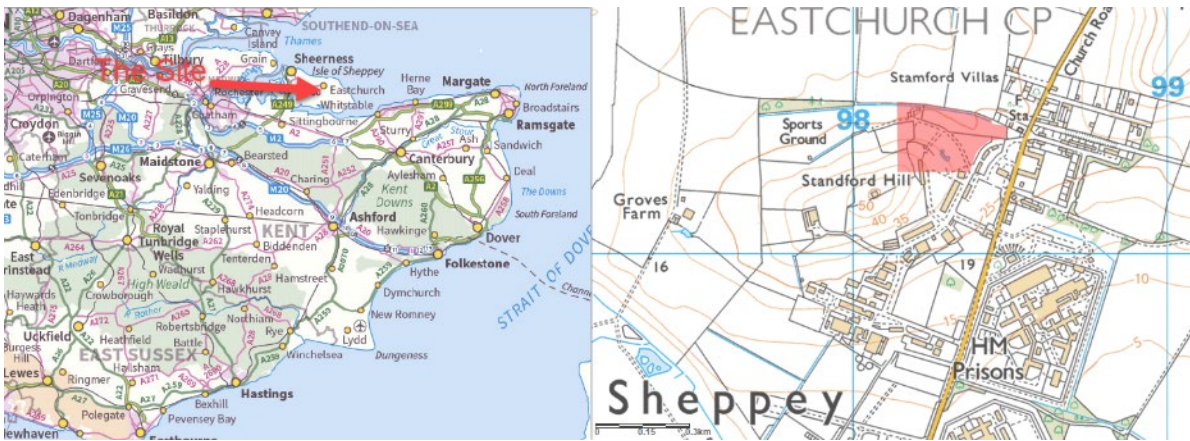


Figure 1: Location Maps.



Figure 2: Symondson Map, 1596

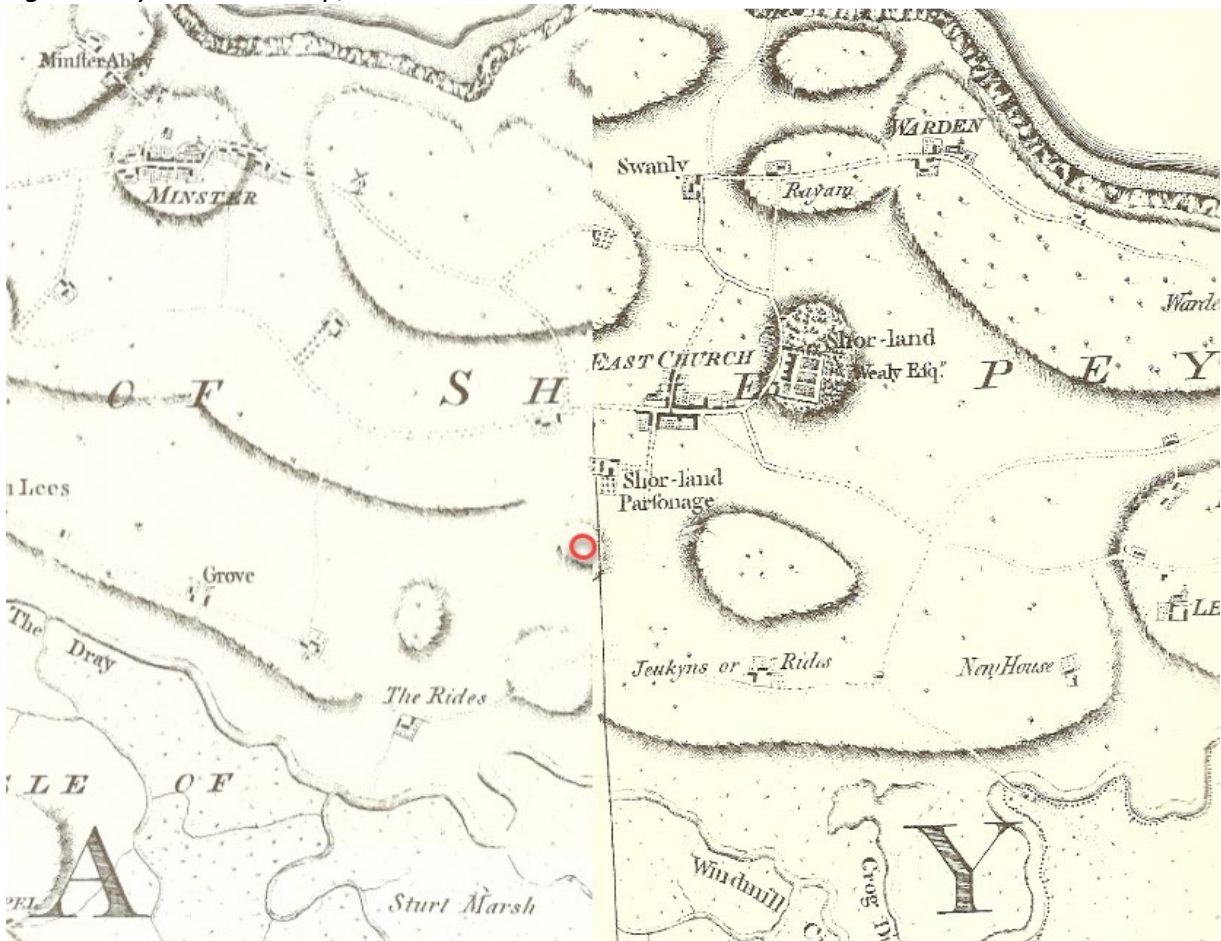


Figure 3: Andrew and Dury's Map, 1769

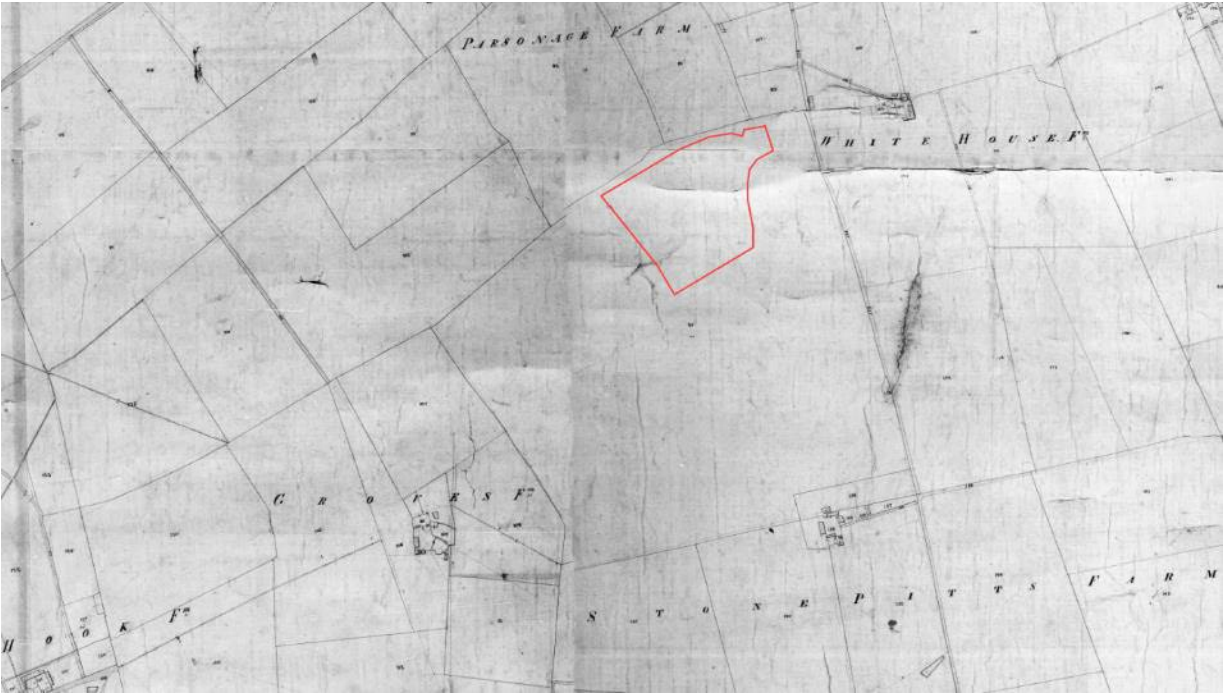


Figure 4: Eastchurch Tithe Map, 1842

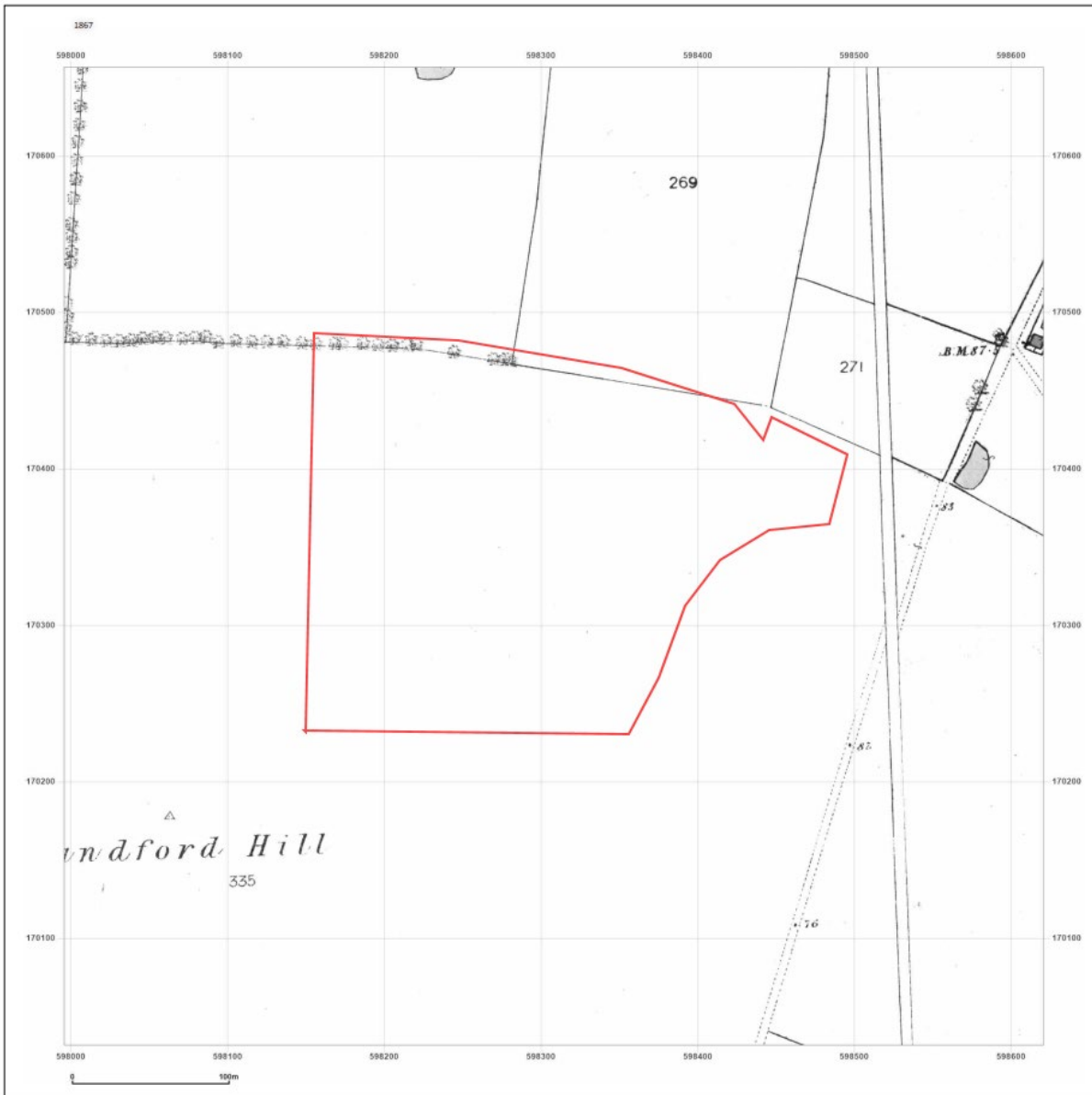


Figure 5: Historic OS Map, 1867

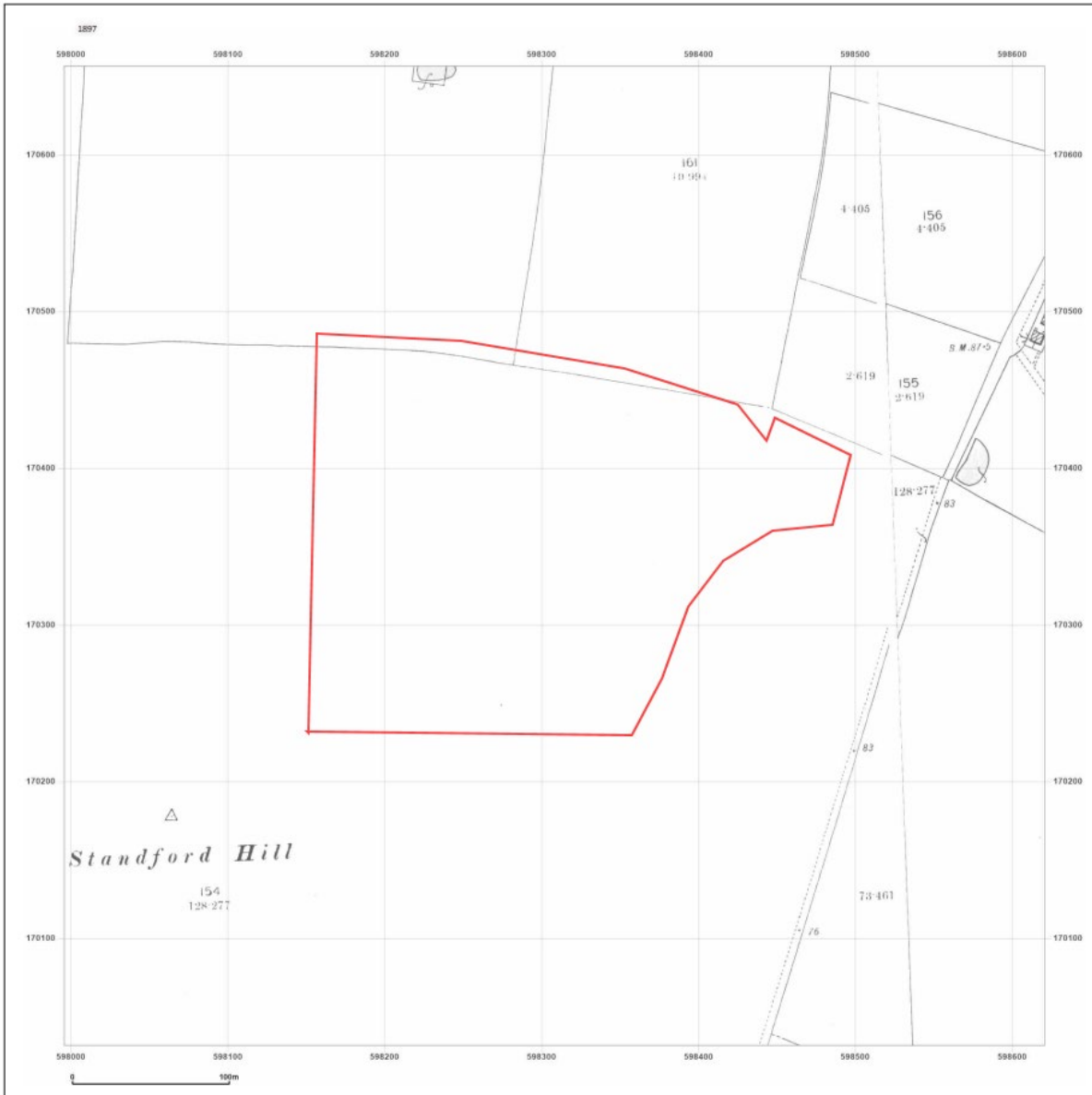


Figure 6: Historic OS Map 1897



Figure 7: Historic OS Map 1908

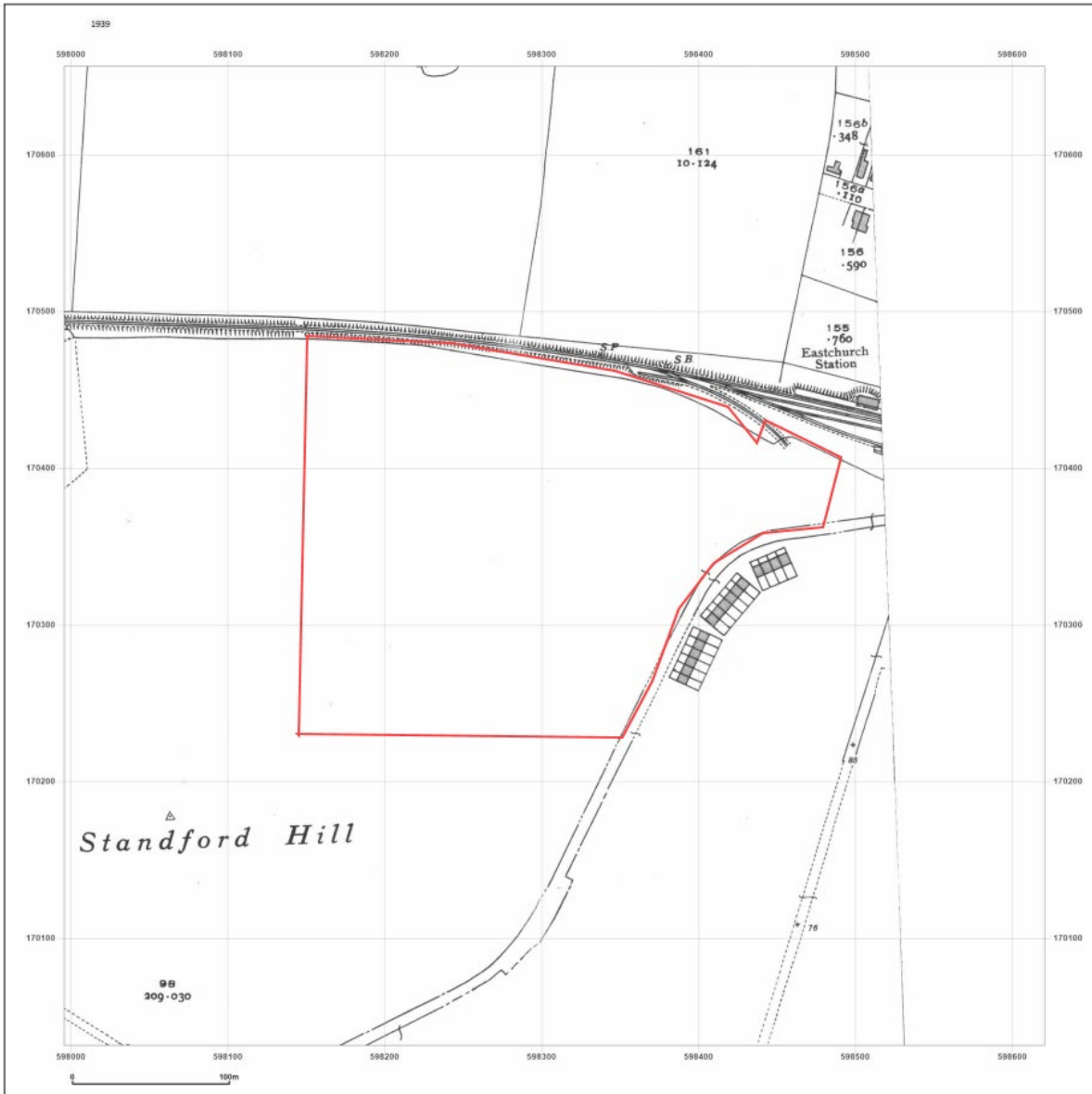


Figure 8: Historic OS Map, 1939



Figure 9: Historic OS Map, 1964-1965

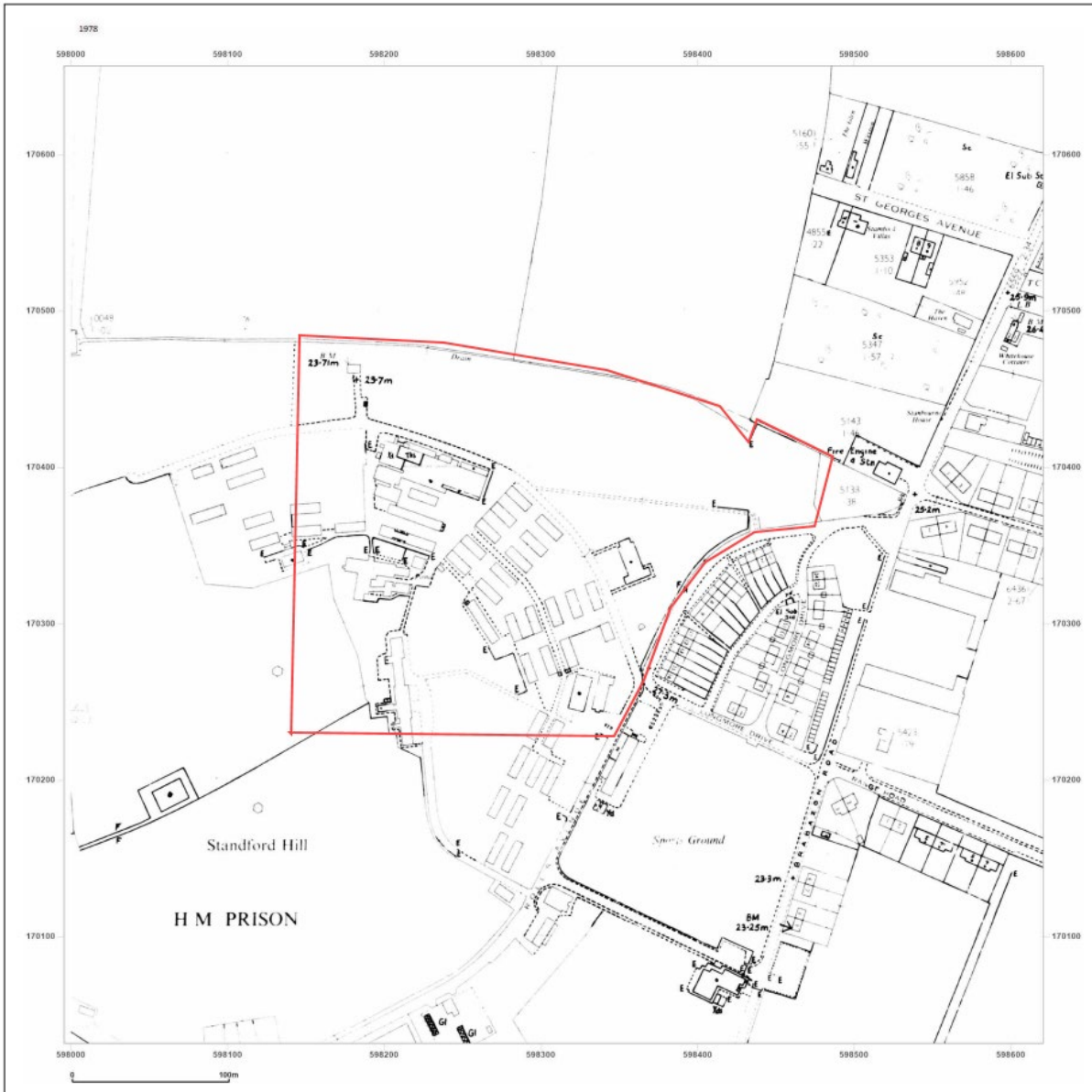


Figure 10: Historic OS Map, 1978



Figure 11: Historic OS Map 1993



<i>Building Number</i>	<i>Description</i>
13-14	<i>Barrack Hut</i>
15-16	<i>Barrack Block</i>
17-21	<i>Barrack Hut</i>
22	<i>Dining Room and Cookhouse</i>
22a	<i>Butchers Stop and Stores</i>
23	<i>Messing Office and Stores</i>
24-25	<i>Bath House</i>
26-35	<i>Barrack Block</i>
36	<i>Ablution and Latrines</i>
37-41	<i>Barrack Block</i>
42-43	<i>Store Ration</i>
44-45	<i>Barrack Hut</i>
46	<i>Shops; barbers, shoemakers and tailor</i>
48	<i>NAAFI Grocery Bar</i>
136	<i>Barack Hut</i>
47	<i>Station Sick Quarters</i>
49	<i>Institute No 1</i>
17A	<i>Bore Hut No 2</i>

Figure 12: Air Ministry Plan of Eastchurch 1943 with key to the buildings within the area of the PDA (Eastchurch Aviation Museum)

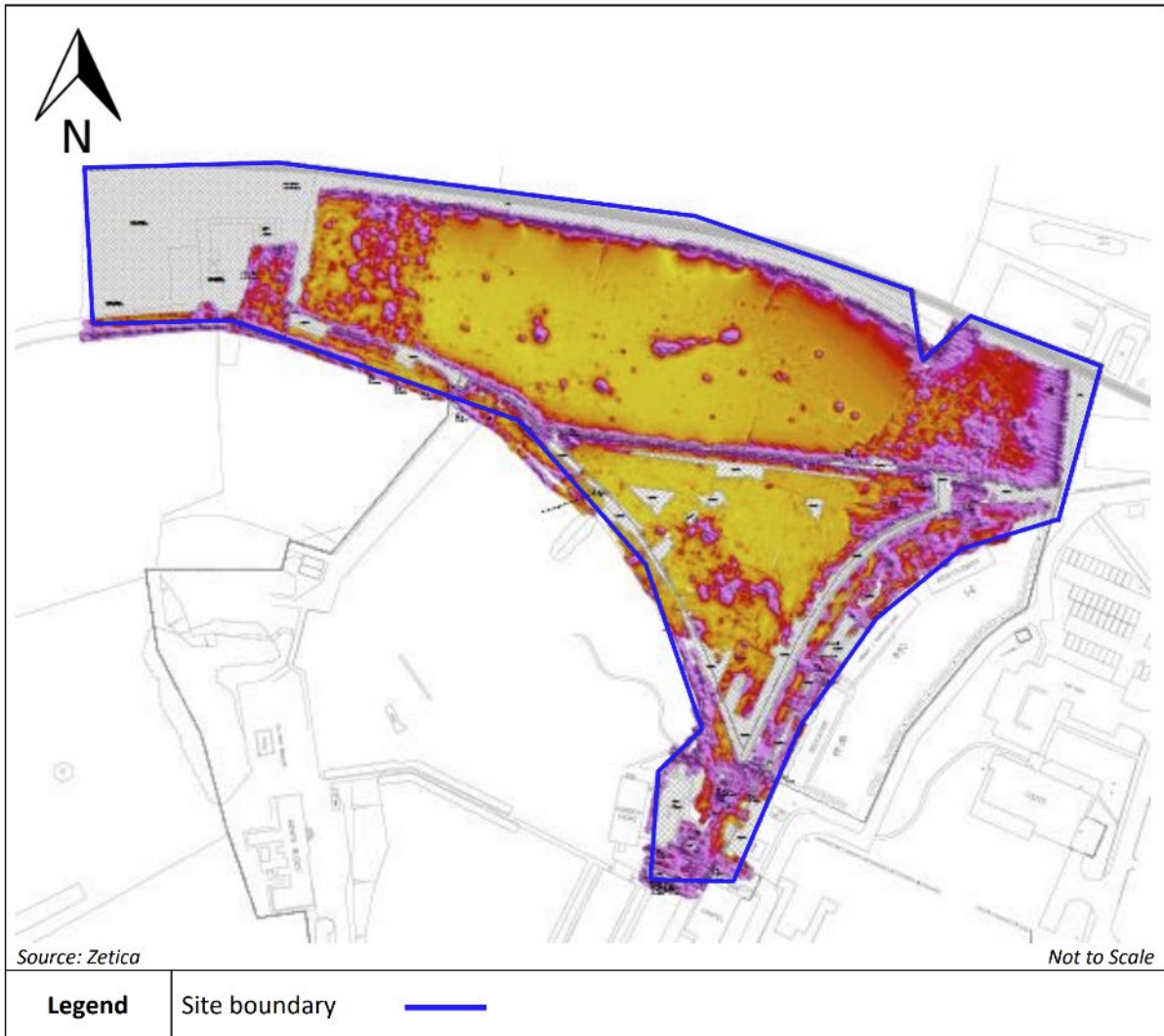


Figure 13: Magnetometry results (Zetica, 2022)

12 APPENDIX 1 – KCC HER DATA (SEE FIGURES 14-18).

KHER	Type	Location	Period	Description
TQ 97 SE 127	MON	c. 655m E	Modern	Second World War Type 24 pillbox visible on 1946 aerial photos. PILLBOX (TYPE FW3/24): Type 24 pillbox visible on 1946 aerial photos. Believed extant in 2020 when data supplied by Pillbox Study Group
TQ 97 SE 123	MON	c. 905m ENE	Modern	RAF Eastchurch Second World War Type 24 Pillbox.
TQ 96 NE 1089	MON	c. 1150m ESE	Modern	RAF Eastchurch Second World War Type 24 Pillbox.
TQ 96 NE 1086	MON	c. 1380m SSE	Modern	RAF Eastchurch Second World War Type 22 AA Pillbox.
TQ 96 NE 1088	MON	c. 315m S	Modern	RAF Eastchurch Second World War Type 22 AA Pillbox.
TQ 96 NE 1087	MON	c. 400m WSW	Modern	RAF Eastchurch Second World War Pillbox
TQ 97 SE 124	MON	c. 340m WSW	Modern	RAF Eastchurch Second World War Type 24 Pillbox.
TQ 97 SE 119	MON	c. 350m WNW	Modern	RAF Eastchurch Second World War Pillbox
TQ 97 SE 125	MON	c. 420m NW	Modern	RAF Eastchurch Second World War Type 24 Pillbox.
TQ 97 SE 120	MON	c. 80m NE	Modern	RAF Eastchurch Second World War Type 22 AA Pillbox.
TQ 97 SE 121	MON	c. 30m ESE	Modern	RAF Eastchurch Second World War Type 22 AA Pillbox.
TQ 97 SE 118	MON	c. 45m SE	Modern	Second World War Battle Headquarters, small and with no emergency escape provision.
TQ 97 SE 120	MON	c. 80m NE	Modern	RAF Eastchurch Second World War Type 22 AA Pillbox.

KHER	Type	Location	Period	Description
TQ 97 SE 126	MON	c. 295m ENE	Modern	Possible Second World War Type 24 pillbox marked on OS 1:2500 map
TQ 97 SE 12	FS	c. 1060m W	Late Iron Age to Roman	Bronze Coin. Autonomous bronze coin of Mytilene from Sheppey. Present location of coin not ascertained. Mentioned in 1948.
TQ 97 SE 16	FS	c. 1060m W	Neolithic	Stone Axe. A polished stone axe from the Isle of Sheppey is in the Cambridge University Museum of Arch. and Ethnology. Acc. No.51.448. Ex Sedgwick Museum of Geology.
TQ 97 SE 10	FS	c. 1060m W	Roman	Copper and silver Roman coins reported found during trenching works in the Isle of Sheppey, c. 1918.
TQ 96 NE 1090	MON	c. 720m SW	Modern	Possible Second World War Type 24 pillbox marked on OS 1:2500 map
TQ 96 NE 41	MON	c. 270m SE	Modern	Eastchurch Military Airfield, Isle of Sheppey, Kent
TQ 96 NE 42	MON	c. 205m SSE	Modern	HM Prison Stanford Hill, Eastchurch, Isle of Sheppey. Formed as an open prison in 1950, using converted buildings from those lying derelict at Eastchurch Military Airfield.
TQ 97 SE 1050	LB	c. 890m NE	Post Medieval	Parsonage Farmhouse. Grade II listed (1258070). Built in the early C17
TQ 97 SE 1059	LB	c. 925m NE	Post Medieval	Garden Walls to Parsonage Farmhouse. Grade II listed (1259758).
TQ 96 NE 3	MON	c. 710m ESE	Medieval to Post Medieval	Medieval salt mound. Salt-working mound situated on the Eastchurch Marshes at TQ 9878 6998: there is the remains of a modern building on the summit.
TQ 97 SE 13	MON	c. 885m NE	Medieval to Post Medieval	Parsonage farm. In the Valor of 1535, the possessions of Boxley Abbey included the parsonage of Eastchurch. Gabriel Livesay, who died in 1622, and whose arms appear upon one of the mantlepieces, probably rebuilt the house. Parsonage Farm is supposed to be the site of the original parish church of Eastchurch. There are Tudor bricks incorporated in the fabric and the foundations appear to be of an older period, though otherwise the house has little appearance of age internally. The old square gatehouse remains, showing its distinct bricks of the period, and also the fine old, thatched tithe barn of the parish. Surrounding the house are the remnants of a large rectangular moat. The south arm only, with retaining bank survives, part water-filled, though the east and west arms are faintly traceable as shallow depressions.
TQ 97 SE 18	MON	Adjacent to PDA	Roman	Roman farmstead. A Roman site, presumably a small farmstead occupied during the third quarter of the 1st cent.A.D., was discovered in 1967 during farming work on Stanford Hill.

KHER	Type	Location	Period	Description
				Mr. F. Oakes carried out a small excavation and collected pottery sherds, animal bones, and some briquetage.
TQ 97 SE 76	MON	c. 25m SE	Modern	Standford Hill glider testing site was the site only Charles Rolls experimental glider flights in 1909.
TQ 96 NE 1080	LB	c. 340m SSW	Modern	Four Hangers. Grade II listed (1391502). 1912, built by the engineers Harbrows for the Admiralty. Steel-framed, with stanchions at 10 ft centres; lower sections of party walls separating hangars and the same stratum of their front elevation are of coarse concrete blocks; corrugated iron cladding; all roofs are of felt on timber boarding.
TQ 96 NE 1081	MON	c. 245m SSW	Unknown	Cropmark of a rectangular enclosure, to the south of Eastchurch visible as a cropmark in Google Earth image from December 2003.
TQ 97 SE 35	MON	c. 480m ENE	Modern	Site of Eastchurch station. Opened 1901, closed 1950. Single timber built corrugated tin clad station building, now demolished and site over grown.
MKE85662	FRM	c. 590m W	Post Medieval	Grove. A loose courtyard plan farmstead with buildings to three sides of the yard. Altered - significant loss of original form (more than 50%).
MKE85729	FRM	c. 625m E	Post Medieval	White House. A loose courtyard plan farmstead with buildings to two sides of the yard. Farmstead completely demolished.
MKE85731	FRM	c. 905m NE	Post Medieval	Parsonage Farm. A regular multiyard farmstead. Altered - significant loss of original form (more than 50%).
TQ 97 SE 93	MON	c. 110m W	Unknown	Rectilinear parch mark, to the west of Stanford Hill. Visible in the aerial photographs of 1990, 2003 and 2008.
TQ 97 SE 110	CRA	c. 175m SSW	Modern	Crash site of Supermarine Spitfire I. crash landed and burned 26th August 1940 on perimeter of RAF Eastchurch. Pilot injured. Aircraft written off.
TQ 96 NE 1000	MON	c. 520m SSE	Modern	The Royal Aero Club flying ground, home of the Short Brothers Factory, Eastchurch
TQ 96 NE 1036	MON	c. 805m S	Unknown	Possible rectangular cropmark. Identified 1996
TQ 96 NE 1031	MON	c. 715m WSW	Modern	Castellated trench system, Eastchurch. Thought to be a practice trench system for 20th century world war defence. Identified from aerial photographs
TQ 96 NE 1030	MON	c. 880m SW	Unknown	Earthwork
MKE106165	FS	c. 570m NNE	Unknown	PAS find. Unknown Copper alloy slag

KHER	Type	Location	Period	Description
MKE106166	FS	c. 570m NNE	Early Bronze Age to Post Medieval	PAS find. Bronze Age Copper alloy ingot
MKE106167	FS	c. 570m NNE	Medieval to Post Medieval	PAS find. Medieval Tin or tin alloy ingot
MKE106211	FS	c. 885m NNE	Medieval to Post Medieval	PAS find. Medieval Copper alloy thimble
MKE106214	FS	c. 885m NNE	Medieval to Post Medieval	PAS find. Medieval Copper alloy thimble
MKE106269	FS	c. 840m NNE	Medieval	PAS find. Medieval Lead Alloy ampulla
MKE113933	FS	c. 715m NNW	Medieval to Post Medieval	PAS find. Medieval silver finger ring
TQ 97 SE 77	Landscape	c. 860m NE	Modern	Parsonage Farm
TQ 97 SE 1071	MON	c. 260m N	Modern	Queenborough and Leysdown Light Railway
EVENTS				
ID	Type	Distance	Year	Name
EKE4058 /EKE4563	Excavation		1967	HM Prison, Eastchurch. Discovered during farming work on Stanford Hill. Mr. F. Oakes carried out a small excavation and collected pottery sherds, animal bones, and some briquetage.
EKE10555	Evaluation		2007	Swaleside Prison, Sheppey. Three evaluation trenches were dug across the former sports field within the walls of the prison. No archaeological finds or features were encountered.
EKE12675	Watching Brief		2012	HMP Stanford Hill wind energy development, Eastchurch. A first phase of monitoring of groundworks on an access road, construction compound and two wind turbines. No archaeological finds or features were observed.

Figure 14: Gazetteer of KHER Records

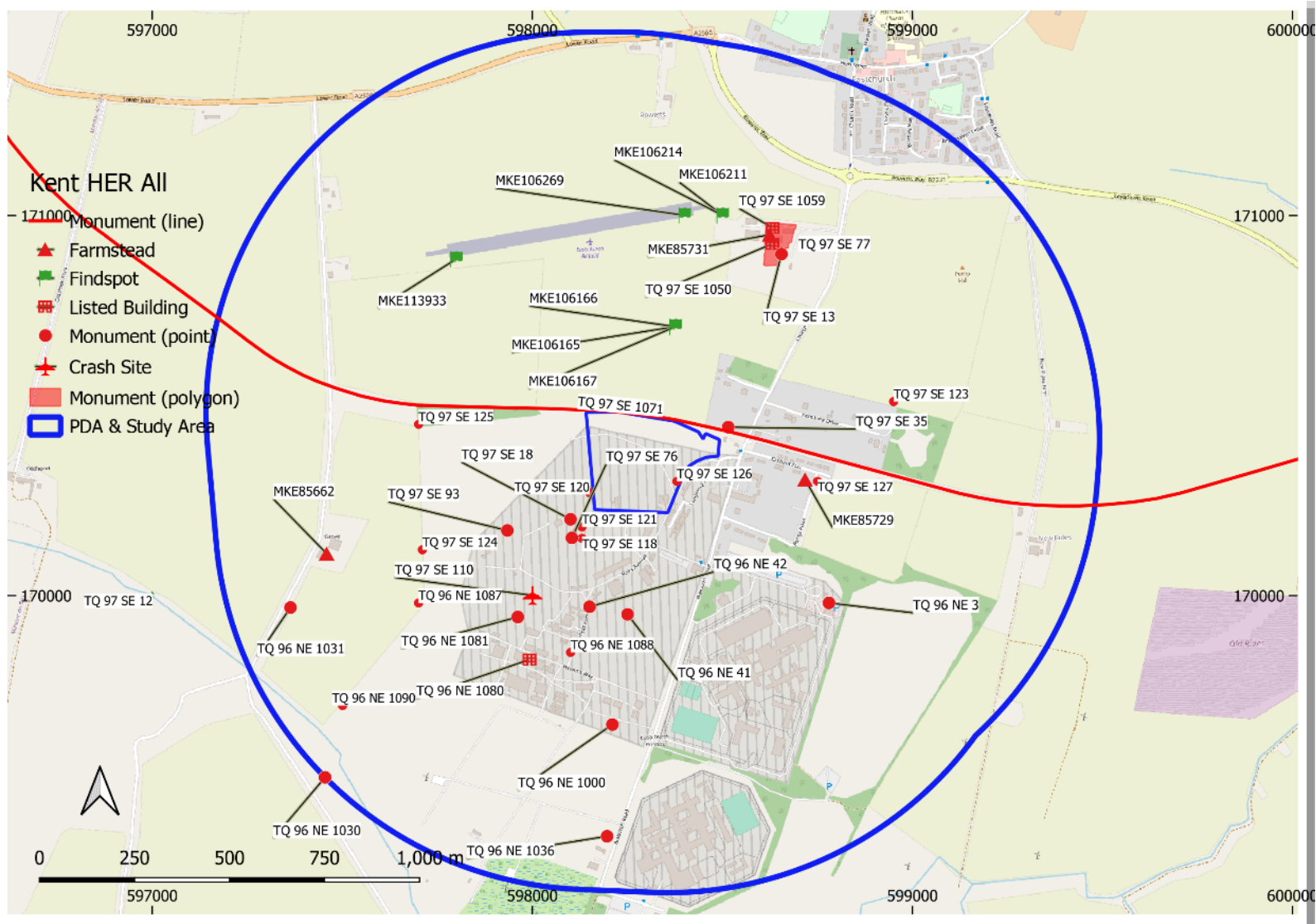


Figure 15: KHER Monument Record – All

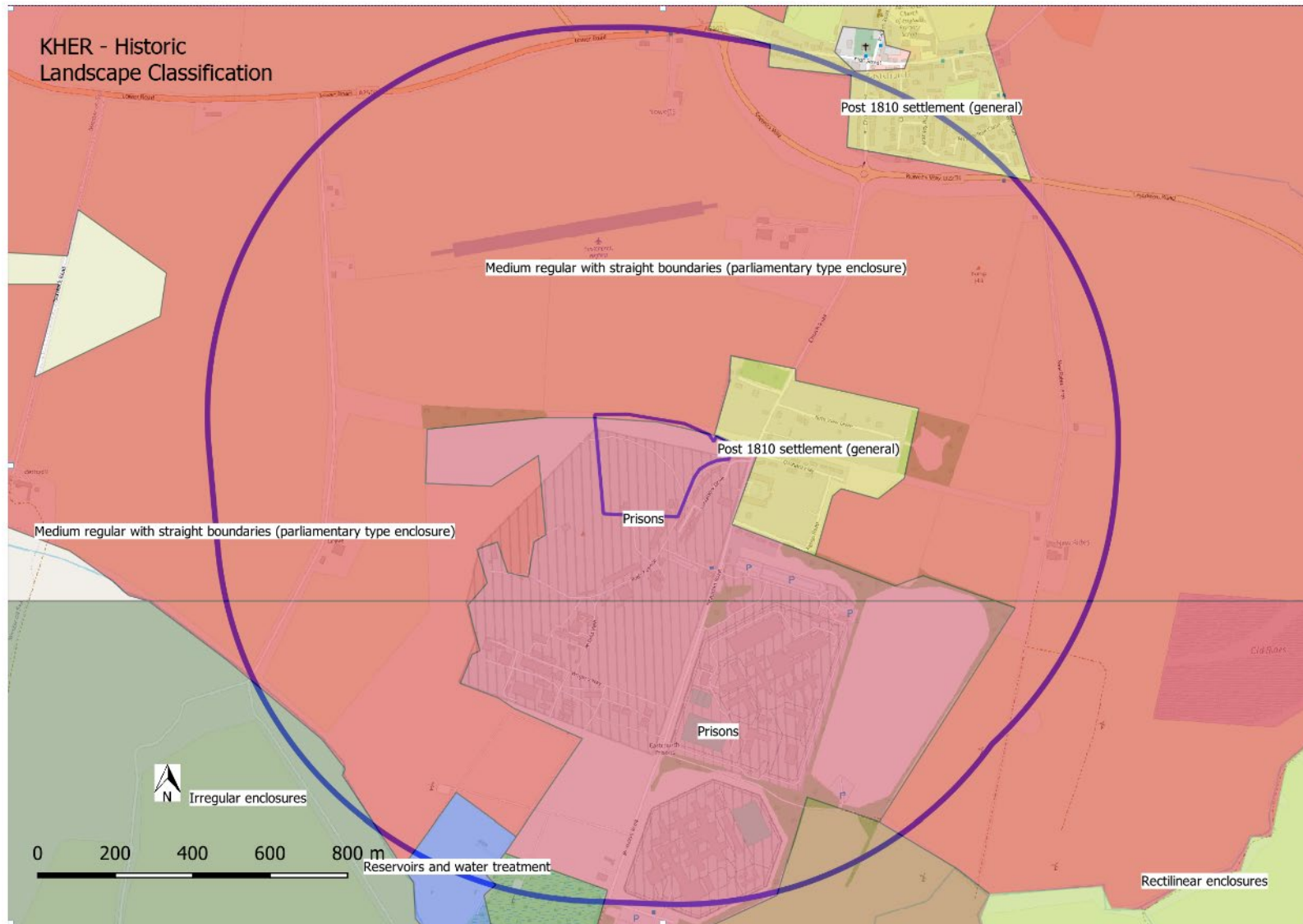


Figure 16: KHER Historic Landscape Characterisation



Figure 17: KHER Stour Palaeolithic Characterisation Area

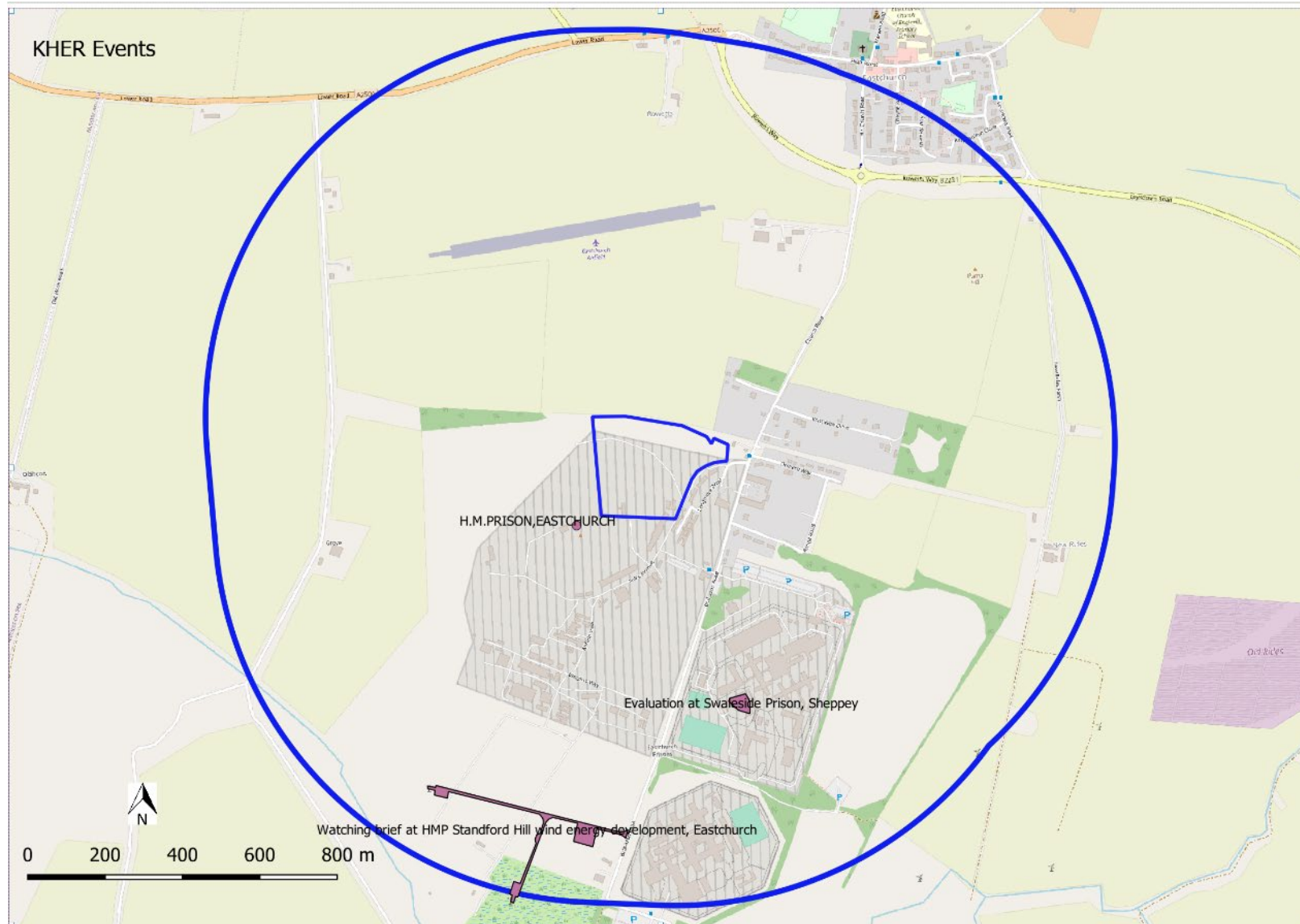


Figure 18: KHER Events

13 PHOTOGRAPHS



Plate 1: Aerial Photograph 1916 (Eastchurch Aviation Museum)



Plate 2: Believed to be late 1916 (Eastchurch Aviation Museum)

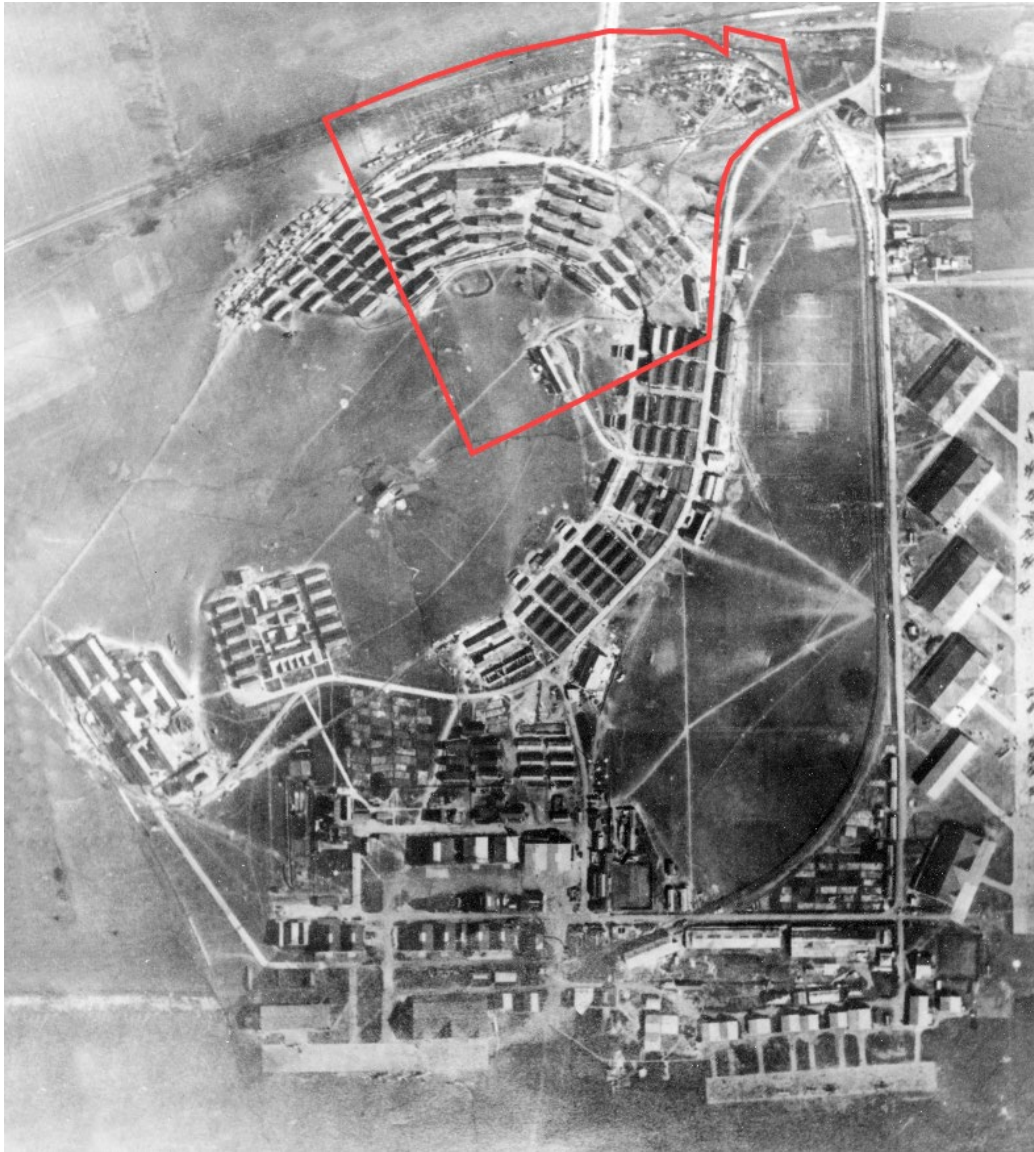


Plate 3: Aerial Photograph 1917 (Eastchurch Aviation Museum)



Plate 4: 1946, Post World War II (Eastchurch Aviation Museum)



Plate 5: 1946 Close up (Google Earth)

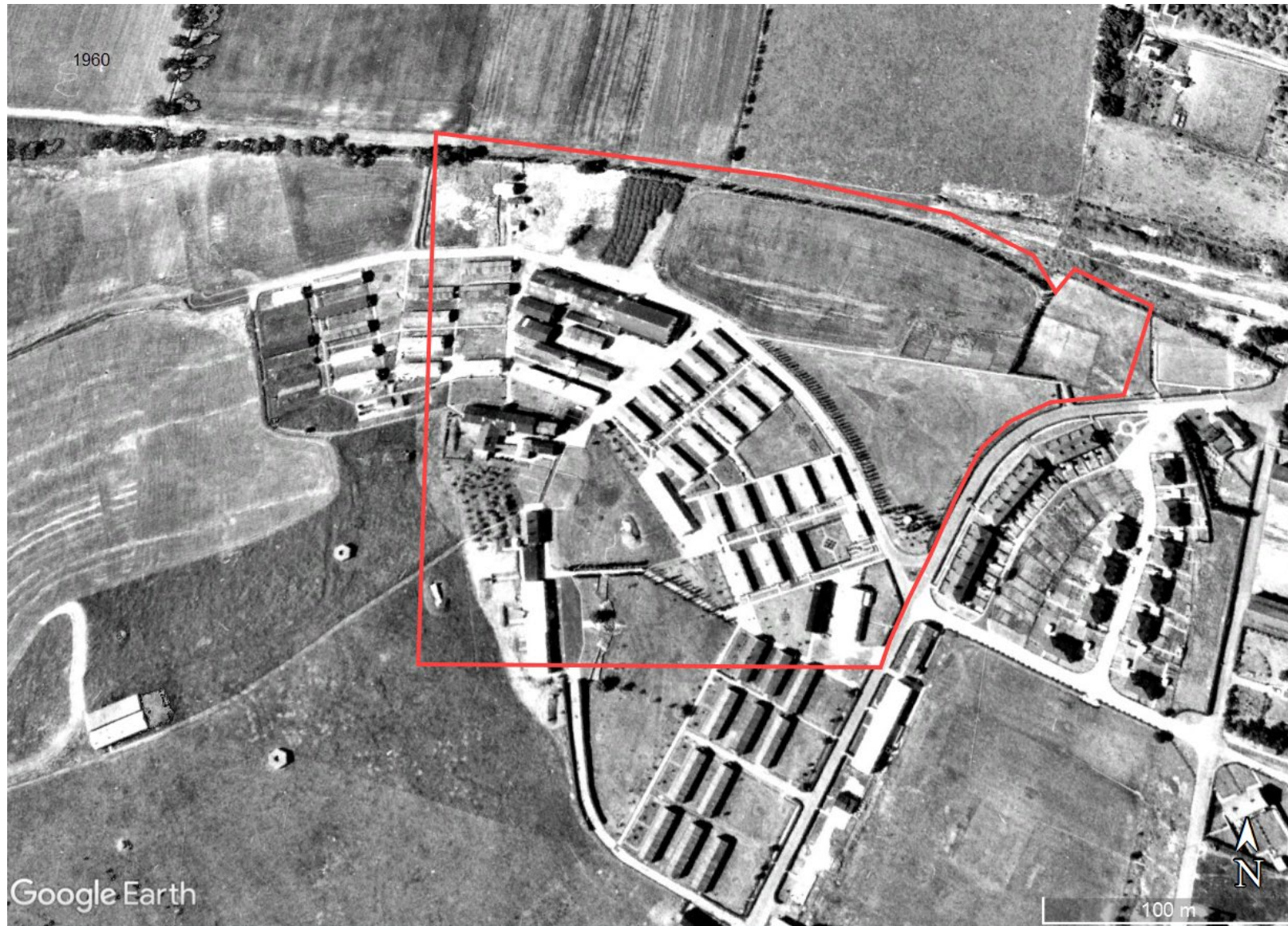


Plate 6: 1960s (Google Earth)

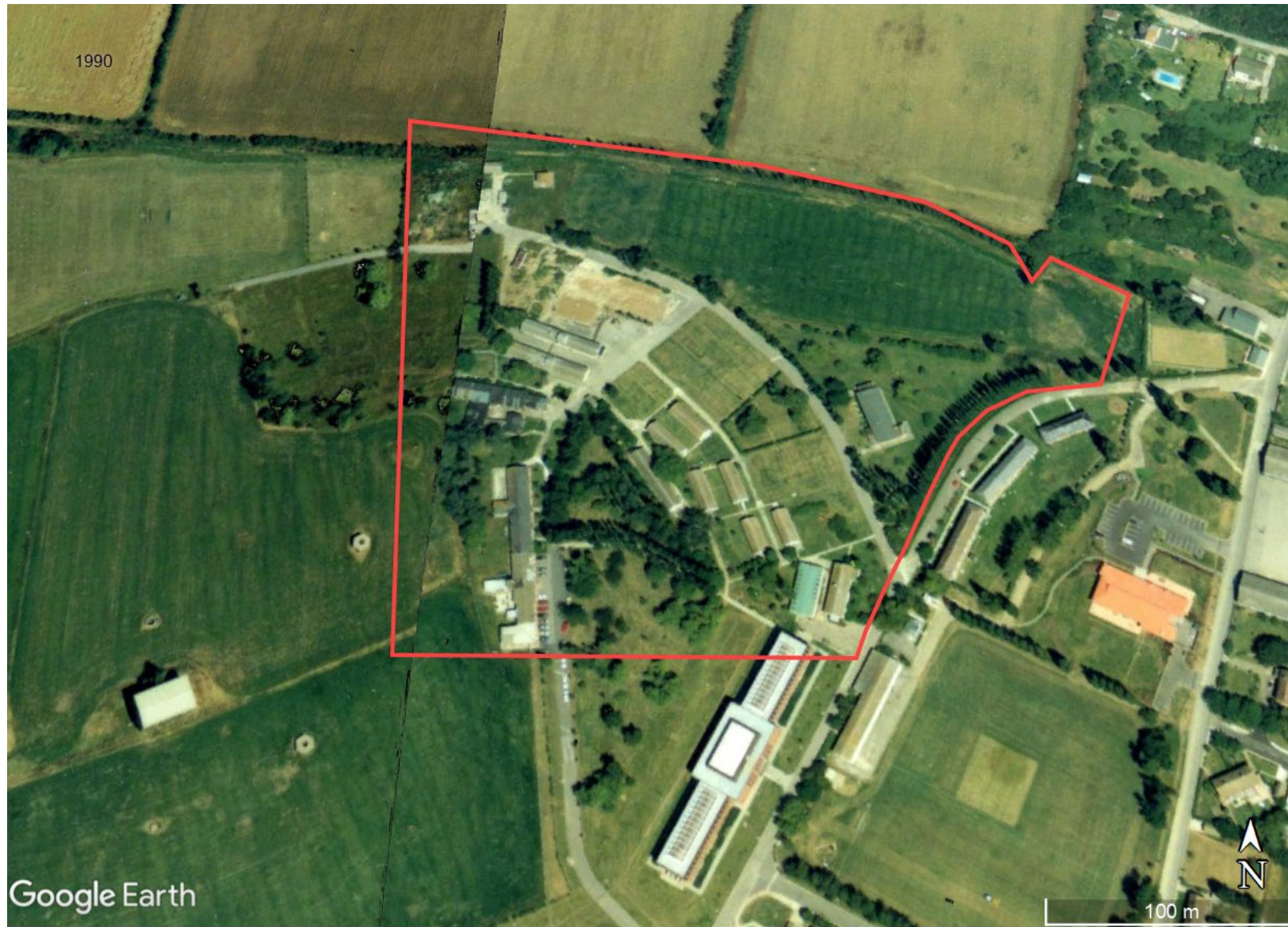


Plate 7: 1990 (Google Earth)



Plate 8: 2003 (Google Earth)



Plate 9: 2021 (Google Earth)



Plate 10: Plan of Eastchurch Airfield

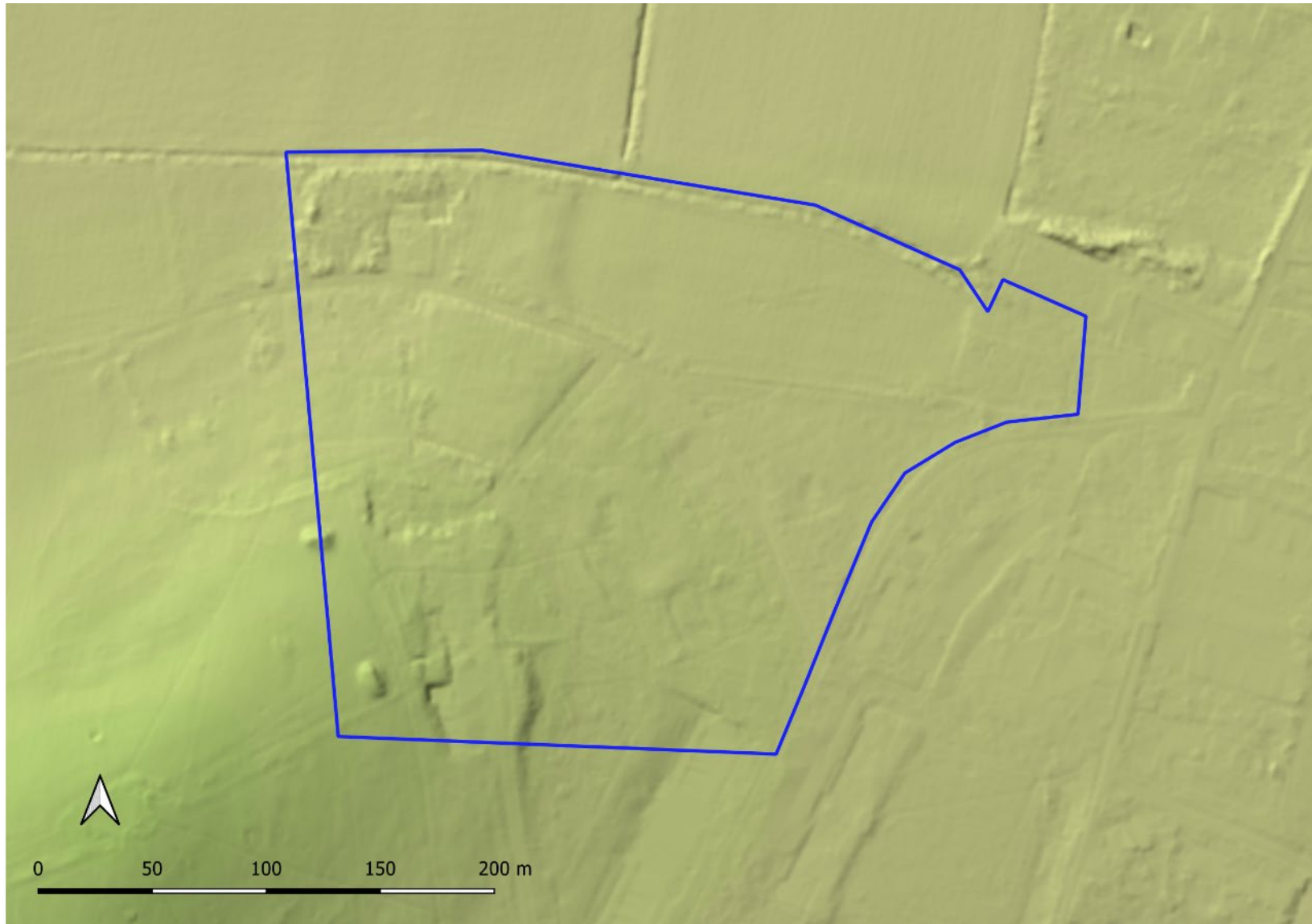


Plate 11: 1m DTM LIDAR (Environment Agency)



Plate 12: View of the existing borehole building (facing N)



Plate 13: Rear of the existing borehole building (facing W)



Plate 14: Area to the west of the borehole building (facing N)



Plate 15: View from the access road towards the water tower (facing S)



Plate 16: View from Rolls Avenue towards the existing borehole building (facing NE)



Plate 17: View around the hill (facing E)



Plate 18: View of a World War II bunker (facing W)



Plate 19: Rear view of the World War II bunker (facing SE)



Plate 20: View across the PDA (facing N)



Plate 21: View across the PDA (facing SE)



Plate 22: Existing admin building (facing SW)



Plate 23: Parking area within the PDA (facing NNW)



Plate 24: Visible cropmarks on the side of the hill (facing SE)



Plate 25: Access road on the hill (facing SW)



Plate 26: Remains of an earlier structure on the side of the hill (facing W)



Plate 27: Evidence of excessive animal burrows (facing WSW)



Plate 28: View across the PDA (facing E)



Plate 29: View across the PDA showing the difference in ground levels (facing W)



Plate 30: View across the PDA (facing ESE)



Plate 31: Remains of water tank holders



Plate 32: View showing waste material likely from the railway (facing NNE)



Plate 33: Railway waste



Plate 34: View across the PDA (facing E)



Plate 35: View across the PDA (facing SE)



Plate 36: View Across the PDA (facing NNE)



Plate 37: View across the PDA (facing NW)



Plate 38: View across the PDA (facing W)



Plate 39: View across the PDA (facing N)



Plate 40: View of one of the bunkers (facing W)



Plate 41: Remains of a second water tank holder



Plate 42: waste on the bottom of the hill (facing SW)



Plate 43: Remains of a third bunker (facing SW)



Plate 44: Pillbox



Plate 45: Plate Locations



Plate 46: UXO Survey 1940s map (Zetica, 2022)

14 UTILITIES SURVEY