



Heritage Impact Assessment in Advance of the Proposed Development of land at Old Mears, Harbour Road, Rye, East Sussex.

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National Grid Reference TQ 93349 19391



Report for Rural Partners Ltd

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Heritage Impact Assessment in Advance of the Proposed Development of land at Old Mears, Harbour Road, Rye, East Sussex.

Summary

SWAT Archaeology has been commissioned by Rural Partners Ltd to prepare a Heritage Impact Assessment of the proposed development area (PDA) of land at Old Mears, Harbour Road, Rye, East Sussex.

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: **low**
- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **low**
- Modern: **low**

The site is located on the south eastern edge of an industrial estate on Harbour Road, south east of Rye, halfway between Rye and Rye Harbour. To the north east is the River Rother, with a small water inlet to the east with a 2.5m high flood defence earth embankment forming the boundary. The west is an adjacent area of an industrial complex with a 2m high chain link fence, with more industrial complexes on the opposite side of the road. The PDA is part of a wider 'L' shaped piece of land of some 2.25 hectares and is currently used for storage and sits on broadly level ground at an average height of 4m on aOD.

The area was underwater until the Medieval period when the land began to silt up. Initially formed of marshes and mudflats it was not until the late 18th century that the area began to be populated with a hamlet of Rye Harbour to the east. The area of the PDA had the old sea wall passing across it with mudflats at the northern end and pasture to the southern part. The area around began to be used for industry from around the middle of the 19th century but due to the location of the old sea wall, the area of the PDA was not full utilised in this period. Only when the sea wall was moved in the 1960s, was the area levelled and then used

for storage. Given the recent formation of the land in the area, there is little by way of any below ground archaeology. Map regression confirms that the PDA other than the sea wall was not built on and the site is considered to have low archaeological potential and significance. It is not clear as to the impact the construction and subsequent levelling of the old sea wall would have had on part of the PDA but the PDA has not been built on and having only formed over the past few hundred years or so, means that historically the impact on any potential archaeology is considered to be low except for the area that was the old sea wall which is uncertain. The position of the proposed new industrial unit will require concrete pad foundations and will have a high impact on 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.

1 INTRODUCTION

1.1 Project Background

1.1.1 Swale & Thames Survey Company (SWAT) was commissioned by Rural Partners Ltd (the 'Client'), to carry out a heritage impact assessment of the proposed development area (PDA) of land at Old Mears, Harbour Road, Rye, East Sussex centred on National Grid Reference (NGR) TQ 93349 19391 in relation to planning application RR/2019/1841/P (Fig 1).

1.2 The Site

1.2.1 The site is located on the south eastern edge of an industrial estate on Harbour Road, south east of Rye, halfway between Rye and Rye Harbour. To the north east is the River Rother, with a small water inlet to the east with a 2.5m high flood defence earth embankment forming the boundary. The west is an adjacent area of an industrial complex with a 2m high chain link fence, with more industrial complexes on the opposite side of the road. The PDA is part of a wider 'L' shaped piece of land of some 2.25 hectares and is currently used for storage and sits on broadly level ground at an average height of 4m on aOD (Fig. 1).

1.2.2 The British Geological Society (BGS 1995) shows that the local geology at the PDA consists of bedrock comprising of the Hastings Beds (subgroup) – sandstone, Siltstone and Mudstone, which applies to the entire Dungeness promontory of the area. The superficial geology at the site is a mixture of Storm Beach Deposits

and Tidal Flat Deposits – Clay and Silt. The foreland at Dungeness consists of over 500 ridges of gravel beaches which has accumulated since the mid-Holocene, about 6000-4000 years ago. The area is characterised by alternating areas of marsh sediments and gravel that are thought to have accumulated as a result of changes in storm incidence and gravel supply and not oscillations in sea levels. The formation of the foreland at Dungeness is due to a number of variables, sea level rises, sediment supply, storm intensity, bedrock geometry and near-shore wave climate. As a result of all these variables, is to complex and difficult to identify the exact mechanisms behind the evolution of the foreland.

Geotechnical Information

- 1.2.3 A geotechnical investigation was undertaken in 2008 at the Old Mears Site. There were 4 boreholes across the site and nine trial pits. In the area of the PDA itself, there was just one borehole, BH4. Trial Pits 8 and 9 were just to the north of the northern boundary of the PDA.
- 1.2.4 In 2008, BH4 consisted of 0.6m of made ground of which below was 3.7m of fine grey sandy, silty clay of which the lower part of 2.40m was very soft. Below the clay was sandy gravel of depth 5.6m. Below the gravel was grey silty clay with the borehole ending at a depth of 10m. The trial pits were to a depth of 3m and confirmed the findings from the borehole.
- 1.2.5 Further geotechnical investigations were undertaken in 2018 with a trial pit (TP107) and a borehole (WLS106) in the area of the PDA. The borehole showed made ground of a depth of 0.6m with circa 1.0m of sandy clay below and below that loose grey silty sand to a total depth of 3.0m. Trial pit 107, reported 0.6m of made ground with stiff silty clay below interpreted as potentially reworked dredgings.

1.3 The Proposed Development

- 1.3.1 The proposed development is for a two storey industrial unit with offices and staff facilities located in the Old Mears site facing Harbour Road with block paving car parking at the front accessed via the south west corner with the existing access road along the eastern side maintained with more car parking on the eastern side

of the proposed building and heavy duty block paving yard area at the rear of the proposed building (fig.2).

- 1.3.2 Of note, on the remainder of the Old Mears 'L' shaped site are three other planning applications which has already been approved. These are for a bulk store (RR/2006/258/P), and two other industrial units. Unit A (RR/2018/905/P) and Unit B (RR/2018/925/P).

1.4 Project Constraints

- 1.4.1 No constraints were associated with this project.

1.5 Scope of Document

- 1.5.1 This assessment was requested by the Client 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 National legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations is defined under the provisions of the Town and Country Planning Act 1990. In addition, local authorities are responsible for the protection of the historic environment within the planning system and ensure that a Heritage Asset is protected to enable it to be passed on to future generations.
- 2.1.2 Statutory protection is also provided to certain classes of designated heritage assets under the following legislation:

- Planning (Listed Buildings and Conservation Areas) Act 1990;

- Ancient Monuments and Archaeological Areas Act 1979; and
- Hedgerow Regulations (statutory Instrument No. 1160) 1997
- Treasures Act 1996
- Burial Act 1857.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's core principles in relation to planning and the historic environment and is covered in section 16, paragraphs 185-202. 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.

2.2.2 The Historic Environment, as defined in the National Planning Policy Framework (NPPF 2019): Annex 2, comprises:

'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.'

2.2.3 NPPF Annex 2 defines a Heritage Asset 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).'

2.2.4 Paragraph 189 of the NPPF states that:

'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.'

2.2.5 Paragraph 190 of the NPPF states that:

'The LPA should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'

2.2.6 The NPPF further provides definitions of terms which relate to the historic environment in order to clarify the policy guidance given. For the purposes of this report, the following are important to note:

- **Significance.** The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
- **Setting.** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

2.2.7 The NPPF is supported by the Planning Policy Guidance, which includes Conservation Principles, Policy and Guidance (2008) as well as Good Practice Advice in Planning Notes 1 to 3, all issued by Historic England.

Hedgerow Regulations (statutory Instrument No. 1160) 1997

2.2.8 The Regulations apply to most countryside hedgerows. In particular, they affect hedgerows which are 20 meters or more in length; which meet another hedgerow at each end; are on or adjoin land used for: agriculture, forestry, the breeding or keeping of horses, ponies or donkeys, common land, village greens, Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves. The act is to protect important countryside hedgerows from removal, either in part or whole. Removal not only includes grubbing out, but anything which could result in the destruction of the hedge.

2.3 Local Policies

2.3.1 Rother District Council has a Local Plan adopted in 2006 and a Core Strategy from 2014 that replaces a number of the policies in the 2006 Local Plan. The Core Strategy has a policy in respect of below ground archaeology.

POLICY EN2: Stewardship of the Historic Built Environment

2.3.2 Development affecting the historic built environment, including that both statutorily protected and the non-statutorily protected, will be required to:

- (i) Reinforce the special character of the district's historic settlements, including villages, towns and suburbs, through siting, scale, form and design;
- (ii) Take opportunities to improve areas of poor visual character or with poor townscape qualities;
- (iii) Preserve, and ensure clear legibility of, locally distinctive vernacular building forms and their settings, features, fabric and materials, including forms specific to historic building typologies;
- (iv) Make reference to the character analysis in Conservation Area Appraisals, where relevant;
- (v) Reflect current best practice guidance produced by English Heritage and HELM59;
- (vi) Ensure appropriate archaeological research and investigation of both above and below-ground archaeology, and retention where required.

2.3.3 The Local Plan had two policies in respect of archaeology.

EN22

2.3.4 Provision should be made for the identification, recording, safeguarding, investigation and preservation, preferably "in situ" or, where no feasible, by record, of all archaeological sites (including those of maritime interest) and monuments and listed buildings.

EN23

2.3.5 Sites and features of demonstrable historical or archaeological importance and their settings, including ancient monuments, listed buildings, conservation areas, historic parks and gardens, battlefields and other historic features will be protected from inappropriate change and development.

EN24

2.3.6 Development proposals affecting known archaeological sites or areas of potential archaeological interest should be accompanied by assessment, based on a field

evaluation, of their archaeological implications before decisions on applications for planning permission can be made.

3 AIMS AND OBJECTIVES

3.1 Introduction

3.1.1 This Desk-Based Assessment was commissioned by Rural Partners Ltd 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 East Sussex County Council (ESHER) 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 East Sussex County Council, the internet, Ordnance Survey. 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 1-3).

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.

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 (1000m 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 are no Registered Parks and Gardens, Historic Parks and Gardens or Protected Military Remains in the search area. 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		

5.1.2 The East Sussex HER records within the 1000m assessment area are dominated by records from the Post Medieval period onwards. There is little by way of below ground archaeology in the ESHER records and there are no finds reported for the assessment area via the Portable Antiquities Scheme.

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 is one Grade II listed scheduled monument (1017353) which is on the outer reaches to the south east of the assessment area being the Martello Tower numbered 28 part of the Napoleonic defensive structures built around the coastline in this area. There are also four other Grade II listed buildings all located in what was the hamlet area of Rye Harbour. A couple of the cottages are late 18th century, being the earliest period that this part of the coast was occupied with the others dating to the 19th century.

Monument ID	Description
DES3050	Ship Cottage. Grade II listed (1234190). 18th century.
DES3061	The Watch House. Grade II listed (1234368). Probably a warehouse or commercial building, converted into a house. Early C19.
DES3062	The Martello Tower. Grade II listed (1234372). The tower is numbered 28. Circular tower erected for defence purposes during the invasion scare of 1806.
DES4160	The Church of The Holy Spirit. Grade II listed (1276139). Built in 1848-9. Architect S S Teulon. C14. Gothic style. Stone rubble.
DES4182	Harbour Lights. Grade II listed (1276245). 18th century.

- 5.2.4 Given the PDA’s location in relation to the area of Rye Harbour, there is no intervisibility with these designated assets. The height of the sea walls and distance from the PDA shield the views from the harbour towards the PDA. There are also other industrial buildings located between these assets and the PDA that

are at least 2 storey in height. Therefore, the significance and setting of the designated assets is not harmed and the impact is considered 'less than substantial'.

5.3 Previous Archaeological Works

5.3.1 There are no events for the assessment area within the ESHER.

Landscape Characterisation

5.3.2 The PDA and the wider Old Mears site is in an area characterised under the Historic Landscape Characterisation of 'mudflats', which is immediately adjacent to an industrial area surrounded by other mudflats and coastal wetlands. It is only with the advent of the sea wall defences in this area in the 1960s, that the land could be formally utilised (Fig. 18).

0-100m Radius

5.3.3 There is just one ESHER entry for this area being that of the railway that opened in 1854 as a goods line from Rye to Rye Harbour (MES18926). It passed close to the PDA south of the present Harbour Road as well as there being a short line that supported the chemical works to the west of the PDA. The line closed in 1962.

100-200m Radius

5.3.4 There is one ESHER entry for this area which refers to the level crossing on the Rye to Rye Harbour line (MES8438) where it crossed the Harbour Road to the south east of the PDA.

200-300m Radius

5.3.5 There are no ESHER entries for this area.

300-400m Radius

5.3.6 There are two ESHER records for this area. One relates to the chemical works that were located north west of the PDA first seen on the OS maps in 1895 (MES8433). The second is an unidentified earthwork seen to the south of the PDA first noticed in 1805 on the OS surveyor's draft (MES8089).

400-500m Radius

- 5.3.7 There are three ESHER records that fall in this radius. Map analysis from the OS Surveyor's draft identifies as early as 1805, brick works to the east, south east of the PDA. Other brick works have also been identified to the west of the PDA (MES8428) with this area to the west of the PDA later becoming the Atlas Industrial Estate in the 20th century (MES8435).

500-750m

- 5.3.8 There are 13 ESHER records in this area. A number are to the east, south east area of Rye Harbour reflecting both the Post Medieval buildings in the village such as the coastguard station, church as well as further industry with stone works, brickyards and tramways from the Post Medieval period. There is also recognition of the area to the south and south west that was used as a rifle range in World War 1 (MES16348) and further recognition of modern Industrial estate areas.

750-1000m

- 5.3.9 There are 11 ESHER records in this radius. More post Medieval buildings in the area of Rye Harbour and further railways and Martello towers. In addition, there are World War 2 defences with extant pillboxes, gun emplacement positions to the south east of the PDA, along with anti-aircraft gun positions to the north east and roadblocks in the area of Rye harbour reflecting the coastal position and the possibility of invasion in the Second World War.

5.4 Archaeological and Historical Narrative

- 5.4.1 At the end of the Ice Age, the flood waters carried flint nodules released from chalk cliffs that settled on the floor of the new English Channel. The area of Romney Marsh was then a sandy bay covered by water, which was about 7m higher than today's level. Around 4000 BC, longshore drift started at Dungeness and the shingle barrier created lagoons behind it, which eventually turned into mudflats. Three river valleys, the Rivers Rother, Tillingham and Brede, flowing into the lagoons from the Weald high ground left deposits, creating swamps and vegetation.

- 5.4.2 Rye was originally located on a huge embayment of the English Channel called the Rye Camber, which provided a safe anchorage and harbour. Probably as early as Roman times, Rye was important as a place of shipment and storage of iron from the Wealden iron industry. Rye was an important member of the Cinque Ports
- 5.4.3 The Great Storm of 1287 blocked up the estuary of the River Rother with shingle. With the breaching of a wall, the River Rother undertook a new course and thenceforward flowed by Rye into the sea, causing the loss of the nearby port of New Romney. Figures 3 and 4 show projections of the coastline in the Roman and Medieval periods.
- 5.4.4 The harbour area in Rye was prone to silting up. The reclamation of land in the area reduced the tidal flows of the river that were to keep the harbour free of silt even subject to Acts of Parliament to keep it navigable. However, with larger ships, increased silting up and the longshore drift, Rye's economy declined and the town is now some 3km from the coast.
- 5.4.5 Originally mudflats and marshy areas, the area around the PDA was utilised for pasture. Circa 200 years ago, a village was created in the area known as Rye Harbour, initially in relation to fishing. It was built on an extension of the shingle beach from the longshore drift. In the early 19th century, defensive Martello Towers were placed along the coastline here in respect of the Napoleonic Wars. Smuggling was an issue in this area of coastline which led to the watchtower being created in 1825. On the road out from Rye to Rye Harbour during the late 19th century and during the 20th century, industry formed along the road towards Rye harbour. Initially brickmaking, utilising railways and tramways, it was followed by an oil refinery and now there are other light manufacturing and storage areas.

5.5 Cartographic Sources and Map Regression

Andrews, Dury and Herbert map of 1769

- 5.5.1 This shows the PDA as still being underwater (Fig. 5).

Ordnance Surveyors Drawings 1797

- 5.5.2 This map shows greater detail in the land use and field boundaries. This shows the area of the PDA as being marshland from the silting up of the area between Rye and the coast (Fig. 6).

Historical OS Map 1819

- 5.5.3 This shows the area of the PDA as marshland. Although we know that the Martello towers would have been built by the time of this map, there is no indication as to their existence (Fig. 7).

Icklesham Tithe Map from 1845

- 5.5.4 The tithe map shows the PDA as part of a larger area designated 680 that is owned by Herbert Barret Curteis and occupied by Jeremiah Smith. The field is referred to in the tithes as "Lower Mark Salts, part of". The surrounding areas were also pasture and referred to as "Upper Mark, Salts" (681), 'Beach in Upper Mark Salts (682 & 683) also occupied by Jeremiah Smith who resided in a house with a lime kiln at area designated 679. Running in the area across the PDA appears to be the track that led to Rye Harbour from Rye (Fig.8).

Historic OS Map 1873

- 5.5.5 This is the first properly scaled OS map. There have been changes with the creation of a branch railway line from Rye down to Rye Harbour. The hamlet at Rye Harbour has grown and includes the Church of the Holy Spirit, coastguard station, cottages, school and an inn as well as a brick yard and concrete works. The PDA itself is situated on the old access road to Rye Harbour which now has a new straighter road crossing the marshland. The northern part of the PDA is still within an area that floods. To the east of the PDA is drainage ditch which flows into the River Rother (Fig.9).

Historic OS map 1899

- 5.5.6 There appears to be little change at the PDA. The area of the northern part of the PDA is referred to as 'saltings' although there is no suggestion of any salt industry in the area but as an area of low ground regularly inundated by the sea. The main road to the Rye Harbour to the south of the PDA is still a trackway in this section. The area of the old road that passes across the PDA now appears as an earthwork. To the west of the PDA, chemical works have been built with its own tramway.

The drainage ditch immediately east of the PDA appears to have grown in size (Fig.10).

Historic OS map 1910, 1930 & 1938

5.5.7 There appears no change at the PDA. The area of Rye Harbour continues to expand and by the late 1930s, there are now industrial units on the southern side of the main road. The area is potential still liable to flooding (Figs.11, 12 & 13).

Historic OS map 1952

5.5.8 The works on the southern side of the main harbour road are tile and brickworks. A small building is now located aside the main road, adjacent to the PDA. The PDA itself is still part saltings (Fig.14)

Historic OS map 1962

5.5.9 There have been changes with a new set of earthworks for the sea wall on the eastern and northern side of the wider area that the PDA is part of. These works in the 1960s followed periods of flooding that occurred prompting the revision to the sea defences. Immediately west of the PDA, there are now more buildings and an increase in the size of the works there. The Harbour itself is now becoming wider (Fig.15)

5.6 Aerial Photographs

1940s

5.6.1 This shows the PDA lying across the sea wall that was the route of the old trackway to the harbour. The new straighter Harbour Road can be seen to the south. The drainage channel to the east of the PDA is increasing in width and the northern part of the PDA is still saltings (Plate 1).

2003

5.6.2 There have been significant changes. The sea wall has altered and now forms the eastern and northern boundaries of the site that the PDA is part off. The PDA

itself is a cleared piece of land. There is no evidence left of the route of the old sea wall that passed across the PDA. The wider area is now industrial (Plate 2).

2018

5.6.3 The PDA is in use for storage (Plate 3).

LIDAR

5.6.4 The LIDAR picture for the PDA little by way of features within the PDA (Plate 4).

5.7 Summary of Potential

Palaeolithic

5.7.1 The Palaeolithic period represents the earliest phases of human activity in the British Isles, up to the end of the last Ice Age. The ESHER has no records from this period within the assessment area as the area was likely to have been underwater during this period. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Mesolithic

5.7.2 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. The ESHER HER has no record from this period. The ESHER has no records from this period within the assessment area as the area was likely to have been underwater during this period. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Neolithic

5.7.3 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. The ESHER has no records from this period. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Bronze Age

5.7.4 The Bronze Age was a period of large migrations from the continent and more complex social developments on a domestic, industrial and ceremonial level.

Given the area was still underwater in this period the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Iron Age

- 5.7.5 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 ESHER has no records from this period within the assessment area. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Romano-British

- 5.7.6 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 ESHER has no records from this period within the assessment area. It is likely that the area was still underwater in this period. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Anglo-Saxon

- 5.7.7 The ESHER has no records from this period within the assessment area. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Medieval

- 5.7.8 The ESHER has no records from this period within the assessment area. Rye prospered in this period until that of the Great Storm and the long shore drift began to silt up the harbour. It is likely that by the end of this period that the silting up would have formed mudflats and marshy areas in the assessment area but still prone to flooding. The potential for finding remains that date to this period is considered **low**.

Post Medieval

5.7.9 The ESHER has 27 records from this period within the assessment area reflecting the first time that settlement occurred in the area and the land could be used productively. Rye harbour would have initially supported fishing and given its location away from the main settlement area of Rye itself, was considered an ideal place for industry, with brick and stone works, chemical factory, all supported by railways and tramway infrastructure. In addition, the coastal position meant that it played a role in the Napoleonic defensive line of Martello Towers. The area of the PDA appears to initially contained part of the original trackway from Rye to Rye Harbour and the sea wall with the northern section of the PDA as mudflats and the southern part as pasture. Therefore, the potential for finding remains that date to this period is considered **low**.

Modern

5.7.10 ESHER has 11 records dating to this period. One relates to a rifle range to the south of the PDA in the First World War and five relate to the Second World War with gun emplacements, road blocks and pillboxes again reflecting the coastal position of the assessment area and the possible invasion. There are also four records referring to industrial estates created in the area during the 20th century of which the PDA is part. The PDA only became fully utilised as a whole once the old sea wall defences had been levelled and moved in the 1960s to their present location allowing the northern section to be reclaimed. The potential for finding archaeological remains dating to this period in the PDA is considered **low**.

Overview

5.7.11 This desk-based assessment has considered the archaeological potential of the site but this potential can only be tested by fieldwork.

5.7.12 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: **low**

- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **low**
- Modern: **low**

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 the PDA was underwater until the late Medieval, early Post Medieval period when the silting up had sufficiently advanced that part of the land could be utilised as pasture with the early sea wall passing over the PDA and the northern section as saltings. By the 20th century, around the PDA formed

industrial estates but it was not until the revision of the line of the sea wall in the 1960s allowed for the PDA to be fully utilised. It is not clear as to the impact the construction and subsequent levelling of the old sea wall would have had on part of the PDA but the PDA has not been built on and having only formed over the past few hundred years or so, means that historical the impact on any potential archaeology is considered to be **low** except for the area that was the old sea wall which is **uncertain**.

- 6.2.2 The position of the proposed new industrial unit will require concrete pad foundations and will have a **high** impact on any potential archaeology.

7 SIGNIFICANCE

7.1 Introduction

- 7.1.1 Archaeological Significance is assessed under a number of criteria, which includes, Period, Rarity, 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 low potential for all periods.

Rarity

- 7.2.2 There is not considered to be any rare archaeology of significance at the PDA.

Documentation

- 7.2.3 The historical and landscape development of the PDA can be understood reasonably well from the cartographic, archive, photographic and other sources. It is possible that further detailed research nationally may uncover more documentary evidence, although it is unlikely to alter the conclusion present in this report.

Group Value

7.2.4 The potential for archaeology at the PDA has low group value.

Survival / Condition

7.2.5 Survival of archaeology at the site is uncertain in the area that was crossed by the old sea wall. The remaining area any potential archaeology is likely to have survived.

Fragility / Vulnerability

7.2.6 Any potential remains within the PDA in the area of the proposed development, should they survive in-situ will vulnerable to damage during the proposed development.

Diversity

7.2.7 There is little by way of diversity for potential archaeological remains.

Potential

7.2.8 The Impact assessment concludes that the site has a low potential for archaeological remains.

Significance

7.2.9 Based on the information gained in this report, it can be concluded that the site is of low archaeological significance.

8 ARCHAEOLOGICAL MITIGATION

8.1 Introduction

8.1.1 The purpose of this heritage impact 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 **low** archaeological potential and significance for all periods. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities.

9 OTHER CONSIDERATIONS

9.1 Archive

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

9.2 Reliability/Limitations of Sources

- 9.2.1 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 East Sussex County Council, and therefore considered as being reliable.

9.3 Copyright

- 9.3.1 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 Rural Partners Ltd (and representatives) for the use of this document in all matters directly relating to the project.

Paul Wilkinson PhD MCIfA.

SWAT Archaeology

October 2019

10 REFERENCES

10.1 Bibliographic

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- Projected Coastline Medieval times. Available at: https://theromneymarsh.net/assets/fileman/Uploads/History/maps/map_medieval_2.jpg
- Projected Coastline Roman times. Available at: https://theromneymarsh.net/assets/fileman/Uploads/History/maps/Roman_Map_55BC_14_00.jpg

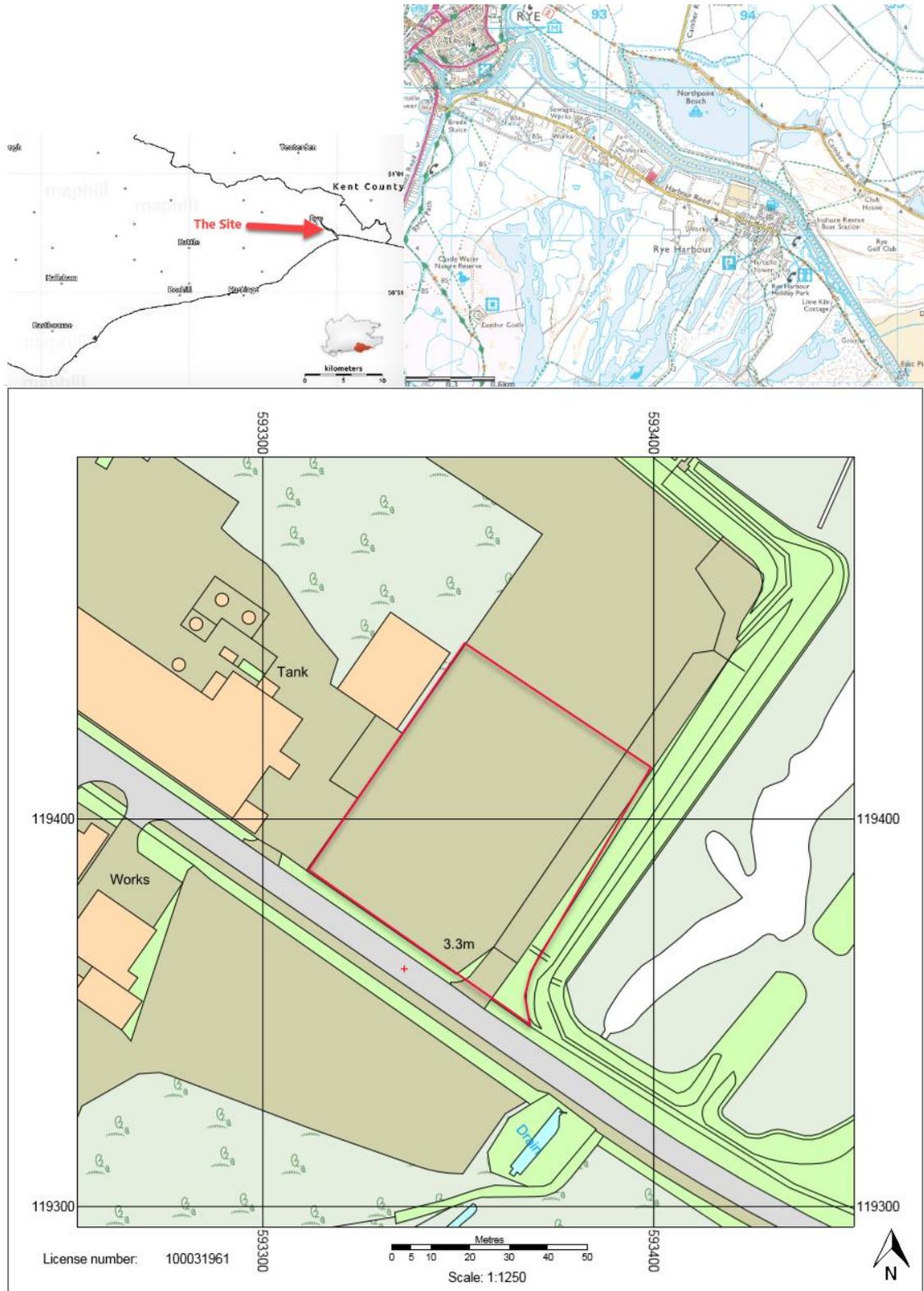


Figure 1: Location Maps, Scale: 1:20,000, 1:1,250

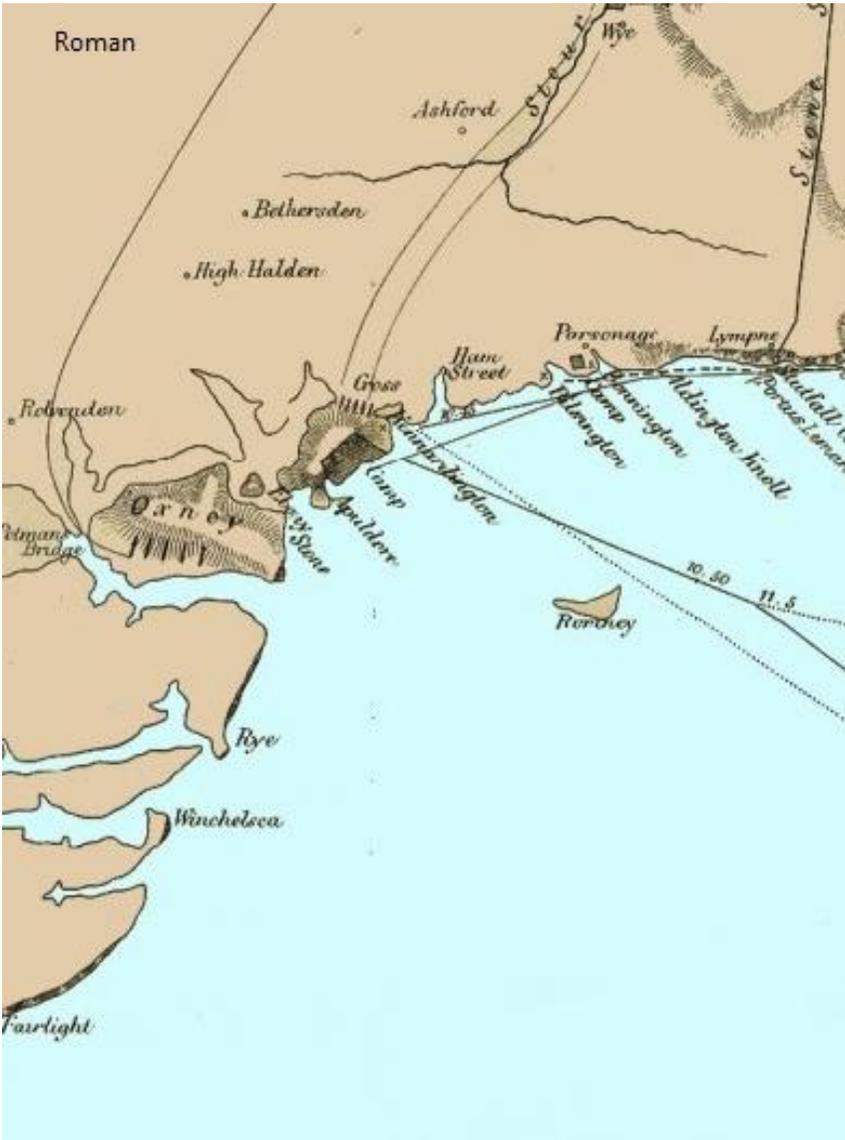


Figure 3: Projected Roman Coastline



Figure 4: Projected Medieval Coastline



Figure 5: Andrew, Dury and Herbert Map from 1769



Figure 6: Ordnance Surveyors Drawing, 1797



Figure 7: Historical OS Map 1819

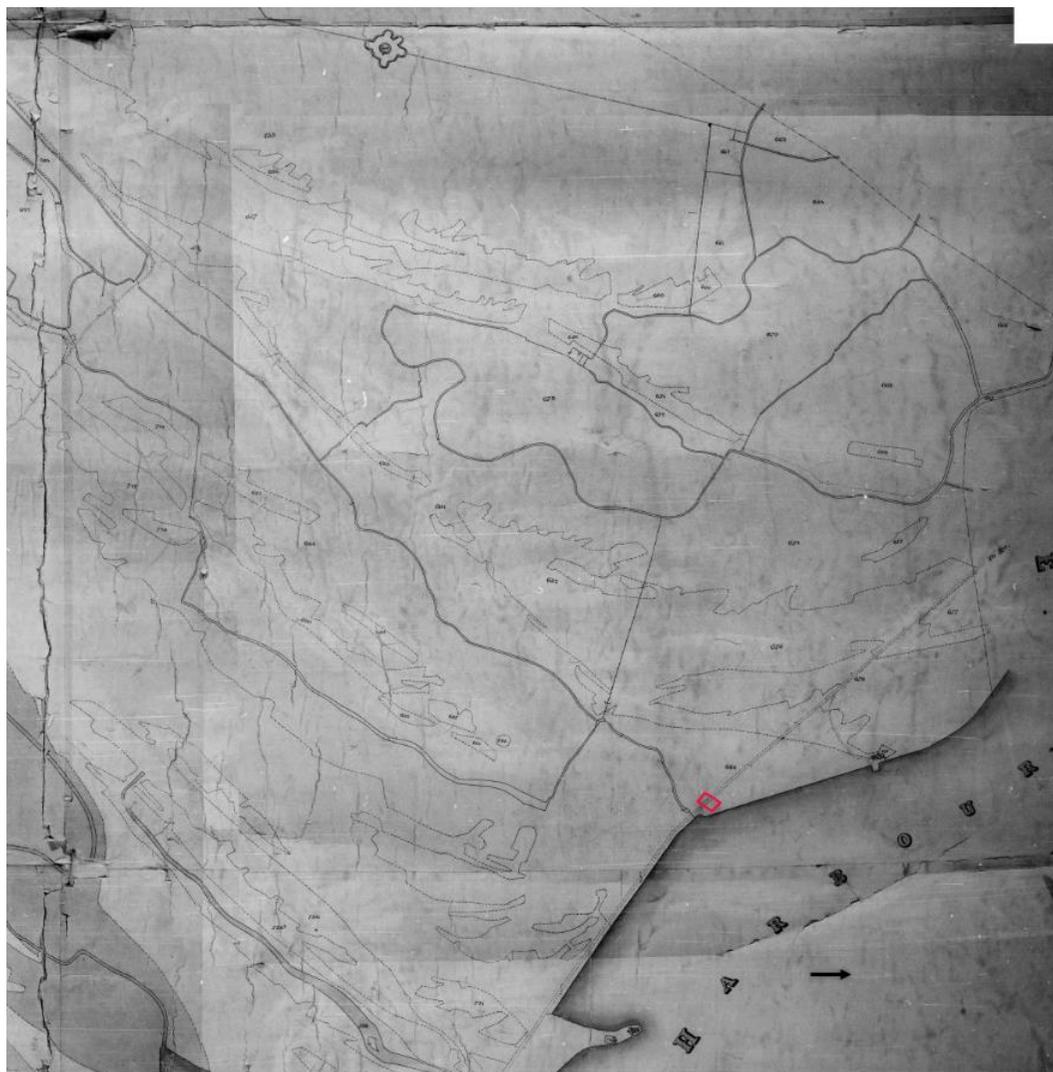


Figure 8: 1845 Icklesham Tithe Map



Figure 9: Historic OS Map 1873

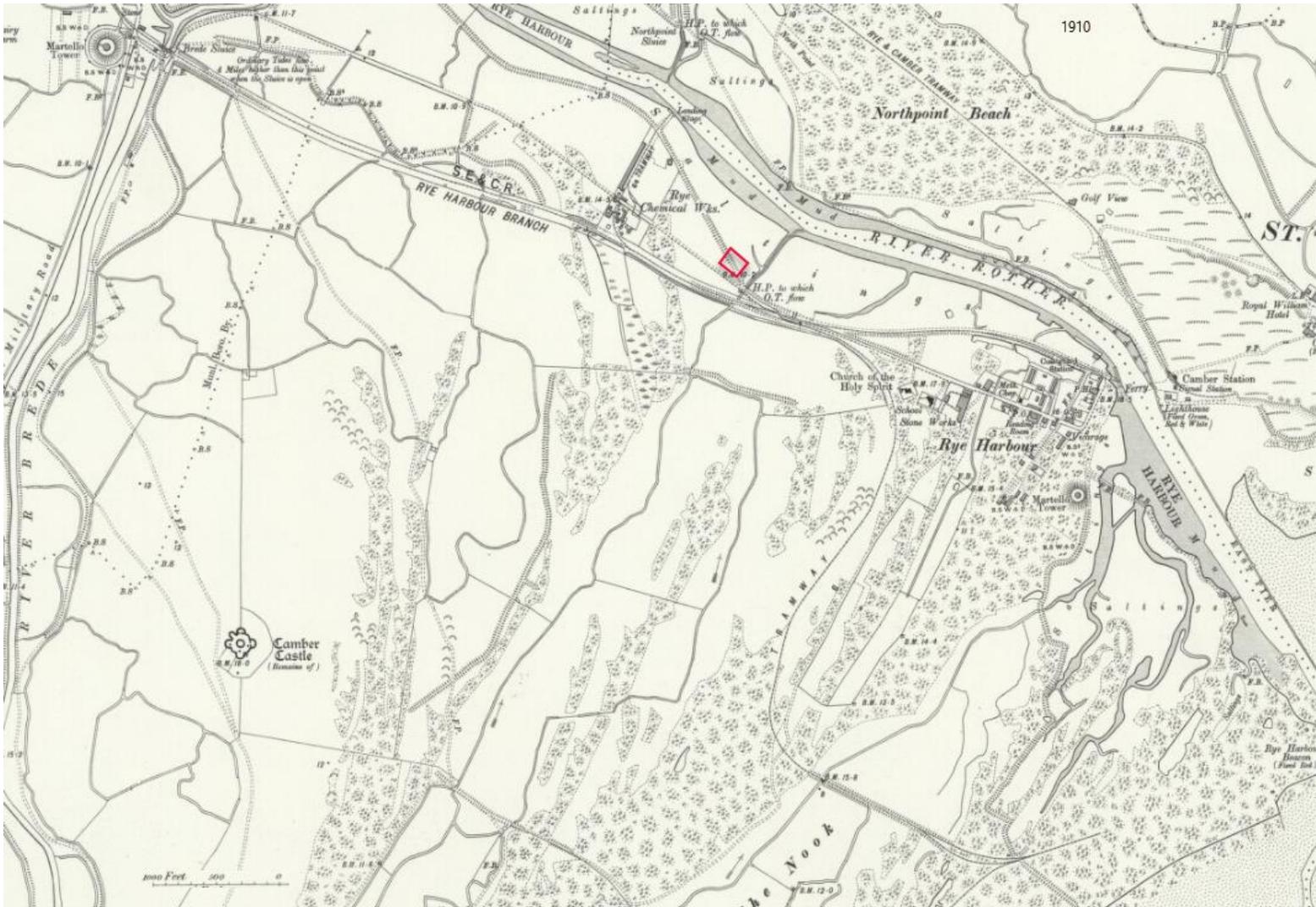


Figure 11: Historic OS Map 1910



Figure 12: Historic OS Map 1930



Figure 13: Historic OS Map 1938



Figure 14: Historic OS Map 1952

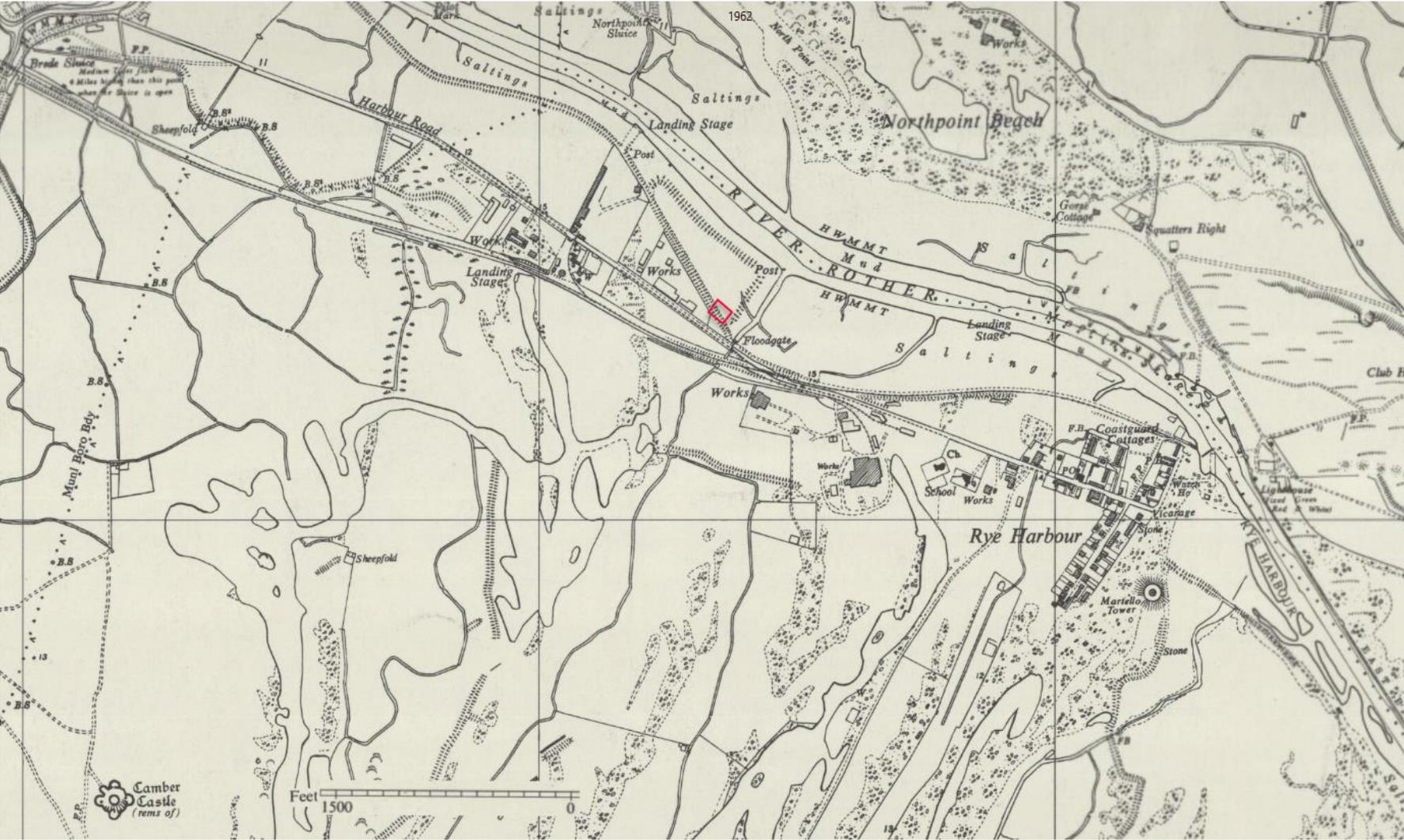


Figure 15: Historic OS Map 1962

11 APPENDIX 1 – ESCC HER DATA (SEE FIGURES 16-18). ALL LOCATION DISTANCES TAKEN FROM THE CENTRE OF THE PDA.

ESHER	Type	Location	Period	Description
MES16348	Monument	c. 740m SW	Modern	Nook Beach: WW1 rifle range, extant.
MES17294	Monument	c. 965m SE	Modern	Rye Harbour: pillbox. Built 1941. Now used as information centre.
MES17295	Monument	c. 935m SE	Modern	Rye Harbour: WW2 gun position
MES26199	Monument	c. 630m NE	Post Medieval	Rye and Camber Tramway: C19 tramway. Tramway recorded on 2nd, 3rd and 4th edition OS [1] [2] [3] A 3ft narrow gauge line which ran from Rye to Camber Sands and opened in 1895 with the intention to serve Camber Golf Links but it proved immediately successful to holidaymakers and in 1908 the line was extended to Camber Sands. The line was closed in 1939 with the tracks finally lifted 1945.
MES29388	Monument	c. 560m E	Post Medieval	Harbour Road, Icklesham: C19 Brickyard. Marked only on the map of 1872.
MES33878	Monument	c. 1000m ESE	Post Medieval	Rye Harbour Ferry: Ferry (site of). This is probably a private ferry but has existed for a long time. In 1924 it was a rowing-boat taking only pedestrians and plying from sunrise to sunset from the wharf on the left bank above the lighthouse (where there was a black wood ferryman's hut) to a causeway on the right below the Railway Wharf.
MES3706	Monument	c. 915m E	Post Medieval	Tower 29: Martello towers. Near the mouth of Rye Harbour, but was abandoned as long ago as 1809. No trace of this tower remains

MES3991	Monument	c. 990m SE	Post Medieval	Enchantress Tower: Martello tower. Built on a small knoll of shingle. It is in fair preservation and possesses a counterscarp of most peculiar construction. To the N and W the ditch has been dug in the ground in the usual manner, while on the E and S sides the ground falls away and the counterscarp has had to be continued in the form of a circular wall (known as an 'apron') with the usual battery which gives it the appearance of toppling outwards, rectified by large buttresses on the outside. The tower is as described though in a dilapidated condition and in 1873 was armed with a 7in Armstrong Gun.
MES8087	Monument	c. 490m ESE	Post Medieval	Rye Harbour: Brick kiln. Post med brick kiln identified at Rye Harbour from map analysis on the OS surveyor's draft c.1805-1810.
MES8088	Monument	c. 670m ESE	Post Medieval	Rye Harbour: Post Medieval building identified at Rye Harbour from map analysis on the OS surveyor's draft c.1805-1810.
MES8089	Monument	c. 390m S	Post Medieval	Davis Land, Nr Rye Harbour: Earthwork. Identified from map analysis on the OS surveyor's draft c.1805-1810.
MES8097	Monument	c. 715m ESE	Post Medieval	Rye Harbour: Coastguard station identified from map analysis of the OS 1st edition c.1865.
MES8098	Monument	c. 515m ESE	Post Medieval	Rye Harbour: Church. 19th century church at Rye Harbour identified from map analysis of the OS 1st edition c.1865.
MES8140	Monument	c. 835m NNW	Modern	Northpoint Beach: WW2 Gun emplacement extant.
MES8152	Monument	c. 940m ESE	Modern	Rye Harbour Village: WW2 road block. At least 16 anti-tank cylinders, probably from nearby roadblock.
MES8187	Monument	c. 830m NE	Modern	Anti-aircraft gun, removed.
MES8417	Monument	c. 895m NE	Post Medieval	Northpoint Sewer: Drainage Ditch
MES8426	Monument	c. 805m ESE	Post Medieval	Coastguards Square, Rye Harbour: Coastguard cottages

MES8427	Monument	c. 560m E	Post Medieval	Harbour Road, Rye Harbour: Former Brickyard
MES8428	Monument	c. 460m W	Post Medieval	Harbour Road, Rye Harbour: Former Brick/tile works
MES8429	Monument	c. 675m SE	Post Medieval	Harbour Road, Rye Harbour: Former Stone works
MES8430	Monument	c. 615m E	Modern	Rye Wharf: Ind Estate
MES8431	Monument	c. 705m WNW	Modern	Westlake Industrial Park: Ind Estate
MES8432	Monument	c. 620m SE	Post Medieval	Harbour Road, Rye Harbour: Railway. Narrow gauge line ran from TQ936190 to TQ938190 for stone works.
MES8433	Monument	c. 325m NW	Post Medieval	Harbour Road, Rye Harbour: Chemical Works shown on 2nd OS series c. 1895, identified through historic map analysis. Site of modern oil refinery, some 19th century structures may survive. Linked to River Rother by standard gauge railway running from TQ930194 to TQ931197.
MES8434	Monument	c. 575m WNW	Modern	Rye Industrial Park: Ind Estate
MES8435	Monument	c. 490m WNW	Modern	Atlas Industrial Park: Ind Estate
MES8438	Monument	c. 160m SE	Post Medieval	Rye Harbour: Level crossing part of Rye to Rye Harbour line. Line ran from TQ923196 to TQ942191.
MES8439	Building	c. 930m ESE	Post Medieval	The Watch House: C19 Watch house. Probably a warehouse or commercial building, converted into a house. Early C19. Two storeys. Two windows. Faced with tarred weather boarding. Hipped slate roof. Sash windows with glazing bars. In the south west corner, a later square turret of three storeys has been added as a lookout.
MES8441	Monument	c. 795m ESE	Post Medieval	Rye Harbour: Coastguard station.

MES8445	Monument	c. 860m SE	Post Medieval	Tram Road, Rye Harbour: concrete works. Standard gauge railway ran along Tram Road from TQ940188 to TQ 942191.
MES34894	Monument	c. 515m ESE	Modern	Church of the Holy Spirit, Rye Harbour: Lych Gate
DES3050	Listed Building	c. 940m ESE	Post Medieval	Ship Cottage. Grade II listed (1234190). 18th century.
DES3061	Listed Building	c. 940m ESE	Post Medieval	The Watch House. Grade II listed (1234368). Probably a warehouse or commercial building, converted into a house. Early C19. Two storeys. In the south west corner, a later square turret of three storeys has been added as a lookout.
DES3062	Listed Building	c. 1000m SE	Post Medieval	The Martello Tower. Grade II listed (1234372). The tower is numbered 28. Circular tower erected for defence purposes during the invasion scare of 1806. Walls built of brick 5½-6 feet thick, covered with a coating of cement (now peeling off). Eaves cornice of cement. the centre of the roof is flat with a sloping portion round the edge. Doorway about 20 feet above the ground. Inside originally a magazine and 2 floors above this. The tower is set in a circle of a red brick wall backed with an earth vallum.
DES4160	Listed Building	c. 515m ESE	Post Medieval	The Church of The Holy Spirit. Grade II listed (1276139). Chancel and nave without division between them, porch at south west angle and octagonal turret about this for bells. Built in 1848-9. Architect S S Teulon. C14, Gothic style. Stone rubble. buttresses. tiled roof. Barrel vault to the chancel. Scissor-beam roof to nave. The interior has a number of boards commemorating the 128 lives saved by six life boats between 1862 and 1928 and the loss of the Mary Stanford on the 15 November 1928
DES4182	Listed Building	c. 940m ESE	Post Medieval	Harbour Lights. Grade II listed (1276245). 18th century. One storey and an attic. The south west end of ground floor has been converted into a garage.
MES18926	Monument	c. 40m S	Post Medieval	Rye Harbour: C19 tramway. Opened in March 1854 as a line for goods only from Rye to Rye Harbour. The branch crossed the A259

				Rye to Winchelsea road and then the River Brede. TO the south a level crossing existed and the terminus was located at Rye Harbour village on the bank of the River Rother just above the slipway. The line served a nearby oil firm and a chemical works with private sidings and also carried flints brought from Dungeness. The short branch closed in 1962.
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Figure 16: Gazetteer of ESHER Records

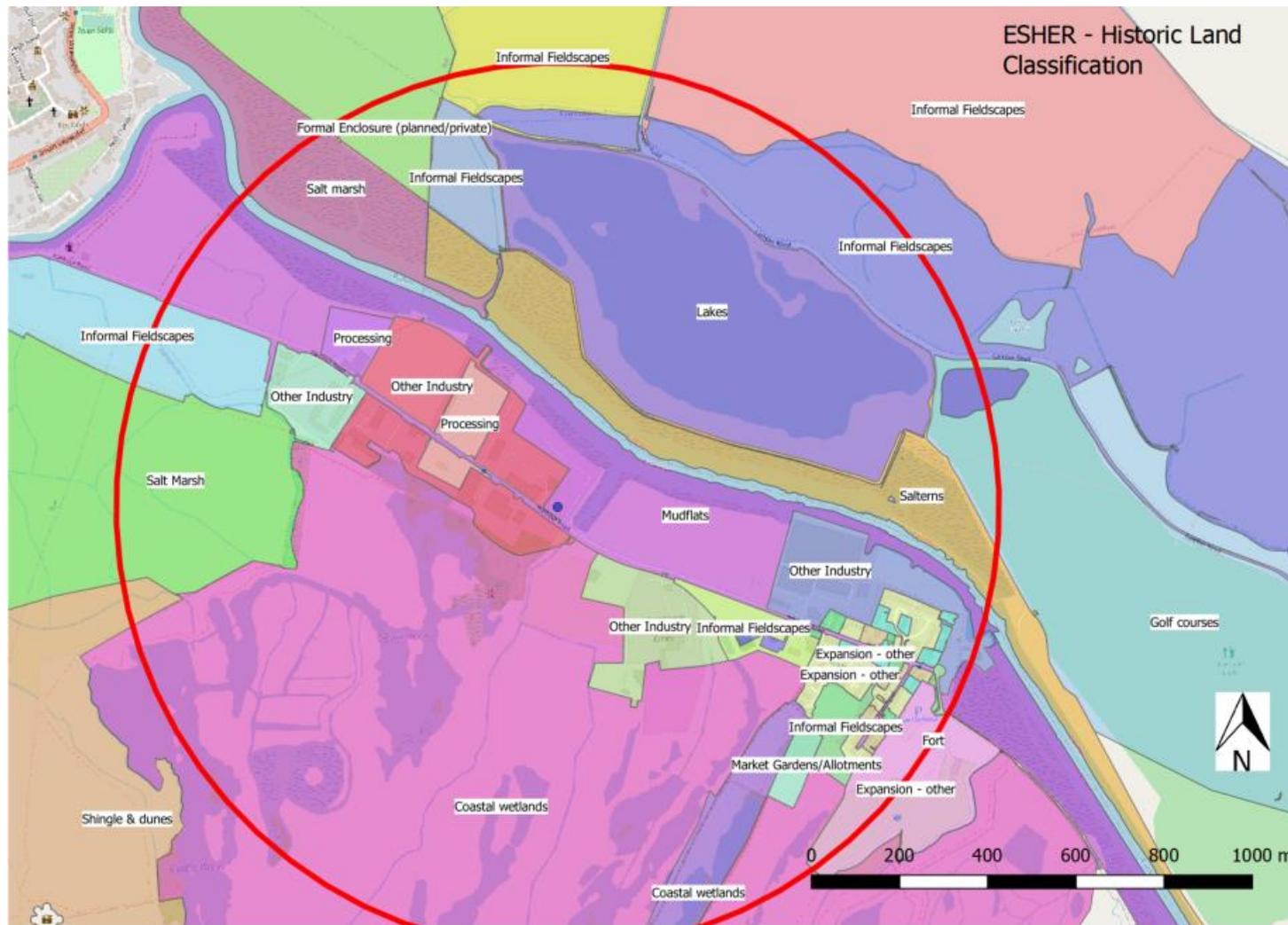


Figure 18: ESHER Historic Landscape Characterisation



Plate 1: 1940s.All at altitude 1.09km (Google Earth).



Plate 2: 2003 (Google Earth)



Plate 3: 2018 (Google Earth)

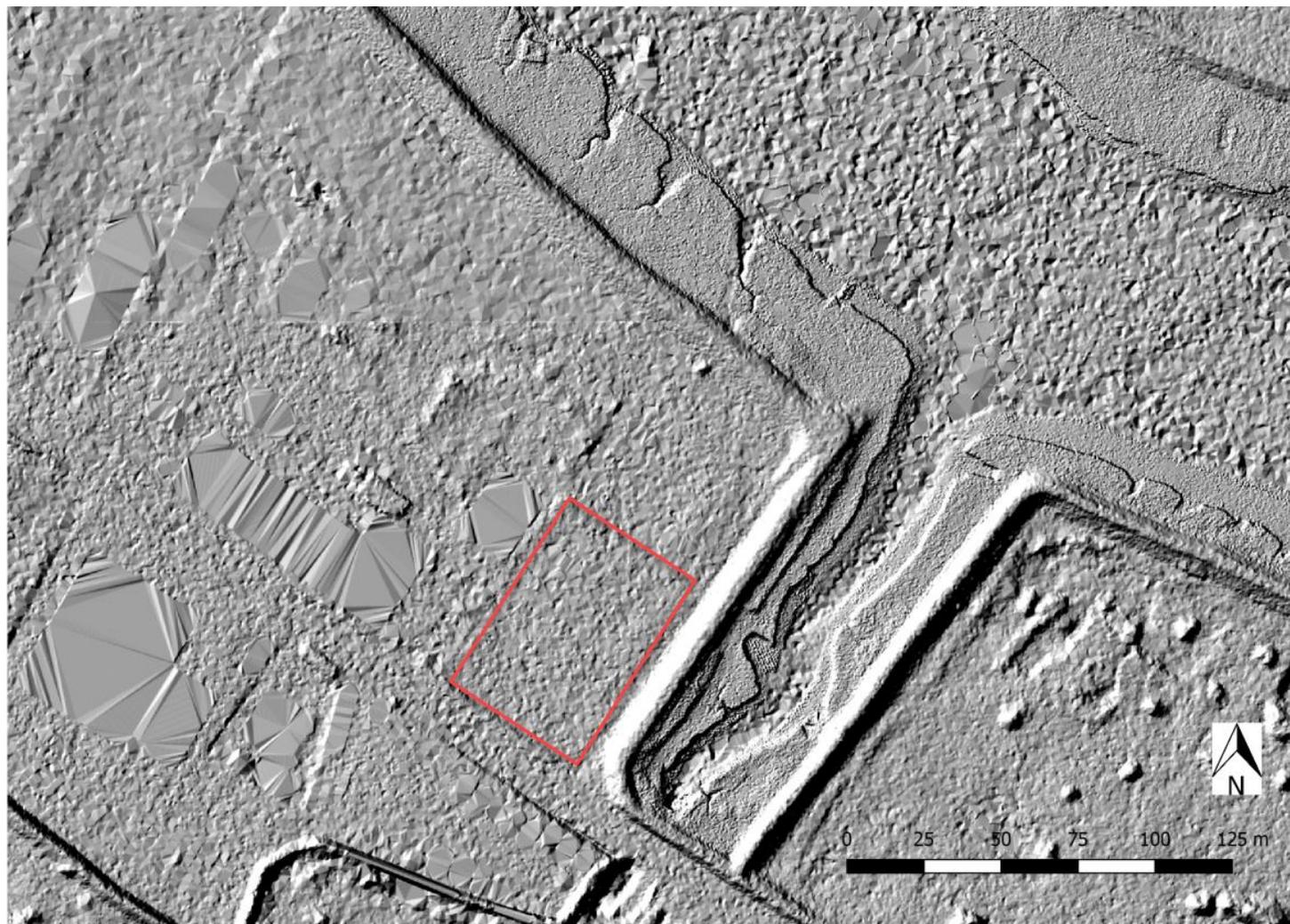


Plate 4: LIDAR 25cm Composite DTM (Environment Agency)



Plate 5: View of the entrance of the PDA (facing NNE).

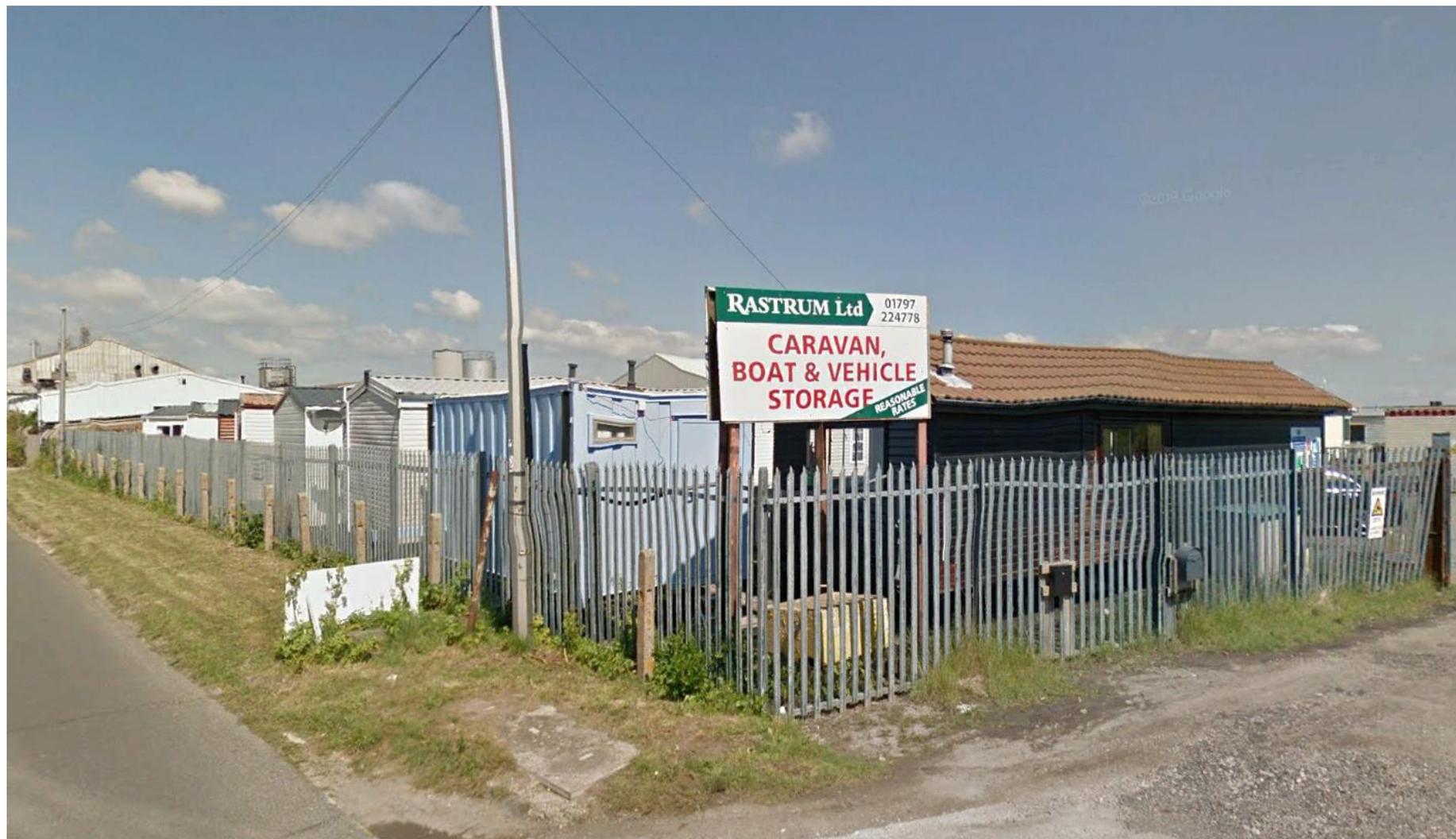


Plate 6: View of the PDA (facing NW).



Plate 7: View of the PDA from the south west corner (facing NE)