

Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at Churchfield Industrial Estate, Harbour Road, Icklesham, East Sussex.

February 2020

Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at Churchfield Industrial Estate, Harbour Road, Icklesham, East Sussex, TN31 7TE.

National Grid Reference TQ 93471 19225



Report for John Jempson & Son Ltd

Date of Report: 11th February 2020

Planning Application: RR/2019/2850/P

SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent ME13 8UP

Tel; 01795 532548 or 07885 700 112

www.swatarchaeology.co.uk

Contents

1	INTRODUCTION	7
1.1	Project Background	7
1.2	The Site	7
1.3	The Proposed Development	8
1.4	Project Constraints	8
1.5	Scope of Document	8
2	PLANNING BACKGROUND	8
2.1	Introduction	8
2.2	National Planning Policy Framework (NPPF)	9
2.3	Local Policies	11
3	AIMS AND OBJECTIVES	12
3.1	Introduction	12
3.2	Desk-Based Assessment – Chartered Institute for Archaeologists (2017)	12
4	METHODOLOGY	13
4.1	Introduction	13
4.2	Sources	14
5	ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT	15
5.1	Introduction	15
5.2	Designated Heritage Assets	16
5.3	Previous Archaeological Works	17
5.4	Archaeological and Historical Narrative	18
5.5	Cartographic Sources and Map Regression	20
5.6	Aerial Photographs	22
5.7	Summary of Potential	23
6	IMPACT ASSESSMENT	26
6.1	Introduction	26
6.2	Historic Impacts	26
7	SIGNIFICANCE	27
7.1	Introduction	27
7.2	Significance Criteria	27
8	ARCHAEOLOGICAL MITIGATION	28
8.1	Introduction	28
9	OTHER CONSIDERATIONS	29
9.1	Archive	29
9.2	Reliability/Limitations of Sources	29
9.3	Copyright	29
10	REFERENCES.....	30
10.1	Bibliographic	30
10.2	Websites	30
11	APPENDIX 1 – ESCC HER Data (see Figures 16-18).	46

List of Plates

- Plate 1. Aerial photograph from 1940s
Plate 2. Aerial photograph from 1948
Plate 3. Aerial photograph from 1949
Plate 4. Aerial photograph from 2003
Plate 5. Aerial photograph from 2018
Plate 6. LIDAR 25cm Composite DTM (Environment Agency)
Plate 7. View of the entrance of the PDA (facing SW).
Plate 8. Plate 6: View of the PDA (facing SSW).
Plate 9. View of the PDA at the north west corner (facing SE)

List of Figures

- Fig.1 Site location map and site Location plan 1:640,000; 1:20,000; 1:1,250
Fig.2 Proposed Development Area
Fig.3 Projected Roman Coastline
Fig.4 Projected Medieval Coastline
Fig.5 Andrews, Dury and Herbert map from 1769
Fig.6 Ordnance Surveyors Drawing, 1797
Fig.7 Historical OS Map 1819
Fig.8 Icklesham Tithe Map 1845
Fig.9 Historic mapping OS 1873
Fig.10 Historic mapping OS 1899
Fig.11 Historic mapping OS 1910
Fig.12 Historic mapping OS 1930
Fig.13 Historic mapping OS 1938
Fig.14 Historic mapping OS 1952
Fig.15 Historic mapping OS 1962
Fig.16 Gazetteer of ESHER Records
Fig.17 ESHER Monument Record – All
Fig.18 ESHER Historic Landscape Characterisation

Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at Churchfield Industrial Estate, Harbour Road, Icklesham, East Sussex.

Summary

SWAT Archaeology has been commissioned by John Jempson & Son Ltd to prepare an archaeological desk-based assessment of the proposed development area (PDA) of land at Churchfield Industrial Estate, Harbour Road, Icklesham, East Sussex, TN31 7TE.

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, between Rye and Rye Harbour and is currently accessed via Churchfields. To the north east on the northern side of Harbour Road is the River Rother with a small water inlet with a 2.5m high flood defence earth embankment forming the boundary. To the west is a drainage channel then an adjacent area of an industrial complex, with more industrial complexes on the opposite side of the road to the north west. To the south and south east is open ground crossed by drainage channels and used for pasture. The PDA is part of a wider irregular square shaped piece of land of just over 1 hectare and is currently used for the parking of HGV trailers.

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 northern area of the PDA had the railway passing across with the remaining area as pasture. It was not until the

*1930s, that the site became a brick and tile works with a large shed built that remains to this day. In the late 20th century the site became disused once the works closed and eventually became an area for the parking of HGV trailers. Given the recent formation of the land in the area, there is little by way of any below ground archaeology. Based on the information gained in this report, it can be concluded that the site is of **low archaeological potential** and significance. It is not clear as to the impact the industry would have had on the site so the historical impact is considered uncertain. The proposed new industrial units will require 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 but given the low archaeological potential it is not recommended that further works are necessary.*

1 INTRODUCTION

1.1 Project Background

- 1.1.1 Swale & Thames Survey Company (SWAT) was commissioned by John Jempson & Son Ltd (the 'Client'), to carry out an archaeological desk-based assessment of the proposed development area (PDA) of land at Churchfield Industrial Estate, Harbour Road, Icklesham, East Sussex centred on National Grid Reference (NGR) TQ 93471 19225 in relation to planning application RR/2019/2850/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, between Rye and Rye Harbour and is currently accessed via Churchfields. To the north east on the northern side of Harbour Road is the River Rother with a small water inlet with a 2.5m high flood defence earth embankment forming the boundary. To the west is a drainage channel then an adjacent area of an industrial complex, with more industrial complexes on the opposite side of the road to the north west. To the south and south east is open ground crossed by drainage channels and used for pasture. The PDA is part of a wider irregular square shaped piece of land of just over 1 hectare and is currently used for the parking of HGV trailers and sits on broadly level ground at an average height of 3m 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, it is too complex and difficult to identify the exact mechanisms behind the evolution of the foreland.

Geotechnical Information

- 1.2.3 There is no known geotechnical information for the PDA.

1.3 The Proposed Development

- 1.3.1 The proposed development is for the construction of 12 industrial units (Use Class B1c, B2 and B8) comprising of five buildings totalling 4,238sqm with a new access off Harbour Road and associated parking and landscaping (fig.2).

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 not 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 John Jempson & Son 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 (ClfA, 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 1-5).

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 little to no intervisibility with these designated assets. The distance from the PDA shields the views from the harbour towards the PDA. There are also other industrial sites located between these assets and the PDA for example the site immediately to

the east whereby the crushed concrete can reach 3m 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 site are in an area characterised under the Historic Landscape Characterisation of 'other industry', which is immediately adjacent to mudflats to the north and coastal wetlands to the south and south east (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 through the northern part of the PDA, south of the present Harbour Road. Adjacent to the north east corner of the PDA was a level crossing as part of the line (MES8438).

100-200m Radius

5.3.4 There are no ESHER entries for this area.

200-300m Radius

5.3.5 There is a single ESHER record for this area. An unidentified earthwork seen to the south of the PDA first noticed in 1805 on the OS surveyor's draft (MES8089).

300-400m Radius

5.3.6 There are four 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 of the PDA (MSE8087). The remaining three records relate to the 19th century Grade II listed (1276139) Church of the Holy Spirit to the east, south east (MSE8098) and a war memorial and lynch gate located there (MSE34894).

400-500m Radius

There are five ESHER records that fall in this radius all of which are in the Harbour area to the east of the PDA. These refer to former brickworks (MES29388 & MES8427) and stone works (MES82429), plus Rye Wharf being a modern industrial estate (MES8430). There was also a narrow-gauge line for the stone works (MES8432).

500-750m

5.3.7 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).

750-1000m

5.3.8 There are 14 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. To the south and south west that was used as a rifle range in World War 1 (MES16348). There is also recognition of the area to the north west of modern Industrial estate areas.

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.
- 5.4.6 Opened in March 1854 as a line for goods only from Rye to Rye Harbour the tramway to Rye Harbour was a single 3ft gauge track on top of wooden sleepers and ran for one and three quarter miles. Eventually with the advent of the motorbus and the growth in popularity of the motor car, it became progressively less important until it was ultimately provided for leisure travellers who wished to go across the ferry on the River Rother to Camber Sands. During part of the Second World War it was used by the Admiralty for various purposes. Once the war finished, the rolling stock, track and station buildings were in such an appalling condition that the Company decided to terminate the undertaking.
- 5.4.7 Simpson (Rye Harbour) Limited and Spun Concrete Limited in 1938 opened their Harbour Road site. They produced concrete pipes, manhole covers and kerbstones. Immediately next door at the PDA Nerus Brick and tile works opened.

In the Second World War, Spun Concrete products were needed for coastal defences such as building materials for the construction of pill boxes, tank traps and anti-aircraft gun emplacements. In later years the site was used for precast concrete sections for the Channel Tunnel Project. It is unclear as to when the brick and tile works area mixed with that of the concrete works.

- 5.4.8 When the Spun Concrete site closed around 1994. The area was renamed Churchfields Industrial Estate. The area was derelict from 1994 until 2005. The site to the east has been used for the crushing of concrete and the storage of crushed concrete and hardcore. The PDA was acquired separately from the remaining industrial site by the present owners in 1999.

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 on the edge of marshland and shingle 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 northern part of the PDA itself is situated across the railway, very close to the crossing of the railway with that of the old access road to Rye Harbour, which now has a new straighter road crossing the marshland. The remaining part of the PDA is pasture with a drainage channel at the far western part. 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 to the north 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 immediate north of the PDA is still a trackway in this section. To the north west of the PDA are now chemical works have been built with its own tramway (Fig.10).

Historic OS map 1910, 1930

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).

Historic OS map 1938

5.5.8 There has been significantly changes at the PDA. The PDA now has a couple of buildings located within it. To the south east and east there are also other buildings (Fig.13).

Historic OS map 1952

5.5.9 The main large building on the PDA has reduced in size. The PDA is part of a larger industrial complex and the map refers to the site as Nerus Works (brick and tile). South east of this complex area is another industrial area labelled stone works (Fig.14)

Historic OS map 1962

5.5.10 There is little change (Fig.15)

5.6 Aerial Photographs

1940s

5.6.1 This shows the PDA as the works with the main large building and yards outside with a number of trackways across the site. To the east and south east is a large area of the industrial works all the way to Rye Harbour (Plate 1).

1948

5.6.2 This provides another view of the works. With the large shed. To the south and south west is pasture. The tramway is still in existence (Plate 2).

1949

5.6.3 This clearer photograph shows the main building at the PDA with the yard area. The tramway means that Harbour Road took a different line to that of today. The area to the east of the PDA can clearly be seen to be manufacturing concrete items and storing them in a large yard (Plate 3).

2003

5.6.4 There have been significant changes. The PDA is now used for storing containers. The area to the east is also disused. To the west and north west, along Harbour Road the area is industrial. The tramway has been removed and the northern boundary of the PDA is in line with that of the road (Plate 4).

2018

5.6.5 The PDA is in use for the parking of HGV trailers. The original building on the site remains (Plate 5).

LIDAR

5.6.6 The LIDAR picture for the PDA shows little by way of features within the PDA (Plate 6).

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 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 with the southern section of the PDA as pasture although this is unlikely to have left any below ground impact. 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 in the period from 1938 became part of an industrial site, initially with brick and tile works and later appears to have been part of the concrete works to the east. Following the closure of the works, where it was unused for a period, after which the PDA has been in use for storage. It appears that the shed currently located on the PDA remains from at least the 1940s based on the aerial photographs and is unlikely to have any archaeological significance. 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. In the second half of the 19th century, the land adjacent to the Harbour Road had a tramway, which passed through the northern area of the PDA, which would have lay on wooden sleepers and had little below ground impact. By the 20th century, around the PDA formed industrial estates, with the PDA becoming tile and brickworks in the 1930s and was in industrial use until the late 20th century. The tramway later being removed. It is not clear as to the impact the construction and subsequent levelling of the ground would have had on the PDA. However, with the PDA as land only being formed and in

existence for the past few hundred years or so, means that historical the impact on any potential archaeology is considered to be **low**.

- 6.2.2 The proposed new industrial units will require foundations and services 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. The site was in use during the Post Medieval and Modern period where the northern part of the PDA was part of the railway and from the 1930, the PDA was an industrial site for which there remains a single shed from that period.

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 that the use of the land for industry may have impacted on any potential archaeology.

Fragility / Vulnerability

- 7.2.6 Any potential remains within the PDA in the area of the proposed development, should they survive in-situ will be 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 other than relating to the modern period.

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 but given the low archaeological potential and that it is not in an Archaeological Priority Area for ESHER it is not recommended that further works are necessary.

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 John Jempson & Son Ltd (and representatives) for the use of this document in all matters directly relating to the project.

Paul Wilkinson PhD MCIFA.

SWAT Archaeology

February 2020

10 REFERENCES

10.1 Bibliographic

Rother District Council – Local Plan (2006)

Rother District Council – Core Strategy (2014)

CiFA 2017 Standard and Guidance for historic environment desk-based assessment

National Planning Policy Framework 2018

Data provided by East Sussex HER

English Heritage Guidance (2014) The setting of the Heritage Assets

10.2 Websites

Ancient Monuments and Archaeological Areas Act 1979. Available at:
<http://www.legislation.gov.uk/ukpga/1979/46>.

Chartered Institute for Archaeologists, 2014. *Standards and guidance for historic environment desk-based assessment*. Available at: <http://www.archaeologists.net/codes/ifa>

Ministry of Housing, Communities and Local Government, 2018. *National Planning Policy Framework*. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Historic England, 2008: *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*. Available at:
<https://www.historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/>

Planning (Listed Buildings and Conservation Areas) Act 1990. Available at:
<http://www.legislation.gov.uk/ukpga/1990/9/contents>

Portable Antiquities Scheme. Available at:

<http://www.finds.org.uk>

British Geological Survey. Available at:

<http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html>

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_1400.jpg

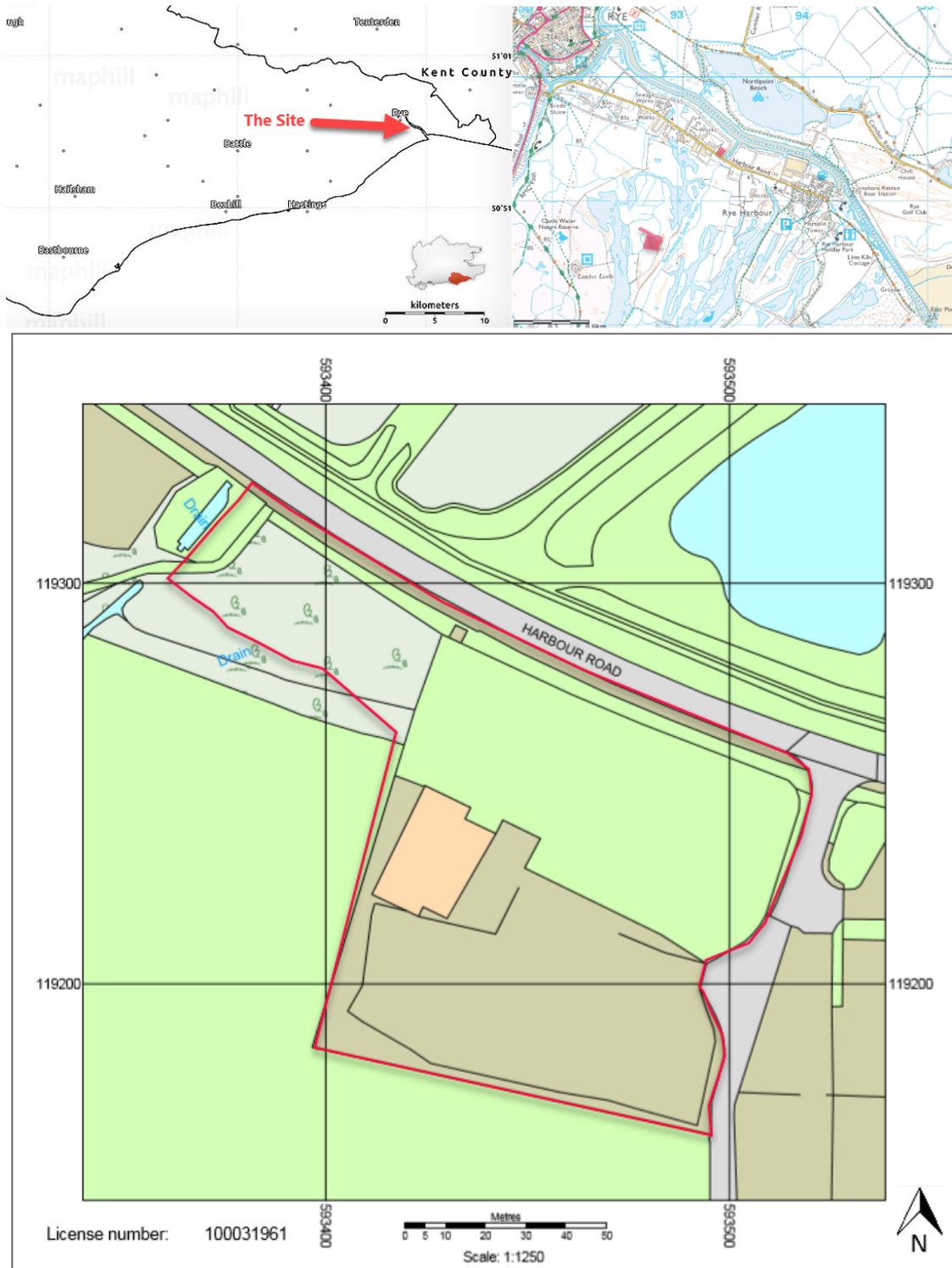


Figure 1: Location Maps, Scale: 1:20,000, 1:1,250



Figure 2: Proposed Development Area

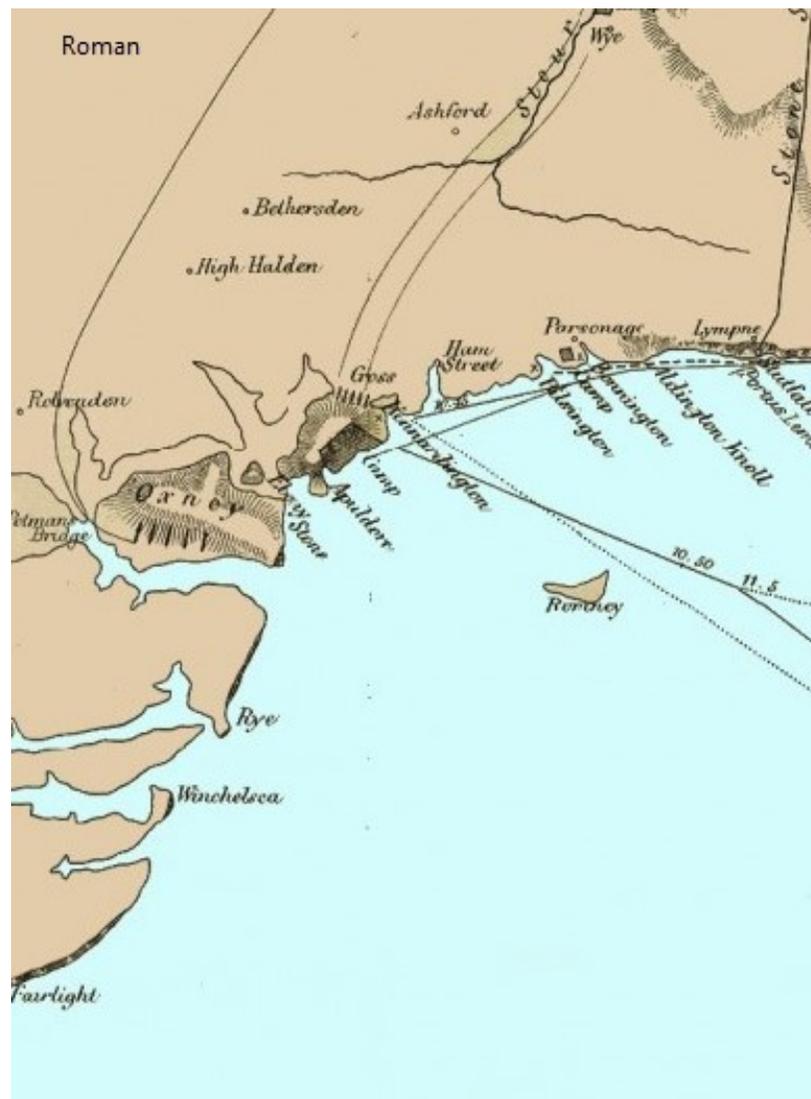


Figure 3: Projected Roman Coastline



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

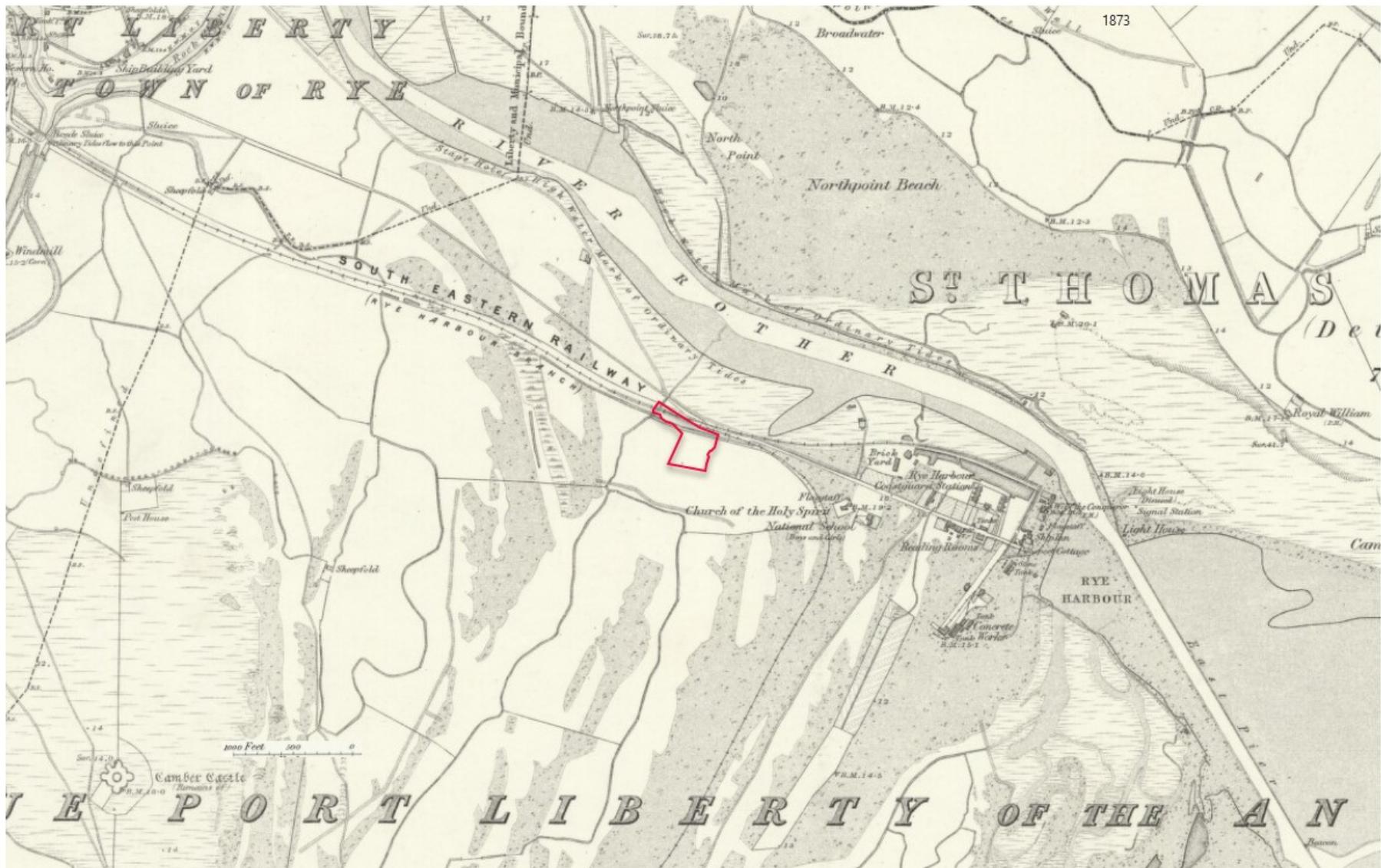


Figure 9: Historic OS Map 1873

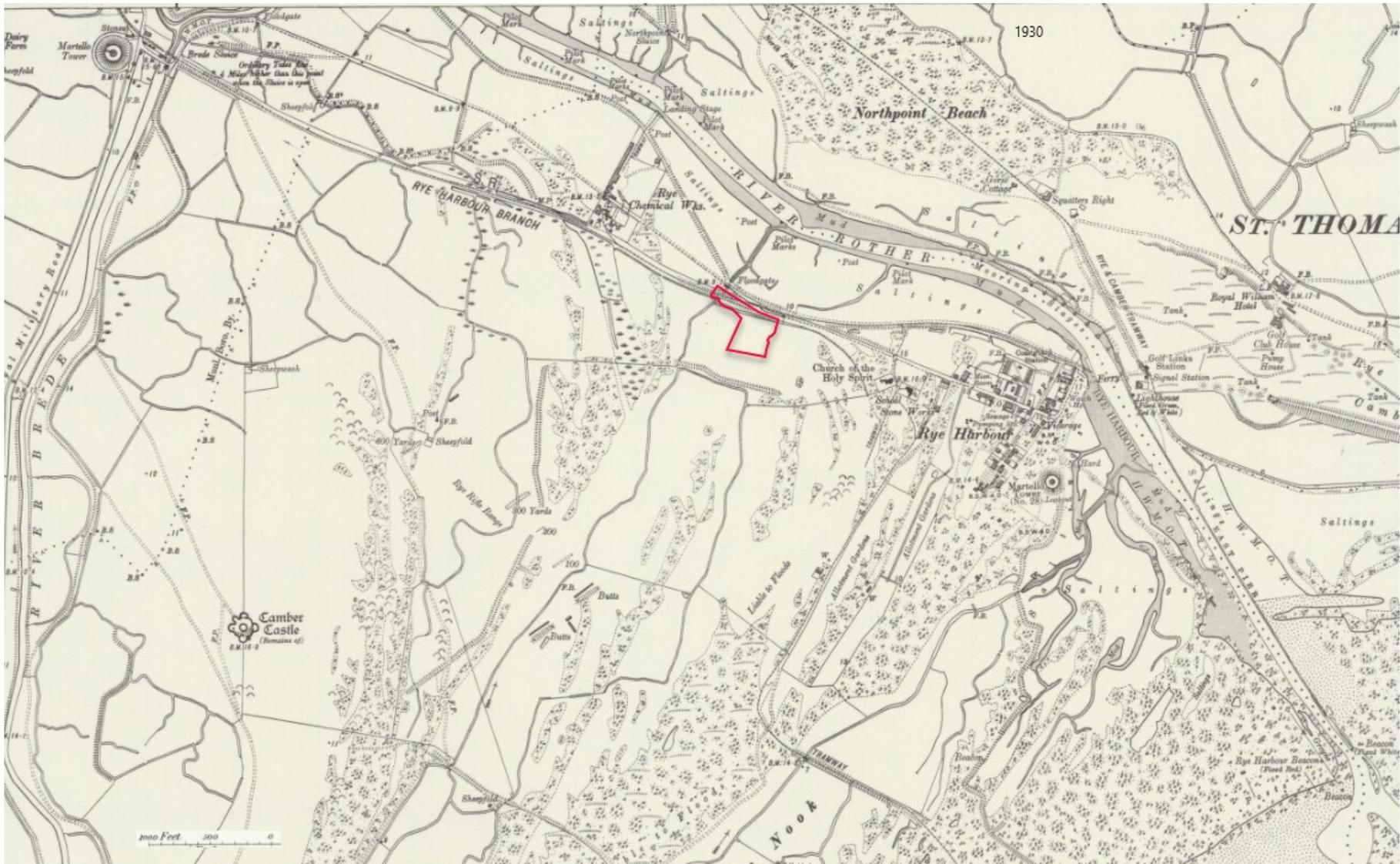


Figure 12: Historic OS Map 1930

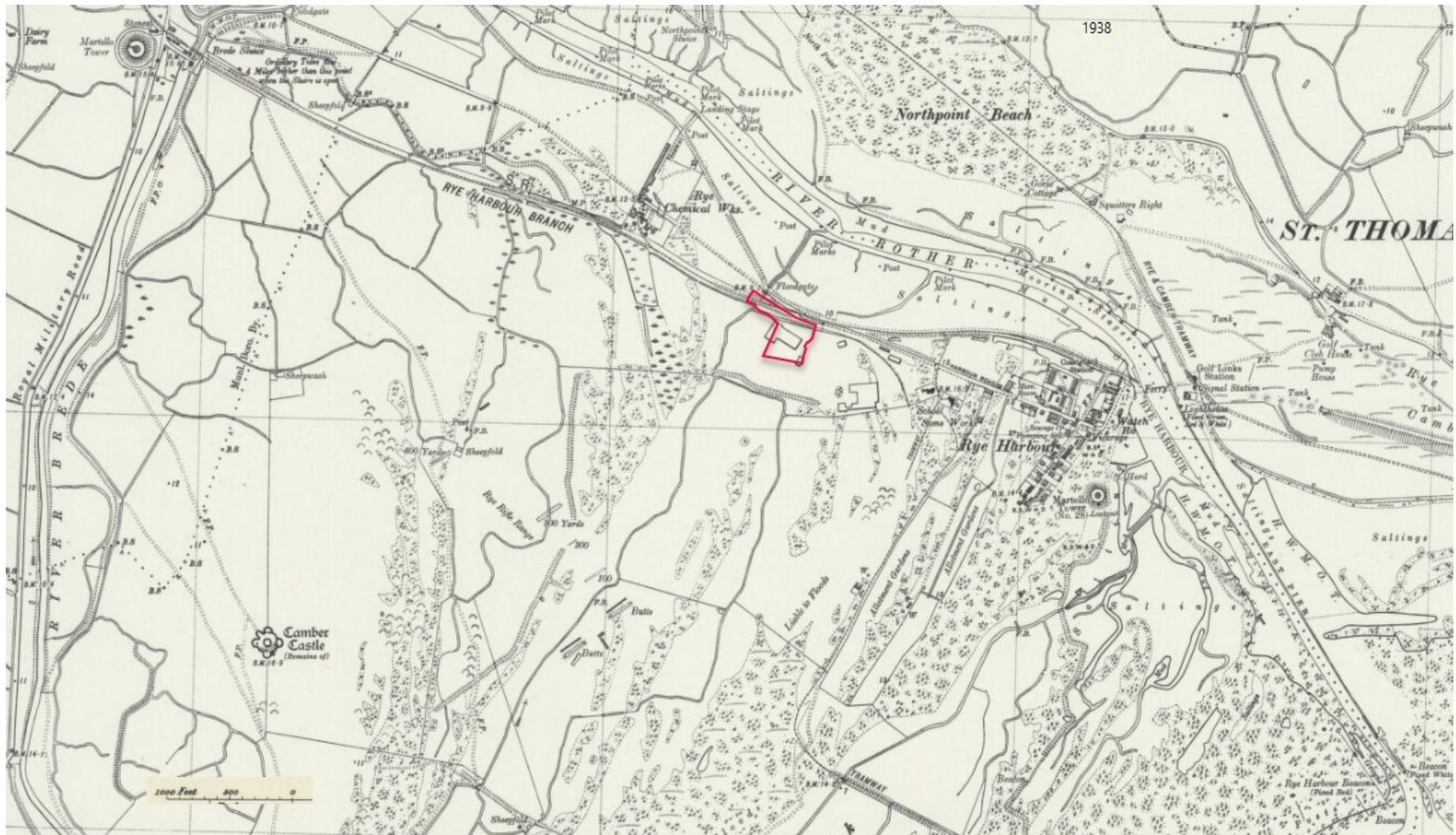


Figure 13: Historic OS Map 1938

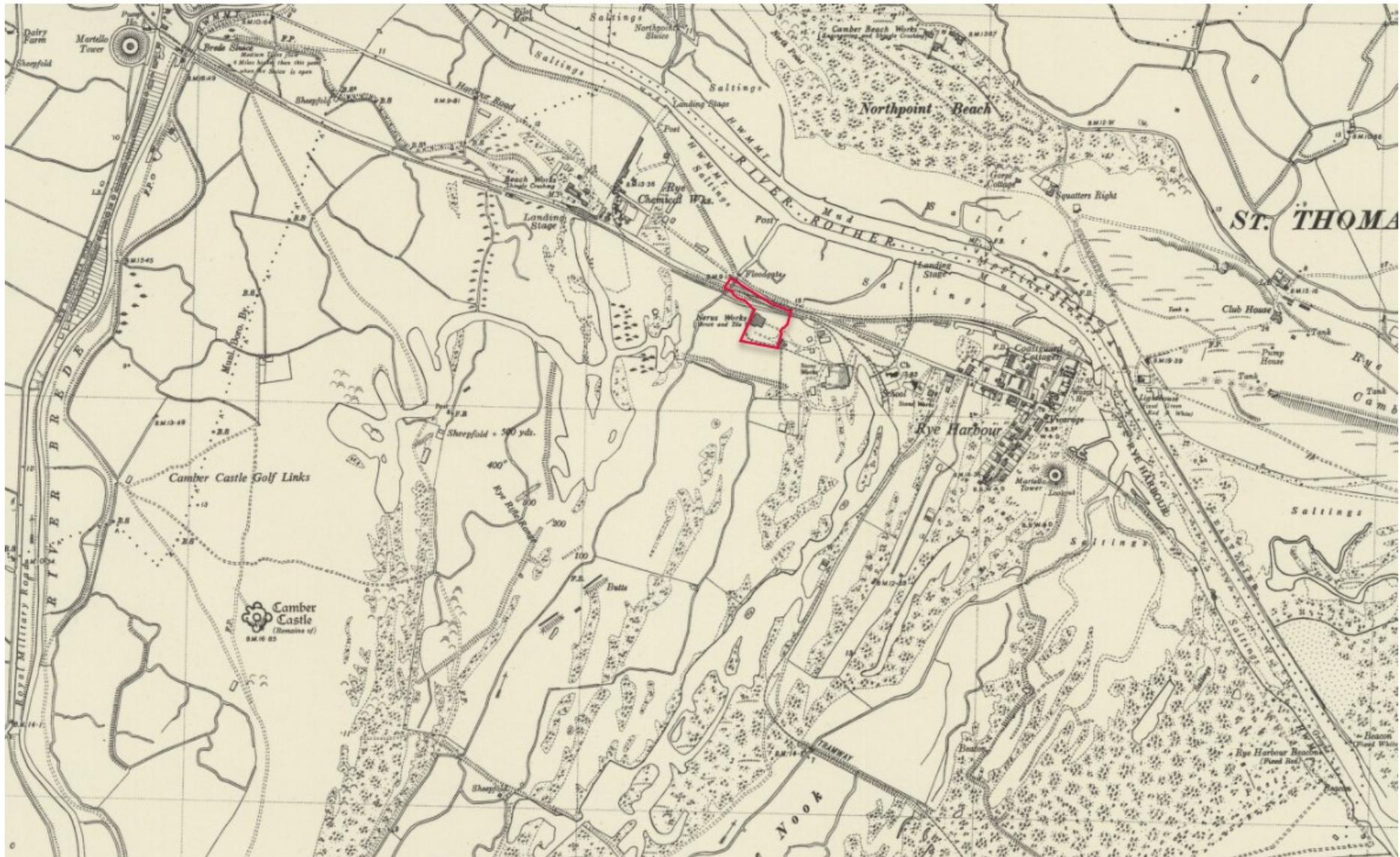


Figure 14: Historic OS Map 1952

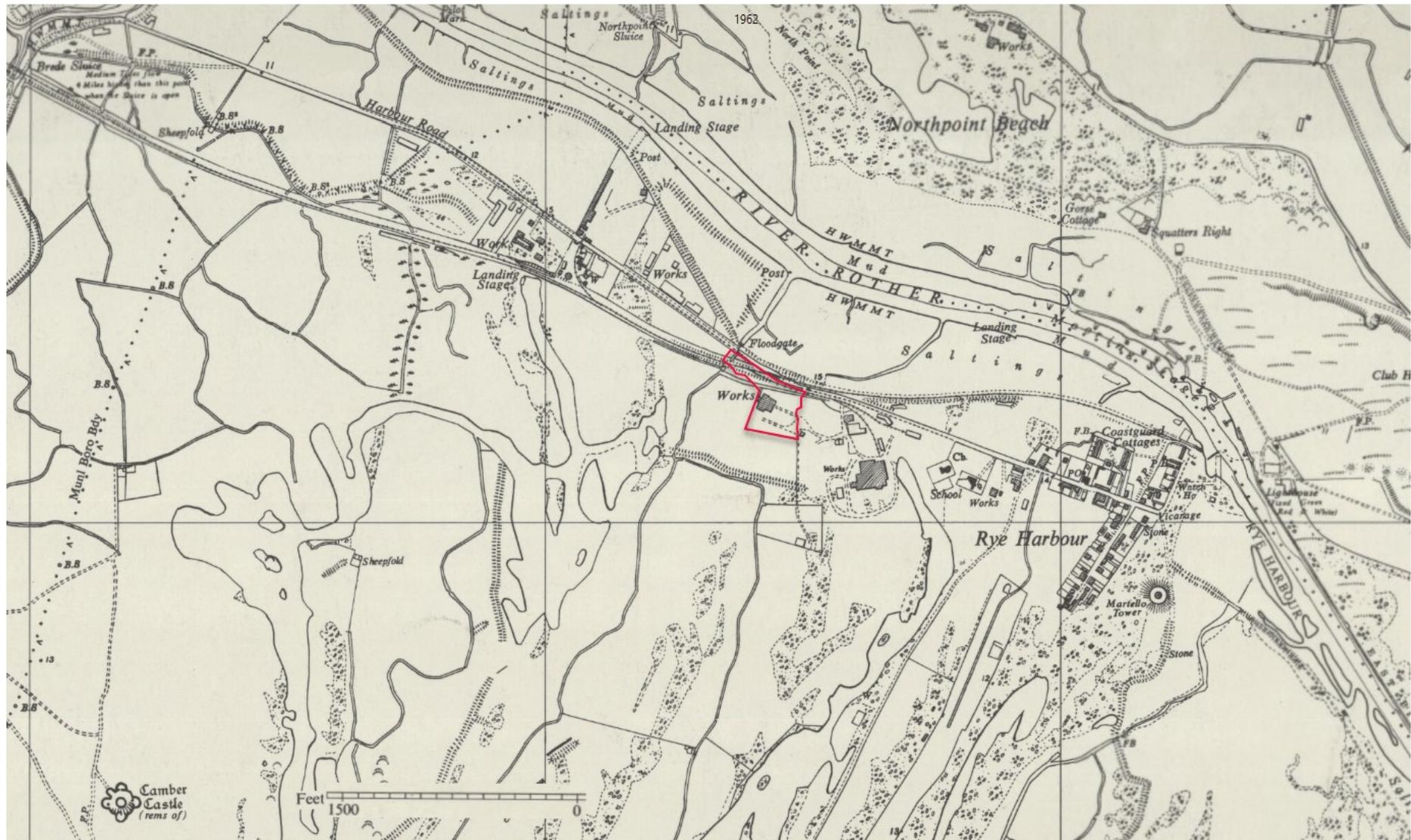


Figure 15: Historic OS Map 1962

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. 800m WSW	Modern	Nook Beach: WW1 rifle range, extant.
MES17294	Monument	c. 785m ESE	Modern	Rye Harbour: pillbox. Built 1941. Now used as information centre.
MES17295	Monument	c. 765m ESE	Modern	Rye Harbour: WW2 gun position
MES26199	Monument	c. 725m NNE	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. 435m E	Post Medieval	Harbour Road, Icklesham: C19 Brickyard. Marked only on the map of 1872.
MES33878	Monument	c. 850m E	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. 795m 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. 800m ESE	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. 330m E	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. 500m 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. 285m SW	Post Medieval	Davis Land, Nr Rye Harbour: Earthwork. Identified from map analysis on the OS surveyor's draft c.1805-1810.
MES8097	Monument	c. 545m ESE	Post Medieval	Rye Harbour: Coastguard station identified from map analysis of the OS 1st edition c.1865.
MES8098	Monument	c. 330m 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. 1020m NNW	Modern	Northpoint Beach: WW2 Gun emplacement extant.
MES8152	Monument	c. 780m ESE	Modern	Rye Harbour Village: WW2 road block. At least 16 anti-tank cylinders, probably from nearby roadblock.
MES8187	Monument	c. 885m NNE	Modern	Anti-aircraft gun, removed.
MES8417	Monument	c. 1000m NNE	Post Medieval	Northpoint Sewer: Drainage Ditch
MES8426	Monument	c. 645m E	Post Medieval	Coastguards Square, Rye Harbour: Coastguard cottages
MES8427	Monument	c. 435m E	Post Medieval	Harbour Road, Rye Harbour: Former Brickyard
MES8428	Monument	c. 635m WNW	Post Medieval	Harbour Road, Rye Harbour: Former Brick/tile works
MES8429	Monument	c. 485m ESE	Post Medieval	Harbour Road, Rye Harbour: Former Stone works

MES8430	Monument	c. 480m E	Modern	Rye Wharf: Ind Estate
MES8431	Monument	c. 890m WNW	Modern	Westlake Industrial Park: Ind Estate
MES8432	Monument	c. 425m ESE	Post Medieval	Harbour Road, Rye Harbour: Railway. Narrow gauge line ran from TQ936190 to TQ938190 for stone works.
MES8433	Monument	c. 530m 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. 760m WNW	Modern	Rye Industrial Park: Ind Estate
MES8435	Monument	c. 680m NW	Modern	Atlas Industrial Park: Ind Estate
MES8438	Monument	Within PDA	Post Medieval	Rye Harbour: Level crossing part of Rye to Rye Harbour line. Line ran from TQ923196 to TQ942191.
MES8439	Building	c. 765m 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. 635m E	Post Medieval	Rye Harbour: Coastguard station.
MES8445	Monument	c. 660m SE	Post Medieval	Tram Road, Rye Harbour: concrete works. Standard gauge railway ran along Tram Road from TQ940188 to TQ 942191.
MES34894	Monument	c. 335m ESE	Modern	Church of the Holy Spirit, Rye Harbour: Lynch Gate
DES3050	Listed Building	c. 735m ESE	Post Medieval	Ship Cottage. Grade II listed (1234190). 18th century.
DES3061	Listed Building	c. 760m 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. 820m 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. 335m 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. 765m 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	Within PDA	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.

Figure 16: Gazetteer of ESHER Records

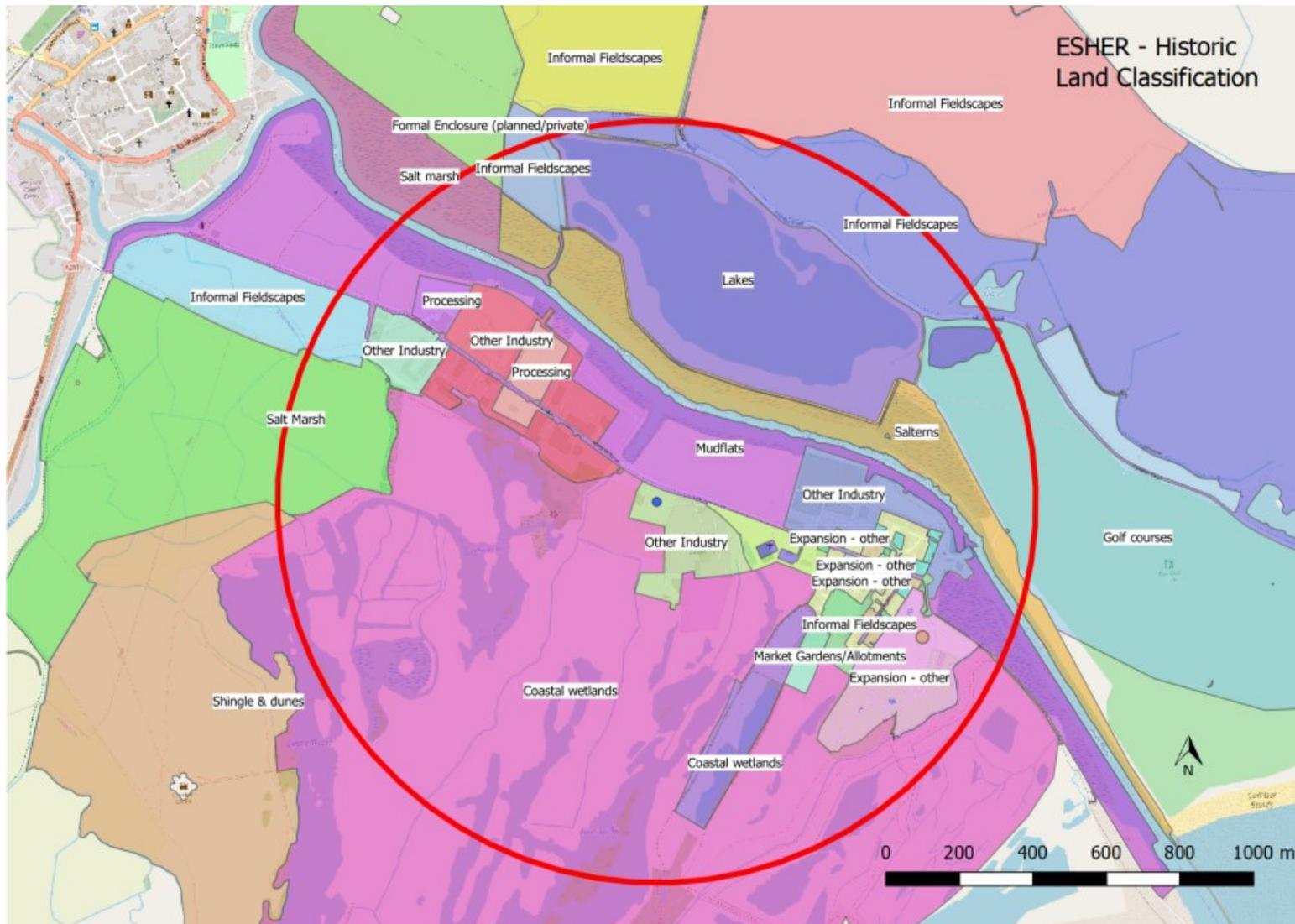


Figure 18: Esher Historic Landscape Characterisation

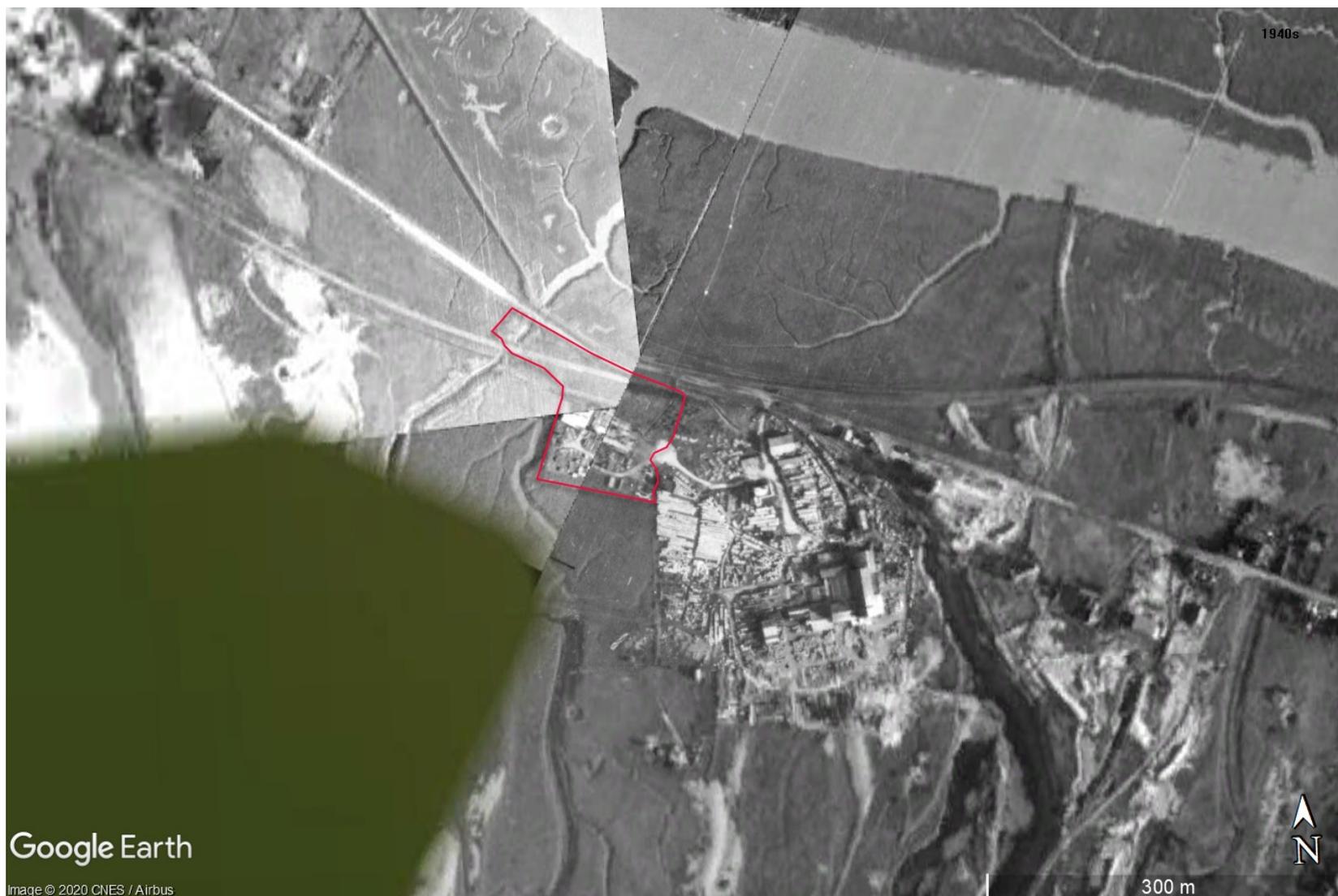


Plate 1: 1940s.All at altitude 1.09km (Google Earth).

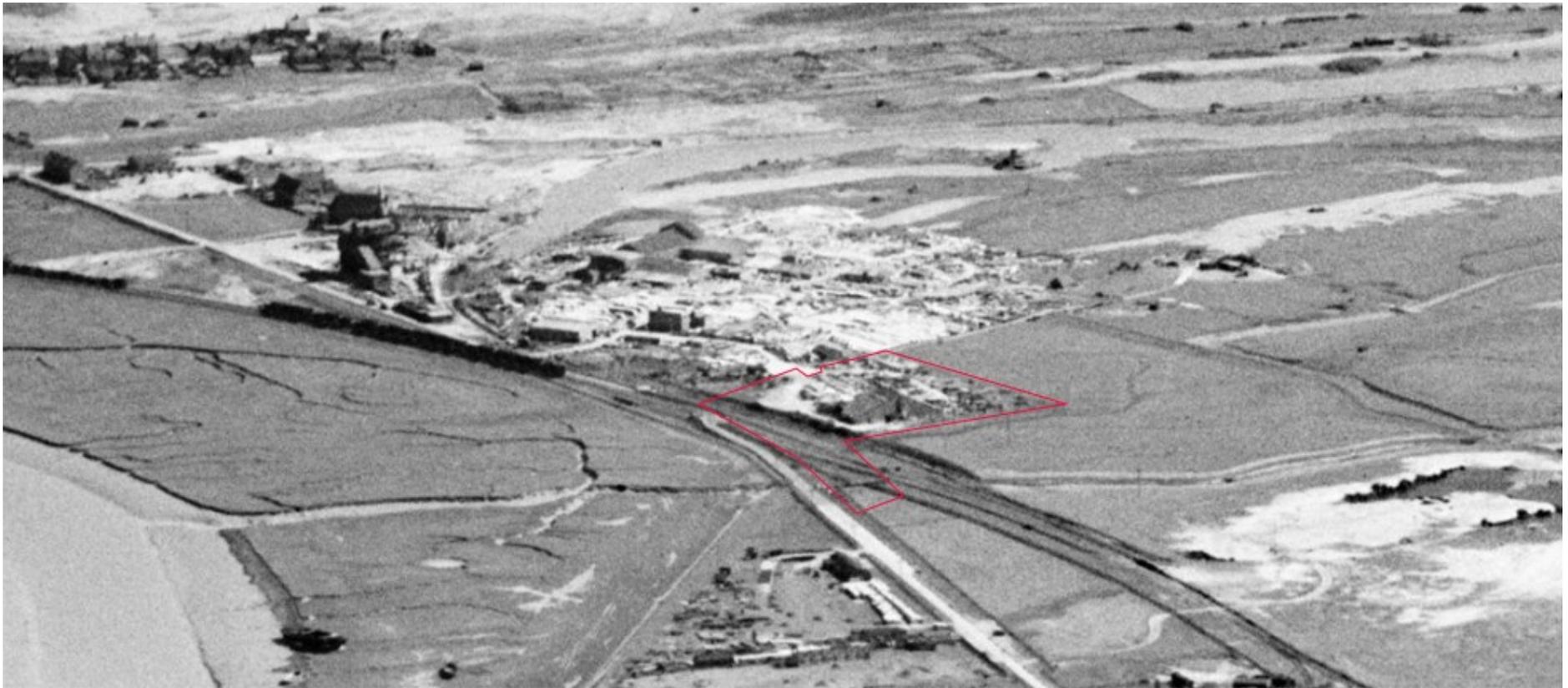


Plate 2: Aerial Photograph 1948

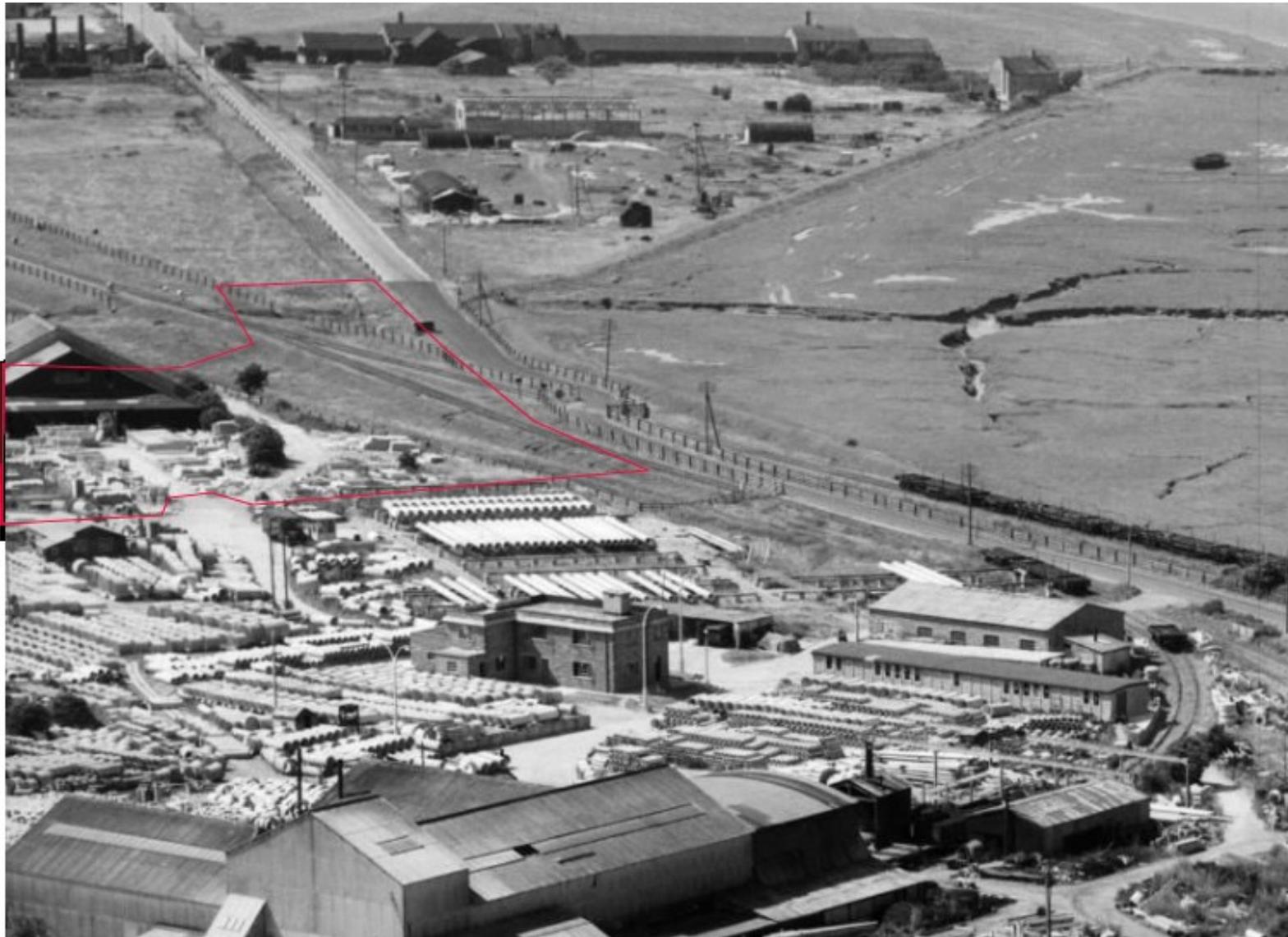


Plate 3: Aerial Photograph 1949



Plate 4: 2003 (Google Earth)



Plate 5: 2019 (Google Earth)

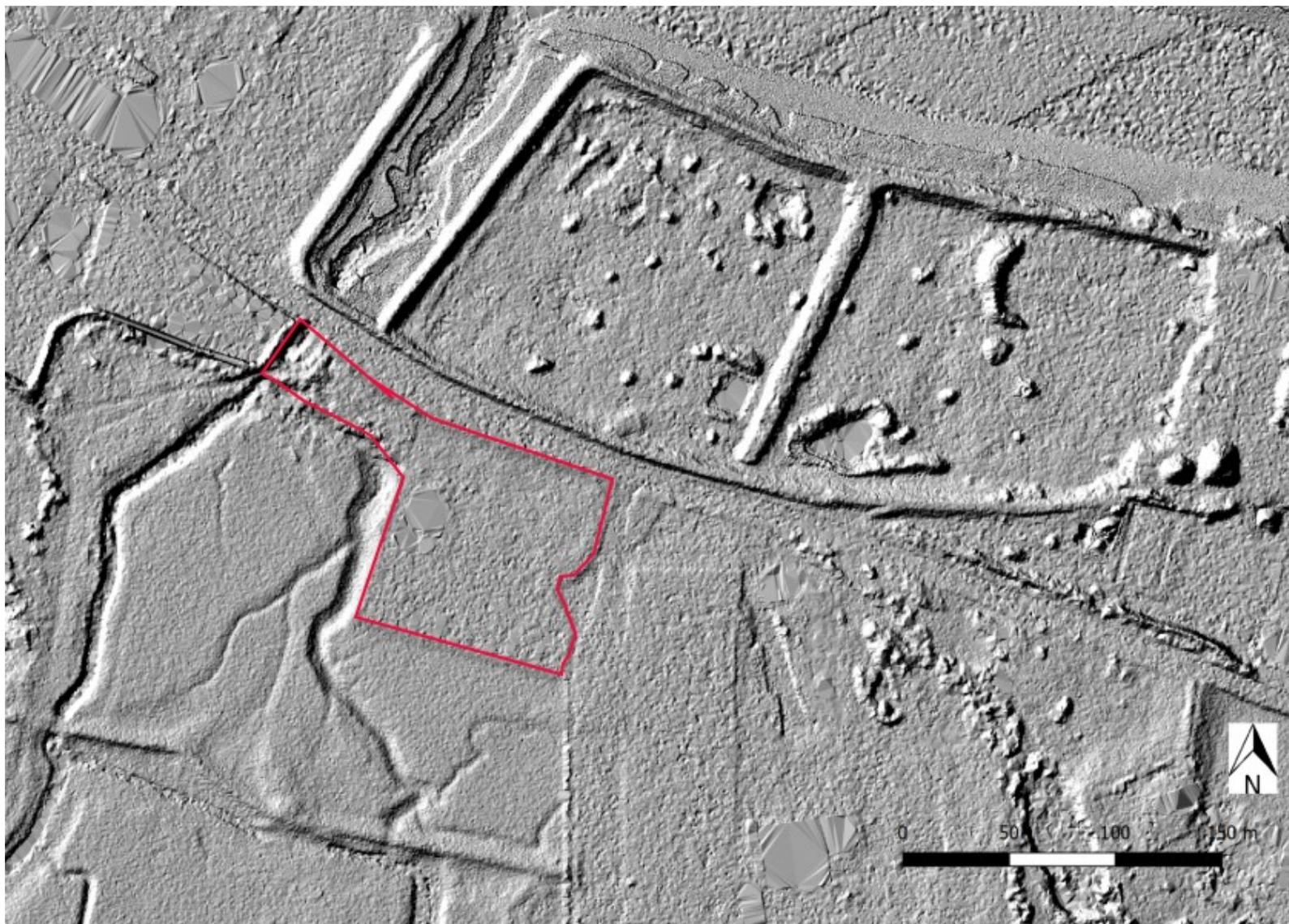


Plate 6: LIDAR 25cm Composite DTM (Environment Agency)



Plate 7: View of the entrance of the PDA (facing SW).

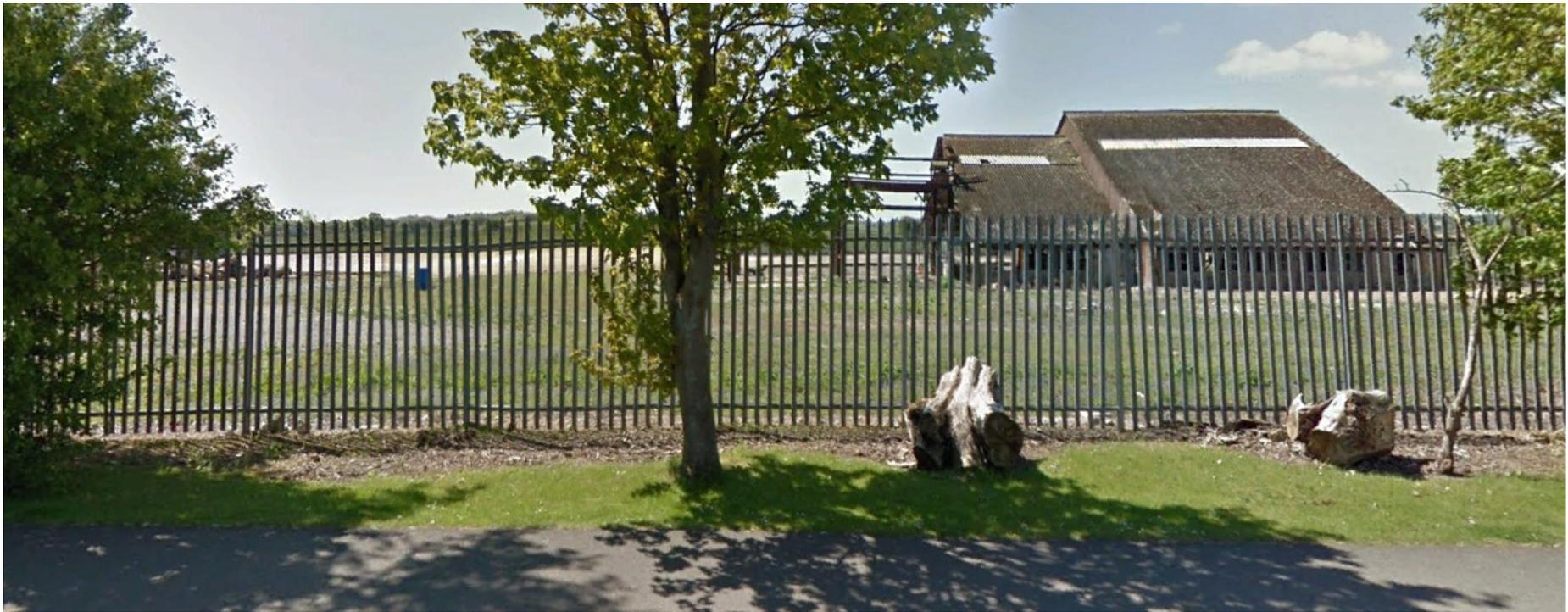


Plate 8: View of the PDA (facing SSW).



Plate 9: View of the PDA at the north west corner (facing SE)