



Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land to West of Maidstone Road and to the North and East of Stoney Lane, Rochester, Kent.

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Report for Medway Council

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SWAT ARCHAEOLOGY

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Summary

SWAT Archaeology has been commissioned by Medway Council to prepare an Archaeological Desk-Based Assessment of the proposed development area (PDA) of Land to West of Maidstone Road and to the North and East of Stoney Lane, Rochester, Kent. 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/moderate**
- Iron Age: **low/moderate**
- Roman: **low**
- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **moderate**
- Modern: **low**

The PDA is situated in the Nashenden Valley on the far southern outskirts of Rochester, which is circa 2.5km to the North located to the west of the Maidstone Road. The PDA covers an area approximately just under five and a half acres and is currently a field of grass and scrub with access from Stoney Lane halfway along the western boundary. The southern and western boundaries are formed by Stoney Lane, a bridleway and private access road that crosses the M2 and the Channel Tunnel High-Speed Rail Link to the west. The PDA slopes downwards from east to west at circa 115m aOD on the eastern boundary falling to 102m at the lowest point on the western boundary, which is circa halfway along its length.

This finds in this report indicates that the PDA appears not to have been built on except for the aerial photographs where a modern building of unknown purpose was built and subsequently demolished in the north eastern corner in the 20th century. In addition, the historical mapping suggests through earthworks that there is likely to have been rail track of

some sort at the PDA and this is evidence by the subtle suggestive on the ground remains of levelling as a linear feature across the PDA.

There is archaeological significance within the assessment area of moderate potential for the Post Medieval period, low/moderate for the Prehistoric period, and low for all other periods. Given that the vast majority of the area of the PDA appears not to have been built on, there is historically likely to have been a low historical impact on any potential archaeology. Any potential remains within the PDA should they survive in-situ will in the majority of the PDA not be vulnerable to damage during the proposed development, due to the requirement for levels to be built up across the PDA and therefore except in the area of the retaining wall means that there is considered to be a low potential impact on any possible archaeological remains. 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 Medway Council (the 'Clients'), to carry out an archaeological desk-based assessment of the proposed development area (PDA) of land to west Of Maidstone Road and to the north and east of Stoney Lane, Rochester, Kent centred on National Grid Reference (NGR) TQ 73955 64840 (Fig 1).

1.2 The Site

1.2.1 The PDA is situated in the Nashenden Valley on the far southern outskirts of Rochester, which is circa 2.5km to the North. The PDA covers an area approximately just under five and a half acres and is currently a field of grass and scrub with access from Stoney Lane halfway along the western boundary. Located to the west of the Maidstone Road, which forms the eastern boundary and contains a hedgerow along its length. The southern and western boundaries are formed by Stoney Lane a bridleway and private access road that crosses the M2 and the Channel Tunnel High-Speed Rail Link to the west. The far north western boundary is a steep slope from the area of the PDA to that of Stoney Lane, which was cut into the hillside at this point and represents a drop of circa 14m from the PDA to the Road. On the far side of the Maidstone Road are industrial units that form alongside the western edge of Rochester Airport. The PDA slopes downwards from east to west at circa 115m aOD on the eastern boundary falling to 102m at the lowest point on the western boundary, which is circa halfway along its length. After Stoney Lane, to the west, the land falls away very sharply to circa 84m aOD within 50m to the M2 motorway (Fig. 1).

Geology

1.2.2 The British Geological Society (BGS 1995) shows that the local geology at the PDA consists Lewes Nodular Chalk Formation and Seaford Chalk Formation. The PDA sits adjacent to a large area of superficial deposits to the east of clay-with-flints formation - clay, silt, sand and gravel, which the BGS map suggests also falls within the northern part of the PDA. However, the low resolution of the BGS mapping (1:50,000) means that it can be difficult to know the exact location of the boundaries of the superficial deposits.

Geotechnical Information

- 1.2.3 As part of the M2 widening scheme, a number of boreholes were undertaken within the PDA in 1994. One in the middle of the northern section of the Site (BGS-TQ76SW162) and one in the middle of the southern section of the Site. The boreholes identified the following:

TQ76SW162 (North)			
Description	Depth of Strata	Cumulative Depth below G. L (m)	O.D. Level (m)
Topsoil	0.25	0.25	113.15
Clay with flints	0.75	1.0	112.40
Chalk	3.0	4.0	
TQ76SW163 (South)			
Topsoil	0.4	0.4	109.3
Chalk	3.6	4.0	105.70

- 1.2.4 Geotechnical investigations have also been undertaken within the immediate adjacent area to the south east on the opposite side of Stoney Lane in 2018. There were a number of trial pits at the far northern end of that site adjacent to Stoney Lane and closest to the PDA. Aside from a small element of made ground likely from the construction of Stoney Lane, the geology was in line with that above. A separate geotechnical report covering the area immediately adjacent to the PDA to the north in January 2020 also suggests the same geology.

1.3 The Proposed Development

- 1.3.1 Relocation of all vehicles and plant including offices and welfare space onto land at Stony Lane (fig. 2).

1.4 Project Constraints

- 1.4.1 There were no constraints 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 Medway Council has a Local Plan adopted in 2003, retained in 2007. The plan has a policy relevant to the site.

POLICY BNE12: CONSERVATION AREAS

- 2.3.2 Special attention will be paid to the preservation and enhancement of the character and appearance of Conservation Areas, as defined on the proposals map.

POLICY BE13: DEMOLITION IN CONSERVATION AREAS

- 2.3.3 Proposals to demolish a building which makes a positive contribution to the character or appearance of a Conservation Area will not be permitted unless it can be demonstrated that: (i) the building is wholly beyond repair; or (ii) it is incapable of use; or (iii) its design is inappropriate; or (iv) the character and appearance of the Conservation Area would be enhanced by its removal and replacement. Consent will be conditional upon no demolition occurring until a contract has been entered into for approved redevelopment of the site.

POLICY BE14: DEVELOPMENT IN CONSERVATION AREAS

- 2.3.4 Development within Conservation Areas, or affecting their setting, should achieve a high quality of design which will preserve or enhance the area's historic or architectural character or appearance. The following criteria will be applied: (i)

materials, features and details of buildings or structures which contribute to the character or appearance of the area should be retained or reinstated; and (ii) traditional street patterns, building lines, open spaces and urban spaces, paving and roadway materials, boundary treatments and street furniture should be retained or reinstated; and (iii) the scale, height, mass, roofscape, materials, detailing, fenestration, plot width and depth, and visual appearance of new development should be sympathetic with existing buildings and their settings; and (iv) trees, hedgerows and open spaces should be retained and protected; and (v) hard and soft landscape elements and traditional materials which enhance the area should be utilised. Proposals should be submitted as full applications when they are within, or would affect, a Conservation Area.

POLICY BNE18: SETTING OF LISTED BUILDINGS

2.3.5 Development which would adversely affect the setting of a listed building will not be permitted.

POLICY BNE20: SCHEDULED ANCIENT MONUMENTS

2.3.6 Development affecting scheduled ancient monuments or other nationally important sites will not be permitted if it would:

- (i) damaged or destroy such sites; or
- (ii) be detrimental to their setting.

POLICY BNE21 ARCHAEOLOGICAL SITES

2.3.7 Development affecting potentially important archaeological sites will not be permitted, unless:

- (i) the developer, after consultation with the archaeological officer, has arranged for an archaeological field evaluation to be carried out by an approved archaeological body before any decision on the planning application is made; and
- (ii) it would not lead to the damage or destruction of important archaeological remains. There will be a preference for the preservation of important archaeological remains in situ.
- (iii) where development would be damaging to archaeological remains, sufficient time and resources are made available for an appropriate archaeological

investigation undertaken by an approved archaeological body. Such investigations should be in advance of development and in accordance with a specification and programme of work approved by the council. Resources should also be made available for the publication of the results of the investigation.

2.3.8 A new Local Plan to cover the period until 2037 is currently in process. The Council also has the following approach to Heritage:

- Restricting development that could have an unacceptable impact on a designated heritage asset and its setting;
- Ensuring that new development in Conservation Areas enhances their significance and special qualities, whilst respecting the historical and architectural character;
- Ensuring that all new development contributes to local distinctiveness and identity;
- Encouraging development that makes sensitive use of historic assets, particularly where they are under-used or redundant;
- Promoting the preservation of historic buildings considered to be 'at risk'.
- Resisting demolition or destruction of heritage assets without substantial justification that clearly demonstrates that public benefit outweighs the harm or loss resulting from the demolition or destruction.

Local Planning Guidance

2.3.9 The Kent Design Guide, 2008. Prepared by the Kent Design Group, it provides the criteria necessary for assessing planning applications. Helps building designers, engineers, planners and developers achieve high standards of design and construction. It is adopted by the Council as a Supplementary Planning Document.

3 AIMS AND OBJECTIVES

3.1 Introduction

- 3.1.1 This Desk-Based Assessment was commissioned by Medway Council to support a planning application. This assessment has been prepared in accordance with guidelines set out by the Chartered Institute for Archaeologists (see below) and in the National Planning Policy Framework and the Good Practice Advice notes 1, 2 and 3, which now supersede the PPS 5 Practice Guide, which has been withdrawn by the Government.
- 3.1.2 This Desk-Based Assessment therefore forms the initial stage of the archaeological investigation and is intended to inform and assist in decisions regarding archaeological mitigation for the proposed development and associated planning applications.

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

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

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

(2017:4)

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

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

CIFA (2017:4)

4 METHODOLOGY

4.1 Introduction

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

4.2 Sources

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

Archaeological databases

- 4.2.2 Although it is recognised that national databases are an appropriate resource for this particular type of assessment, the local Historic Environmental Record held at Kent County Council (KCCHER) 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 500m radius of the proposed development site and relevant HER data is included in the report. The Portable Antiquities Scheme Database (PAS) was also searched as an additional source as the information contained within is not always transferred to the local HER.

Cartographic and Pictorial Documents

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

Aerial photographs

4.2.6 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1-6).

Secondary and Statutory Resources

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

Walkover Survey

4.2.8 The Site is visited for a walkover survey. This is for the purpose of:

- Identifying any historic landscape features not shown on maps.
- Conducting a rapid survey for archaeological features.
- Making a note of any surface scatters of archaeological material.
- Identifying constraints or areas of disturbance that may affect archaeological investigation.

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. 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 Kent HER records within the 1000m assessment area are minimal, probably reflecting the amount of farmland across the area, which has led to little by way of excavation across the area as a whole rather than potential lack of finds or features.

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 only one designated asset within the assessment area which is that of Horsted Fort, a Scheduled Monument to the east on the far outer reaches of the assessment area, circa 1km to the north east. Given that there are a significant number of buildings both residential and commercial between the PDA and the Fort, there is no intervisibility. The original setting of the Fort has already been altered significantly with the urbanisation of the area since the fort was built that the proposed development will not have any impact upon the setting of the Scheduled Monument.

5.3 Previous Archaeological Works

- 5.3.1 There have been a number of intrusive archaeological events in the area to the west as a result of the Channel Tunnel Rail Link (CTRL) and the widening of the M2 motorway. In addition, there are ongoing excavations to the south east within Rochester Airport. These intrusive events are summarised below.

CTRL

- 5.3.2 The line along the western side of the Nashenden Valley between the eastern banks of the River Medway, north east of the PDA and eastwards towards the entrance to a CTRL tunnel through the North Downs to the south west of the PDA near to Upper Nashenden Farm.
- 5.3.3 Initially the area was field walked in 1995, which recorded surface Medieval pottery and prehistoric artefacts. In 1997 and 1998 some evaluations were carried out. 8 trenches to the south east of Upper Nashenden Farm and 23 trenches in the area of Monk Wood to the west of the PDA. The Upper Nashenden Farm evaluation found a small number of features that were identified as modern relating to the existing adjacent Upper Nashenden Farm buildings, undated or natural with only a single Prehistoric ditch sealed by colluvium on the valley floor. Since no settlement activity was identified, it was considered that any material such as the prehistoric flintwork, including a Mesolithic/ Early Neolithic flint pick may have been derived from recent ploughing upslope on the valley sides. A single Medieval sherd was identified.
- 5.3.4 In the area of Little Monk Wood, the evaluation in 1998 identified Pleistocene late glacial soil horizon from circa 11,0000 before present and Holocene colluvium.

However, no archaeological features were found and finds were limited to four undiagnostic struck flint flakes and a single burnt flint plus a single sherd of Late Bronze Age pottery. Modern features include possible field boundary and quarry or marl pits.

- 5.3.5 Following the evaluations, watching briefs also occurred along this length on the western side of the Nashenden Valley. To the north west of the PDA by the north west of Nashenden Farm, two ditches were recorded of which early Romano-British Pottery was recovered. South west of Nashenden Farm, a Romano British pit was considered to be a sand quarry and then used for refuse containing pottery, tile and ceramic building material (CBM). Immediately west of the PDA, two Iron Age pits, were found. A 'v' profiled ditch was also excavated that did not contain any dating material but the fills were considered to be Prehistoric.

Rochester Airport

- 5.3.6 Archaeological works are taking place at the southern end of the airport to the south, south east of the PDA. Whilst this area is just beyond the assessment area, the finds there are significant enough to be covered. These finds are recent and ongoing and therefore are too soon to be reflected in the HER. However, Ben Found, a KCC Senior Archaeological Officer has provided a summary of the finds to date. The strip, map and sample across four areas revealed many archaeological features including pits, ditches and post holes representing enclosures and possible structures relating to the early-mid Iron Age period. The Romano-British remains included a probable walled enclosure (which largely extended outside the excavation area, so whose interior was not inspected) for which the surrounding wall had been largely robbed-out. This is placed into context that the eastern side of the airport, there is a Roman Road.

Medway Valley Palaeolithic Project (MVPP)

- 5.3.7 The PDA falls within MVPP area 27 being a finger shape along the Nashenden dry Valley side between area 21 to the north east and area 36 to the south west both facing the Medway Valley. Area designated 27 has not had any finds and is considered to have a low probability for Palaeolithic remains based on this survey.

5.4 Archaeological and Historical Narrative

- 5.4.1 Along the Medway river, there have been Palaeolithic remains and is an ancient channel dating from 500, 000 years ago. The Medway Gap was created when the Medway river cut through the North Downs. These deposits contain an abundance of Palaeolithic artefacts and fossil animal remains which are located more on the valley sides closer to the river.
- 5.4.2 The Medway Valley is also known for Neolithic settlement activity as evidenced by such structures as causewayed enclosures and burial monuments. Several chamber tombs can be found south, of the PDA. 'Kits Coty house', circa 4km away is remains of a burial chamber that is sited at one end of a long barrow. Lower down the hill are the remains of 'Countless Stones', a pile of stones that are fallen but arranged in a similar manner and many others in the vicinity.
- 5.4.3 Along the Medway valley on both the higher and lower ground are Bronze Age burial mounds. Some of which have revealed skeletons. The Nashenden Valley forms part of the North Downs and the Pilgrims Way follows the western edge. Some mounds lie close to the Pilgrim's Way, itself a prehistoric trackway. This area also contains ancient woodland. The Iron Age saw the continuation of occupation of the Medway valley to the north and south.
- 5.4.4 Nearby Rochester was a Roman town and the main London to Dover Roman Road of Watling Street passed through with a bridge across the Medway. Its Roman name was Durobrivae meaning 'stronghold of the bridges'. It is likely that the area of the PDA, being on the extreme hinterland of Rochester in this period, was one of scattered farmsteads and nearby villa estates. Certainly, many villas were lined along the Medway valley. On the opposite side of Rochester airport, to the east is the A229, which is also a Roman road. The Romans are well known for their roadside activity, of which cremations have been found alongside the road nearby to the south east.
- 5.4.5 In the Anglo-Saxon period, Rochester became one of the two dioceses in Kent, Canterbury being the other. The bishopric for Rochester was established by Æthelberht in 604 AD, and the foundation of the cathedral there by Bishop Justus. In this period a number of other settlements are known to have existed. Four

example, nearby Wouldham to the west. The first documentary evidence of Wouldham is in 751 AD when King Ethelbert gives 'Wuledham' to the Church of St Andrew in Rochester. The name is thought to originate as Wolde meaning a treeless down settlement or alternatively settlement of the Wuldas, meaning glorious or splendid men. North of the PDA, is the village of Borstal, since enveloped into Rochester. Its name came from Anglo-Saxon burg-steall "fort site" or "place of refuge", likely referring to the hill there. It is in the Domesday Book of 1086 as 'Borchetelle', and then consisted of a 50-acre meadow, six households and two watermills. The closest Domesday entry to the PDA is that of Nashenden, located north of the PDA, close to Borstal. It was considered quite large as a settlement with 25 households. With 4 plough teams and 8 acres of meadow. However, the name Nashenden comes from old English of 'hyscen denn' meaning small house pasture.

- 5.4.6 At Horsted to the east, there was a manor considered to be of 12th century origin based on comments from Hasted, a late 18th century historian where he writes that in 1248, the manor was granted 'a charter free of warren'.
- 5.4.7 Hasted, also describes the area in Wouldham as 'the hills rise to a great height eastwards, as far as Nashenden being mostly unenclosed, open downs, the soil of which is chalk, much covered with slints, being poor and unfertile, a dreary country.'
- 5.4.8 During the Medieval period, the area was one likely to have been one of scattered farms and predominately agricultural. There was a bridge crossing the Medway at Rochester and to avoid long detours, there were ferry crossings at certain points across the Medway. There is known to be one at Wouldham in the 19th century and it is likely it was also in operation much earlier. The ferry service continued until the 1960s.
- 5.4.9 By 1769 there was a farm at nearby Borstal called 'Bostle', and probably had been joined by a wayside inn called the White Horse on the valley road north of the PDA. In about 1830 Borstal House was built near the farm, and at the time of the 1840s Tithe Map for Borstal was just a hamlet of a few cottages, mostly owned by local woman Mary Tuff. She sold her nearby lime-works in 1853, which was developed into a cement factory owned from 1864 and led to the growth of the

village of Borstal. A second cement factory, called Borstal Manor, opened in 1898. Both works closed in 1900, but continued to produce cement intermittently until about 1920 and the village eventually swallowed up into Rochester.

- 5.4.10 Upper Nashenden farm was originally built as two coppicer's cottages by the Rochester Bridge wardens in 1830. By 1901 it was reclassified as a farm and renamed Upper Nashenden Farm. Around this time, it was turned into one single cottage and leased to the Borstal institute and used as a livestock farm.
- 5.4.11 In the second half of the 19th century, an artillery ring fortress was created around Chatham to defend the naval dockyard. There were seven forts in all and they were connected by a light railway. One was at Horsted to the east, north east and one to the north at Bridgewood. Due to improvements in artillery, the forts soon became obsolete. However, many forts were later utilised in the First and Second World War. Horsted was an ammunition store and also contained an anti-aircraft emplacement. Fort Horsted survives as a Scheduled Ancient monument. Fort Bridgewood was used in the First World War as barracks and later in the Second World War for a battalion for the Home Guard, along with use for the Royal Observer Corp and contained a light anti-aircraft battery. In the 1950s it became a control centre in relation to potential nuclear attack. However, by the late 1960s it was no longer required and was demolished.
- 5.4.12 The airport at Rochester was established in the 1930s by the Rochester Corporation utilising 100 acres of farmland under compulsory purchase order where the land was levelled. Buildings were located along the northern and later western boundaries of the airfield including hangers and aeroplane factories. The airfield later extended in the late 1930 southwards for a training school.
- 5.4.13 During the Second World War, the airport suffered enemy damage by incendiary and high explosive bombs. The landing area deliberately immobilised by obstructions. After the war, the training school return and commercial flights resumed in 1953. In the second half of the 20th century the edges of the airport were utilised for industrial and commercial development including the area to the north of the PDA in the area of Bridgewood Fort.
- 5.4.14 In 1963 a viaduct was built over the river Medway, which carried the M2 motorway and was south of the historical bridge crossing at Rochester. In 2003

another span to the motorway was added. In 2003, there was another crossing of the river, this time just to the south of the widened motorway crossing, by the High-Speed rail link. This required the re-routing of Stoney Lane to form the western boundary of the PDA and the significantly cut and earthworks north west of the PDA. These bridges across the Medway have seemed to provide an unofficial boundary to the edge of the Rochester urban area, limiting expansion south of the bridges.

5.5 Cartographic Sources and Map Regression

Andrews, Dury and Herbert map of 1769

- 5.5.1 Andrews, Dury and Herbert published their atlas some thirty years before the Ordnance Survey, immediately becoming the best large-scale maps of the county. This shows the PDA located on the western side of what is known as the Maidstone Road with the large Wood to the east. The area referred to as 'Bostle', which appears to be labelled incorrectly and should be more to the north. Nashenden Farm can be seen to the north west. A house or possible farm is located to the east (Fig. 3).

Ordnance Surveyors Drawing, 1798

- 5.5.2 The PDA is shown immediately next to the sharp slope to the west. Stoney Lane appears to exist immediately south of the PDA although from the map, it is not clear what it leads to. The woodland to the east of the PDA has partly been cleared for arable fields. The area is sparsely populated (Fig. 4).

St Margaret, Rochester Tithe Map of 1842

- 5.5.3 The tithe map is the first detailed map. This shows the PDA located north of Stoney Lane which leads to a cottage and garden designated 157 owned by the Wardens of Rochester Bridge and occupied by Stephen Knight. Stoney Lane is designated 178 and is also owned by the Wardens of Rochester Bridge but occupied by William Taylor. The PDA itself covers a number of different designated fields of 142, 176 and a small corner section of 141, also all occupied by William Taylor. William Taylor lives nearby at Nashenden Farm (referred to a house in the tithes) to the north west of the PDA. The wood to the east of the PDA is referred to as Great Dulce Wood, which is owned and occupied by the Rochester Bridge Wardens. There is a roadway from the Cottage at Stoney Lane that runs

along towards Nashenden Farm and continues towards the valley bottom by the river Medway. On the western side of the roadway is what is referred to as Nine Acre Wood designated 149. (Fig.5).

Historic OS Map 1869

- 5.5.4 This is the first properly scaled OS map. The PDA is part of a large field with its western boundary defined by the steep slope of the western side and the road on the eastern side with Stoney Lane defining the southern boundary. The area west is called Nashenden Bottom and the cottage at the end of Stoney Lane called Bridgewood Cottage, which still has a trackway showing northwards towards Nashenden Farm, which is off the map to the north. It is also around this time in the 1860s that land was acquired for the construction of the ring of forts at Chatham although there is no indication of this on the historical map (Fig.6).

Historic OS map 1897

- 5.5.5 There is little change at the PDA except the map is showing the line of an earthwork that runs through the PDA, which is almost straight and railway like in form. The line appears to stop abruptly just to the north of the PDA, which is essentially where the location of the Bridgewood Fort, which for security reasons has been redacted from the map, although the actual light railway track that connects the redacted forts is shown for example between Fort Bridgewood and Fort Horsted. The wood to the west is now referred to as Monk Wood. To the east the Great Dulce Wood has been cleared (Fig.7).

Historic OS map 1909

- 5.5.6 There is little change except for a field boundary has been added to the northern end. Beyond this that area of the map is redacted. To the south, Bridgewood Cottage has been renamed Upper Nashenden Farm. (Fig.8).

Historic OS map 1934

- 5.5.7 There is little change at the PDA. The area to the north can now be seen with the outline and earthworks in relation to the fort. There is no indication that the earthworks around the fort reach that of the PDA. There is also little by way of indication on the map of the airport to the east (Fig.9)

Historic OS map 1945

5.5.8 For security reasons the Bridgewood fort area north of the PDA has been redacted again. The earthwork along the length of the PDA has reduced in size both within the PDA and to the south, suggesting possible alterations to the ground surface in that area. To the south at the far end, the earthwork does suggest the feature forming from the Maidstone Road (Fig. 10)

Historic OS Map 1950

5.5.9 There is little change (Fig.11).

5.6 Aerial Photographs

1940s

5.6.1 This shows the PDA located north of Stoney Lane. In the north eastern corner, there is a building of unknown purpose not referred to on the historical OS maps. There appears to be other similar buildings in corners of the nearby surrounding fields. The PDA western boundary follows a contour line whereby the soil within the PDA is chalkier. The linear feature along the length of the PDA can be seen that it also continues southwards and more faintly northwards. To the west of the PDA can be seen the roadway between Upper Nashenden Farm to the south and Nashenden Farm to the north west. On the eastern side of the Maidstone Road is the perimeter fence for the airport. The northern boundary of the airport (Plate 1).

1960s

5.6.2 There is little change. The building located within the PDA and the surrounding fields are no longer showing (Plate 2).

1990

5.6.3 There have been significant changes. The PDA is grass. To the south, the route of Stoney Lane has altered to take into account the M2 motorway. To the east, the western edge of the airport now has commercial units along its length (Plate 3)

2003

- 5.6.4 To the west of the PDA, there have been further changes. There is a new dual carriageway for the M2 motorway with it having been widened and west of this is the Channel Tunnel Rail Link (CTRL). As a result, Stoney Lane has been re-routed again, this time to curve around and form the western boundary of the PDA with a bridge crossing the motorway and the CTRL. To enable this new route, a cutting was required into the hillside and this has meant a circa 14m step slope at the north western end of the PDA, which can be seen here as a chalk scar on the corner of the road. The land to the south of the PDA on the opposite side of Stoney Lane appears to have been used for the construction of the motorway widening (Plate 4).

2006

- 5.6.5 The PDA has been left as scrub although the chalk scar can still be seen in the north west corner. The construction area compound to the south has been cleared and the land reverting to scrub. (Plate 5).

2018

- 5.6.6 There is little change to the PDA. The chalk scar area has reverted to vegetation. The hedgerow boundaries around the PDA have matured (Plate 6).

LIDAR

- 5.6.7 This shows the depth of the cutting at the north western corner of the PDA. It does show running along the length of the PDA and continuing to the south and also more faintly towards the north, a linear feature. There is no indication in the area to the north of the PDA of any trenches extending southwards from the area of the demolished fort. To the south of the PDA in the area of the linear feature, there is a rectangular pit. It appears that this pit was originally created at the time that the site south of the PDA was used for construction of works relating to the CTRL and possibly the re-routing of Stoney Lane itself (Fig.12).

5.7 Walkover Survey

- 5.7.1 The walkover survey is not intended as a detailed survey but the rapid identification of archaeological features and any evidence for buried archaeology

in the form of surface scatters of lithic or pottery artefacts. A walkover was undertaken on the 15th April 2020. No features or artefacts were seen (Plates 7-15).

- 5.7.2 The land is currently scrub with the land looking as if it has recently been cleared. The eastern part of the site is level with that of the Maidstone Road with the land beginning to fall away increasingly sharply as you move westwards across the Site. However, in the area of the linear feature, the slope down the PDA levels out slightly before dropping away again. It is also clear that the ground getting flintier and chalkier with less topsoil, the more westwards you go. Alongside the boundary with the Maidstone Road is a mature hedgerow including trees. The site is currently accessed from an entrance halfway along Stoney Lane on the western boundary. The western boundary area includes a ditch for drainage and in the south western corner, dense vegetation which peters out and the western boundary moves northwards and currently has wooden post and rail fencing until the point where on the western side the road drops sharply away so that by the north western corner there is circa a 14m height difference between the level of the PDA and that of the road. The slope of the cutting is piled and supported by netting given its extreme steepness. The northern boundary is not currently clearly demarked and separated from the land area to the north. Views northwards are towards the industrial units. Given, the elevated position of the PDA, there are views across to the other side of the Nashenden Valley and from the south eastern area of the PDA, glimpses of the bridges across the Medway can also be seen.

5.8 Summary of Potential

Palaeolithic

- 5.8.1 The Palaeolithic period represents the earliest phases of human activity in the British Isles, up to the end of the last Ice Age. The Kent HER has one possible record from this period within the assessment area. Evidence of the Palaeolithic has been found in the nearby Medway Valley but not necessarily in-situ in the Nashenden Valley and the MVPP has accorded a low potential for this area. In the area of Little Monk Wood, an evaluation in 1998 identified Pleistocene late glacial soil horizon from circa 11,0000 BP and fieldwalking in the Nashenden Valley

identified a single large flake, which may be Palaeolithic (TQ 76 NW 777). However, the PDA being located on the steeper slopes within the dry Nashenden Valley means that there is less opportunity for Palaeolithic remains. The Palaeolithic potential in this area is considered **low**.

Mesolithic

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

Neolithic

5.8.3 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. The Kent HER has three records from this period. At the site of Upper Nashenden Farm at the bottom of the valley to the south of the PDA, a Mesolithic or early Neolithic flint was found in the topsoil (TQ 76 SW 89). Other features found included a ditch of Prehistoric date and periglacial features. Elsewhere in the Nashenden Valley during fieldwalking ahead of the construction of the CTRL, Neolithic – Bronze Age flints were recovered (TQ 76 NW 777; TQ 76 NW 736). These were not in-situ and considered to be potentially from upslope. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Bronze Age

5.8.4 The Bronze Age was a period of large migrations from the continent and more complex social developments on a domestic, industrial and ceremonial level. The Kent HER has two possible records from this period within the assessment area being that of the flints mentioned in the preceding paragraph that could also be attributed to the Bronze Age (TQ 76 NW 777). At Little Monk Wood, circa 190m, south, south west of the PDA during a 1998 evaluation, a late glacial soil horizon was found, along with worked and struck flint and Bronze Age pottery (TQ 76 SW 90). To the west, beyond the Nashenden Valley and on the slopes of the Medway, numerous Bronze Age ring ditches and barrows can be found confirming that there was activity in the wider area in this period. The location of the PDA on the ridgeline at the top of the eastern slope of the Nashenden Valley with views both

across the Nashenden Valley and also towards the Medway Valley to the north west, means that the location is potential one to be considered attractive in this period. However, the potential for finding remains that date to this period within the confines of the development site is considered **low/moderate**.

Iron Age

5.8.5 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 Kent HER has two records from this period within the assessment area. Just circa 140m to the south, south west at the Nashenden Valley bottom, two Iron Age pits were found during the CTRL works (TQ 76 SW 484) and along the valley closer towards the Medway Bridge crossing to the north west of the PDA, Iron Age pits and postholes were found during the M2 widening (TQ 76 NW 912) both suggesting that the Nashenden Valley was in use in this period. Not yet in the HER as excavations are still ongoing what appears to be Iron Age occupation has been identified south east of the PDA at the far southern end of Rochester Airport, which confirms the attractiveness of the area in this period with that of the location and topography of the PDA on the high ground with views across both valleys. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low/moderate**.

Romano-British

5.8.6 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 Kent HER has two records from this period within the assessment area. The Roman town of Rochester located just to the north west of the PDA, is the second largest walled Roman town in Kent and as can be expected has revealed extensive remains from that period. Roman roads lead out of Rochester to elsewhere in Kent. One of which passes circa 740m to the east of the PDA being the road from Rochester to Maidstone (TQ74 SE 36). Activity usually occurred alongside Roman roadsides, and in this instance it appears that at the southern end of Rochester Airport, that activity continued in the same area into the Roman period. However, the location

of the PDA is away from that of the Roman road. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Anglo-Saxon

5.8.7 The Kent HER has no records from this period. In the wider area Rochester is a Saxon town (TQ 76 NW 10) with its cathedral (TQ 76 NW 505). It is also believed that to the north of the PDA in the Borstal area, has Anglo-Saxon origins although, there is no archaeological evidence in the area immediately surround the PDA of the -Saxon period. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Medieval

5.8.8 The Kent HER has two archaeological records from this period within the assessment area. Medieval finds were found during the M2 widening (TQ 76 NW 913) of features being quarry pits, boundary ditch, and a malting oven close to Nashenden Farm Lane and ahead of the construction of the CTRL (TQ 76 NW 779), where low density of sherds were found during fieldwalking in the area to the north west of the PDA. It is probable that the Maidstone Road, which follows the ridgeline of the eastern side of the Nashenden Valley and forms the eastern boundary of the PDA existed in the Medieval period meeting up with what was the line of the Roman Road at what is now the southern end of the airport and would have in the Medieval period avoided the line of the Roman Road through what was a wood at the time. Chance finds from this period cannot be discounted but the potential for finding remains that date to this period is considered **low**.

Post Medieval

5.8.9 The Kent HER has six archaeological records from this period within the assessment area. The majority of which are on the outer reaches of the assessment area and concerned scattered farmsteads. The closest HER record is that of Fort Bridgewood immediately to the north of the PDA (TQ 76 NW 128) and as part of the same line of defensive forts, Fort Horsted to the east (TQ 76 NE 57). There is no indication that any original defensive earthworks associated with Fort Bridgewood extend southwards into the area of the proposed development, although for security reasons the fort is redacted from some of the historical OS

maps. Map regression shows that alongside the Maidstone Road in this period, the land at the PDA was for arable use, with the area just beyond the eastern boundary too steep to farm before reaching the valley bottom, which then became an arable area again. The historical maps from the very late 19th century suggest a linear feature running along the length of the PDA and does continue slightly more northwards and more clearly to the south and shows on maps around the time of the construction of Bridgewood Fort. It is not certain whether the feature occurs as a result of natural geology or perhaps is man-made as from an historical boundary, lynchet, track or railway. Lynchets are soil accumulations along field boundaries, caused by ploughing on a hillside, with the soil eroding in the upperpart of the field and slowly accumulating downhill. If it is related to a railway, there is no clear indication as to where or why it was headed southwards or whether it was an offshoot of the light railway that connected the ring of forts around Chatham. It is known that materials transported for the construction of the forts was landed at Fort Borstal from the Medway. It is also in this period that the historical route of Stoney Lane is formed, and is definitely in existence by the end of the 18th century, originally heading towards the Upper Nashenden Farm to the south west of the PDA. The potential for finding remains that date to this period is considered **moderate**.

Modern

5.8.10 There are 4 KHER records from this period. One refers to the establishment of Rochester airport to the east (TQ 76 SW 482) with supporting air defences and air raid shelters (TQ 76 SW 121). There is no indication that there were any defences associated with the airport at the PDA. To the north of the PDA, Bridgewood Fort would have been used and it is unclear as to whether the land south of the fort was directly utilised by the fort, although circa 810m to the west, north west of the PDA, cropmarks of First World War practice trenches can be seen on aerial photographs. Based on the 1940s aerial photograph, there does appear to be a structure located towards the north eastern corner of the PDA, with a similar structure located diagonally opposite on the opposite side of the Maidstone Road. It is unclear as to what the structure is, as it is not shown on the historical OS maps and are both gone by the 1960s aerial photograph. During the course of the 20th century, the field remained in arable use. However, by 2003, due to the widening

of the M2 and the requirement for the Channel Tunnel Rail Link, Stoney Road was re-routed to form the western boundary of the PDA and the deep cutting made at the north west corner with the land of the PDA afterwards reverting to scrub. The potential for finding archaeological remains dating to this period in the PDA is considered **low**.

Unknown

5.8.11 There are three unknown records. A road surface, possible Roman was found in 1962 east of the airport (TQ 76 SW 71). In addition, a denehole near Fort Horsted (TQ 76 SW 75) and a chalk quarry to the far south of the assessment area (TQ 76 SW 124).

Overview

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

5.8.13 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/moderate**
- Iron Age: **low/moderate**
- Roman: **low**
- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **moderate**
- 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 majority of the PDA appears not to have been built on except for the aerial photographs where a modern building of unknown purpose was built and subsequently demolished in the north eastern corner. In addition, the historical mapping showing earthworks suggests that there is likely to have been rail track of some sort at the PDA and this is evidenced by the subtle suggestive on the ground remains of levelling as a linear feature across the PDA. Therefore, the historical impact on the archaeology in the PDA is considered to be low for the majority of the PDA and medium in the area of the possible historical track and the modern built structure.

6.2.2 The proposed development comprises of the relocation of all vehicles and plant including offices and welfare space onto land at Stony Lane. Figure 2 provides details with regards to the section impacts on the slope as a result of the proposed development. Due to the current steep slope, in order to make the area useable, the proposals involve a significant amount of levelling of the land at the PDA. As seen in figure 2 this involves in the majority of the case building up existing levels rather than digging into the slope. The below ground impacts on the PDA are in the area of the retaining wall which runs across the centre of the site with a small area along the southern part of the wall requiring the levels to impact slightly below ground. And also include below ground impact from the foundations of an office. At the time of this report, the foundation details for the office are not known. Therefore, the proposed development is considered overall to have a low/medium impact on any potential archaeology at the site except for the area of the wall and office which would be considered to have a high potential impact.

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 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/moderate potential for the Bronze and Iron Age periods, moderate for the Post Medieval period and low for all other periods. Given the use of the Nashenden and Medway Valley in the Prehistoric periods as well as the area to the south east of the PDA at the southern end of the current day Rochester Airport. The Post Medieval is considered moderate due to the linear feature within the PDA, which may be associated with Fort Bridgewood.

Rarity

7.2.2 Information concerning the Bronze and Iron Age periods would have been considered to have regional significance and could potentially further our understanding of exploitation of the area in this period. Unfortunately, with the demolition of Fort Bridgewood, there is little remaining regarding the fort and associated earthworks from the late 19th century/early 20th century.

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 may uncover more documentary evidence although a search of the catalogue at the National Archives and the Kent History and Library Centre Maidstone did not suggest any suitable documentation to provide additional information.

Group Value

- 7.2.4 The potential for archaeology at the PDA has group value in understanding the occupation of the area in the Bronze and Iron Age periods as well as potentially providing additional information surrounding the possible construction of the Ring of forts in the late 19th century.

Survival / Condition

- 7.2.5 It is considered for there to have been a low historical impact upon any potential archaeological remains for the majority of the PDA, although there are areas where they may have been medium impact historically.

Fragility / Vulnerability

- 7.2.6 Any potential remains within the PDA in the area of the proposed development, should they survive in-situ will in the majority of the area not be vulnerable to damage during the proposed development, due to the requirement for levels to be built up across the majority of the area and that for the majority of the site is being used for parking.

Potential

- 7.2.7 The impact assessment concludes that the site has a moderate potential for archaeological remains of the Post Medieval period.

Significance

- 7.2.8 Based on the information gained in this report, it can be concluded that the site is of moderate archaeological interest in relation to the Post Medieval period and would carry local significance.

8 ARCHAEOLOGICAL MITIGATION

8.1 Introduction

The purpose of this archaeological desk-based assessment was to provide an assessment of the contextual archaeological record in order to determine the potential survival of archaeological deposits that may be impacted upon during any proposed construction works. The assessment has generally shown that the area to be developed is within an area of **moderate** archaeological potential for the Post Medieval period, **low/moderate** for the Prehistoric period, and **low** for all other periods. Given that the vast majority of the area of the PDA appears not to have been built on, there is historically likely to have been a low historical impact on any potential archaeology. Any potential remains within the PDA should they survive in-situ will in the majority of the PDA not be vulnerable to damage during the proposed development, due to the requirement for levels to be built up across the PDA and therefore except in the area of the retaining wall and office means that there is considered to be generally a low/medium potential impact on any possible archaeological remains. 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 Reliability/Limitations of Sources

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

9.2 Copyright

- 9.2.1 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 Medway Council (and representatives) for the use of this document in all matters directly relating to the project.

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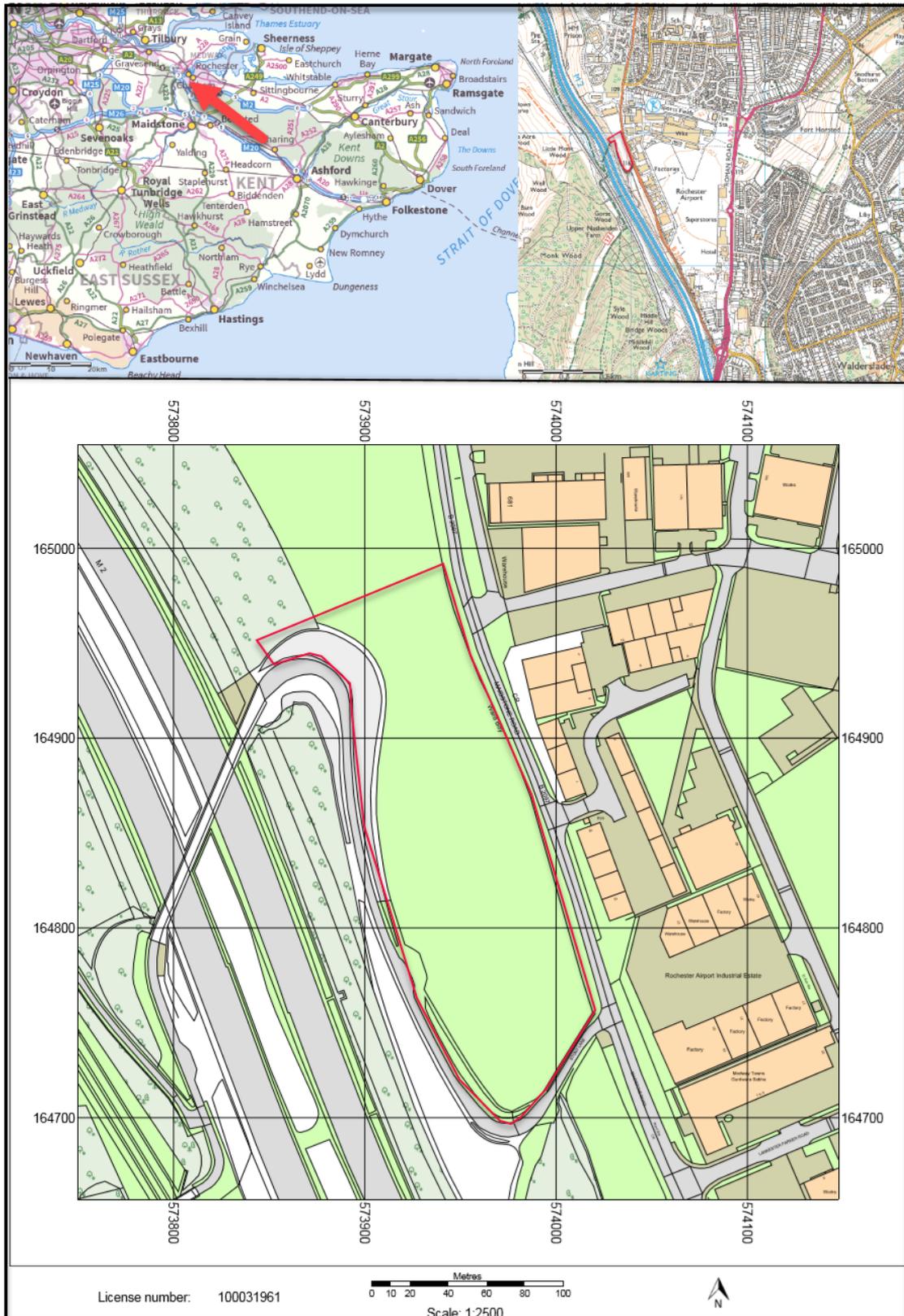
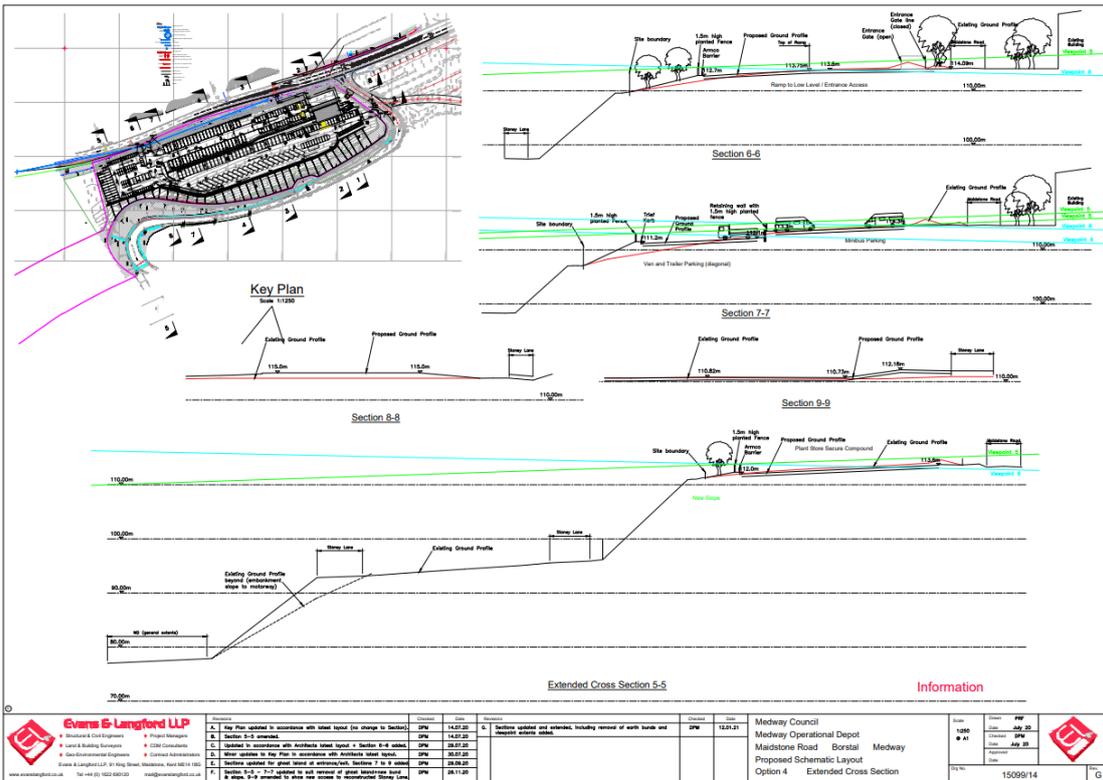
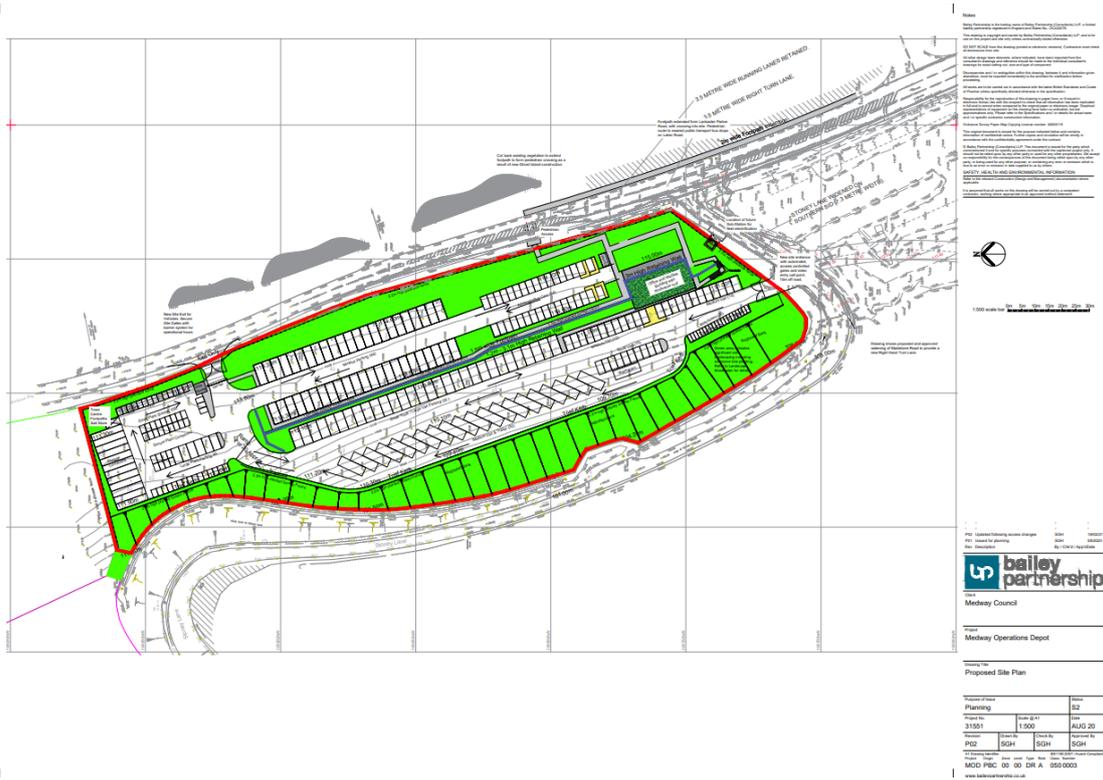


Figure 1: Location Maps, Scale: 1:20,000, 1:2500



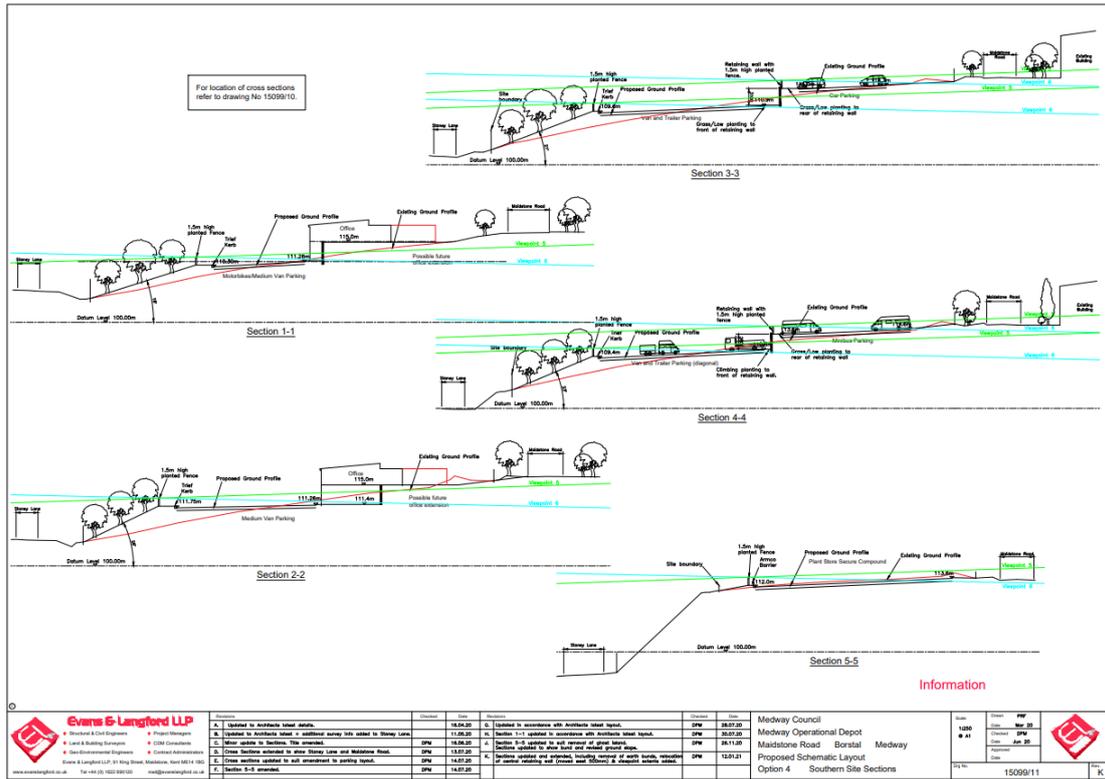


Figure 2: Proposed Development

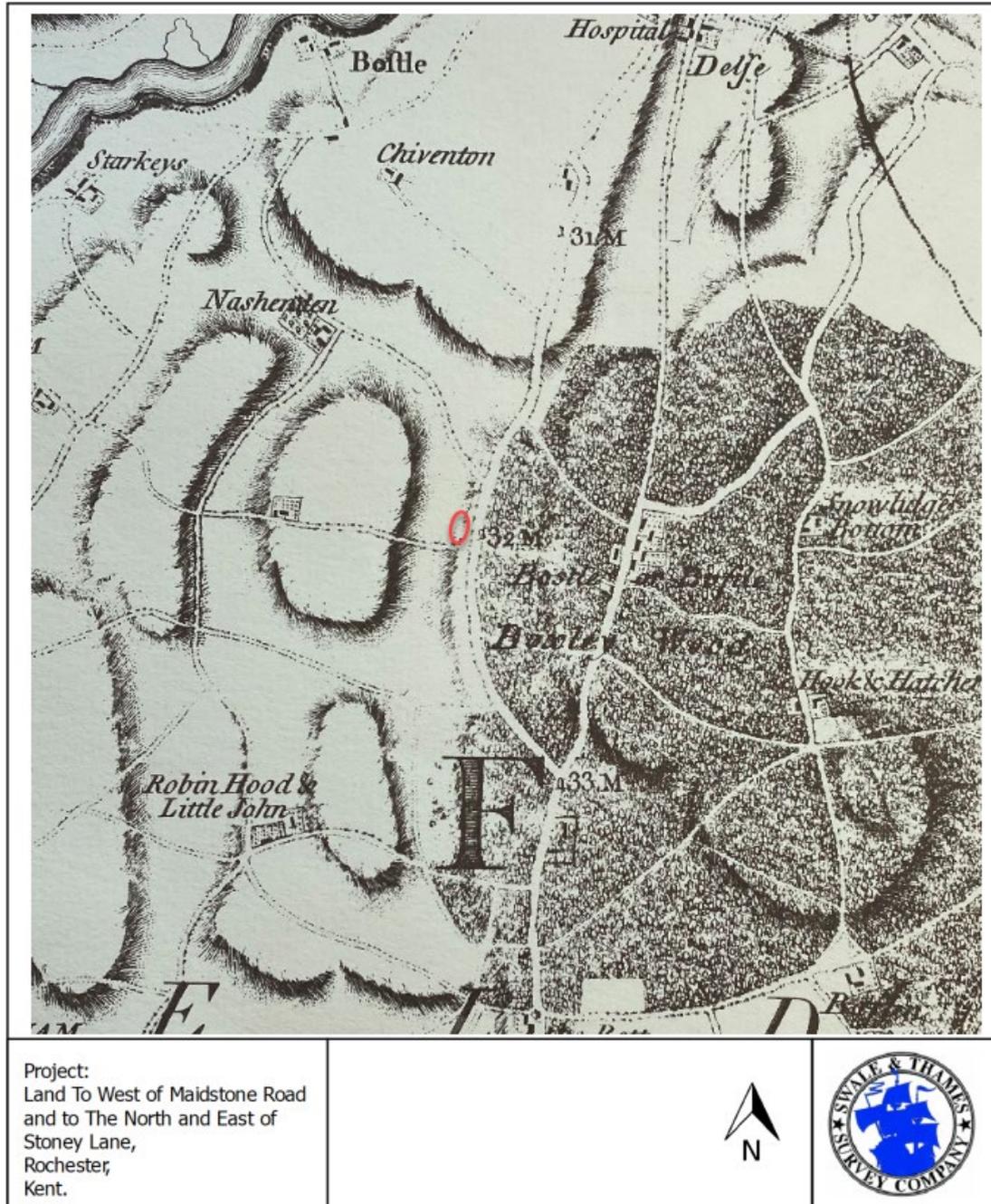


Figure 3: Andrew, Dury and Herbert Map from 1769

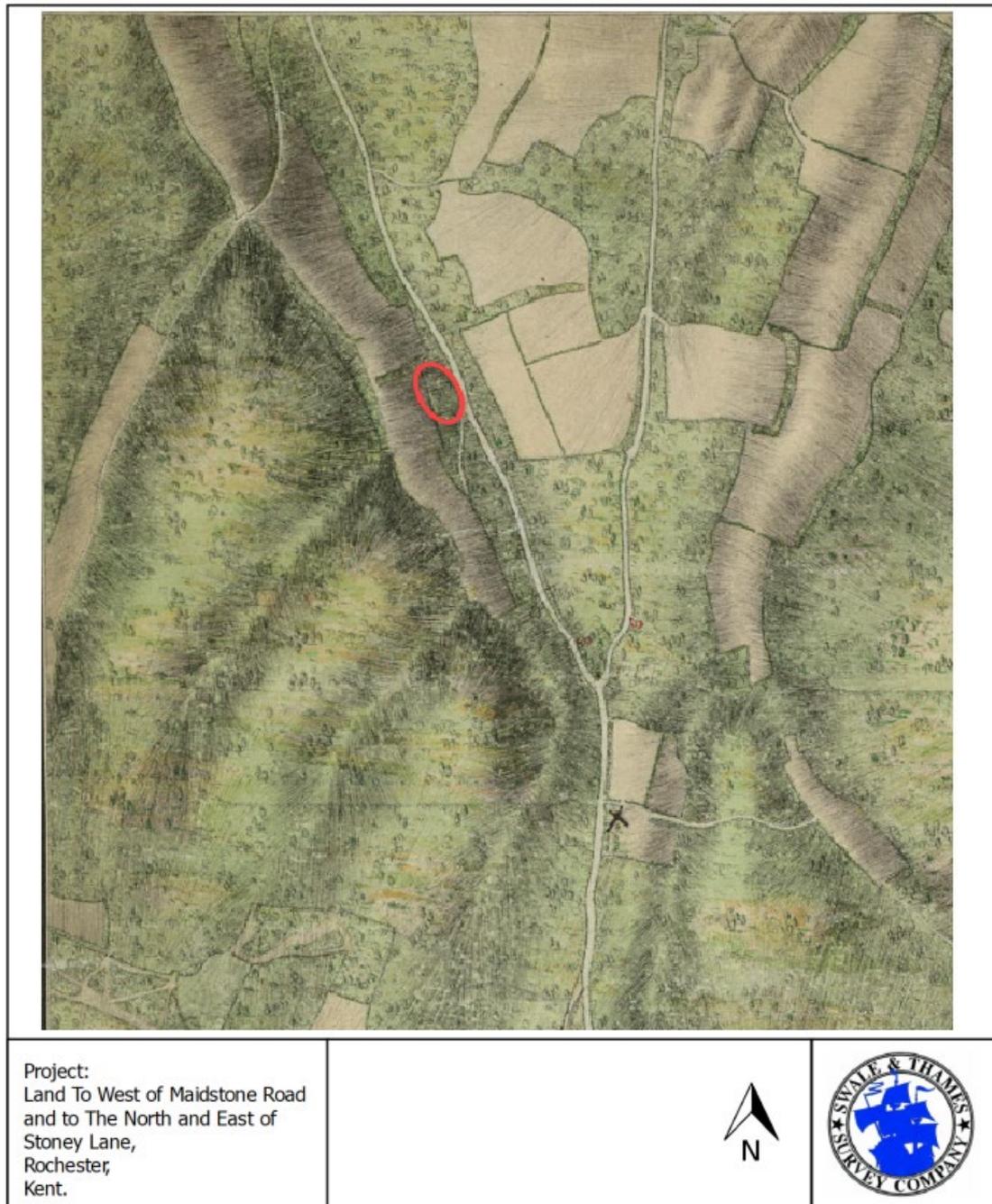


Figure 4: Ordnance Surveyors Drawing 1798

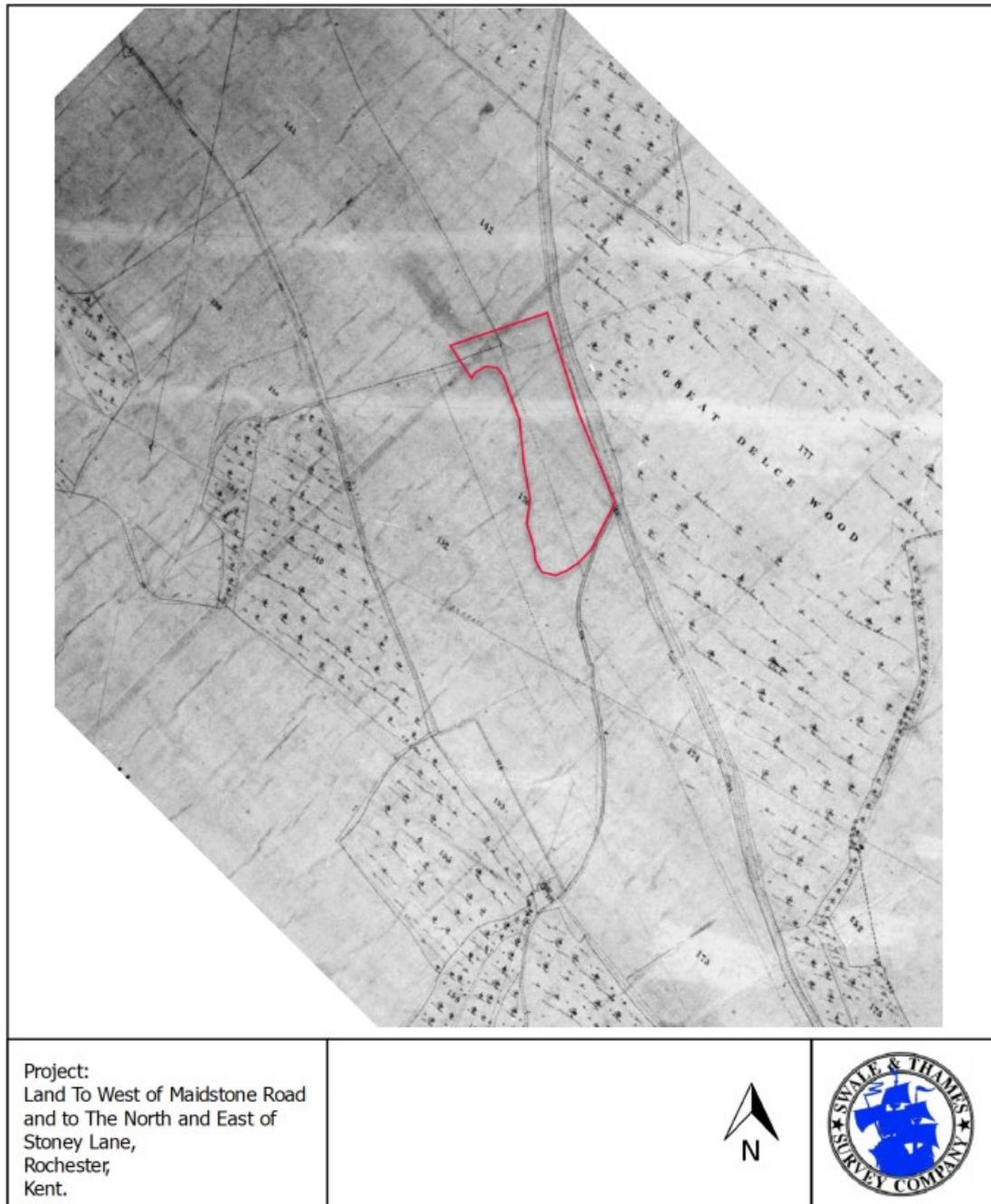


Figure 5: St Margaret, Rochester Tithe Map 1842

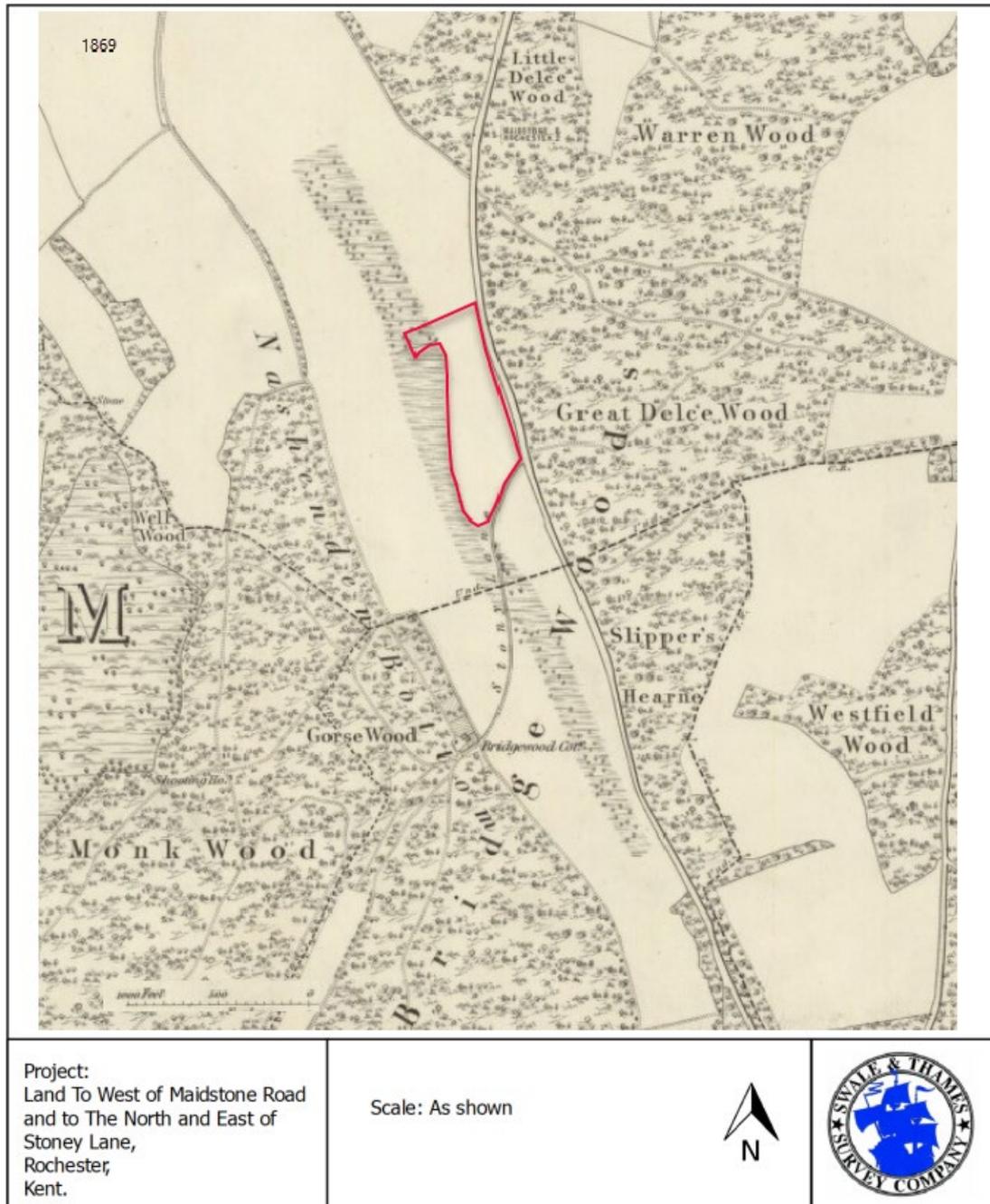


Figure 6: Historic OS Map 1869

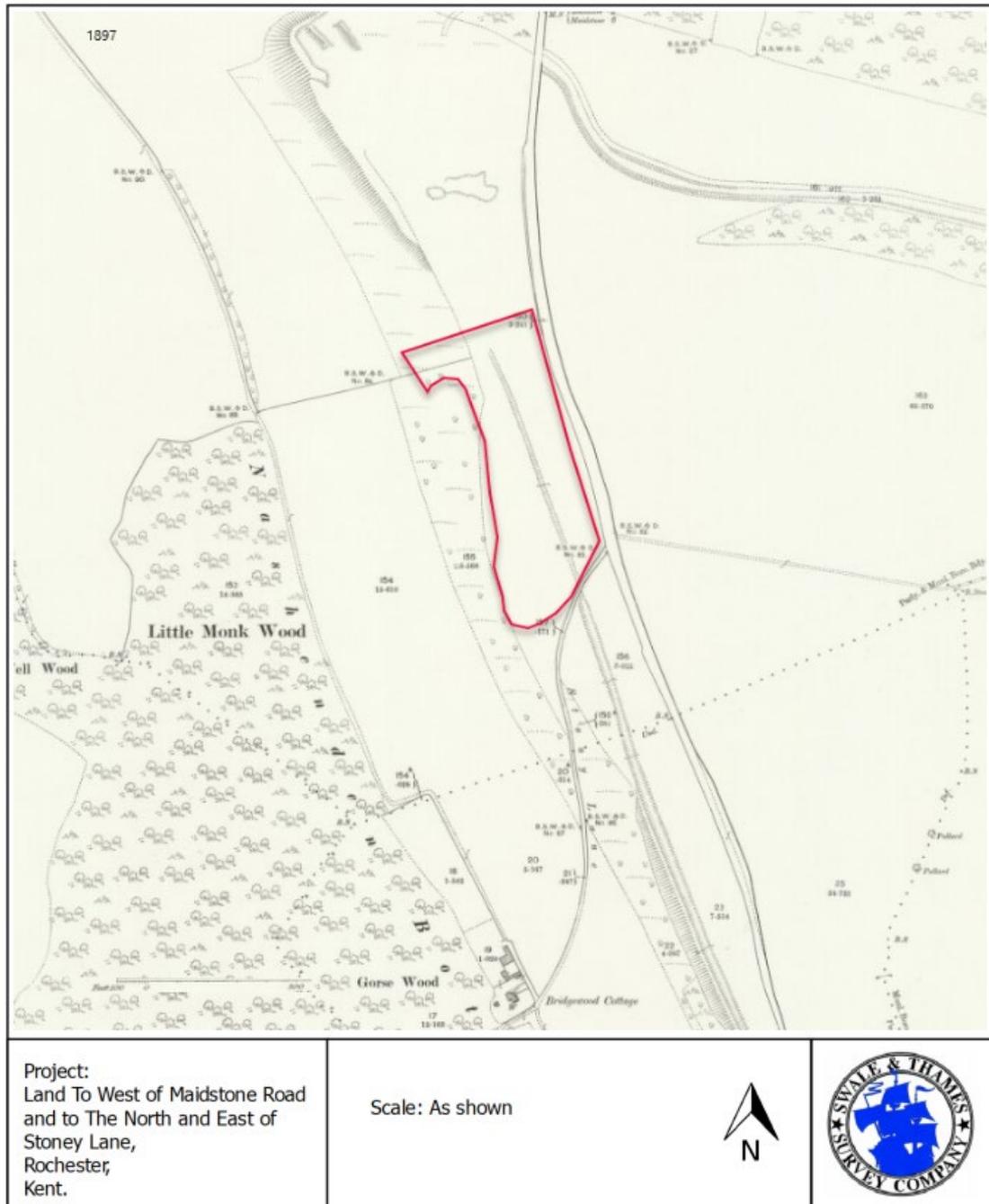


Figure 7: Historic OS Map from 1897

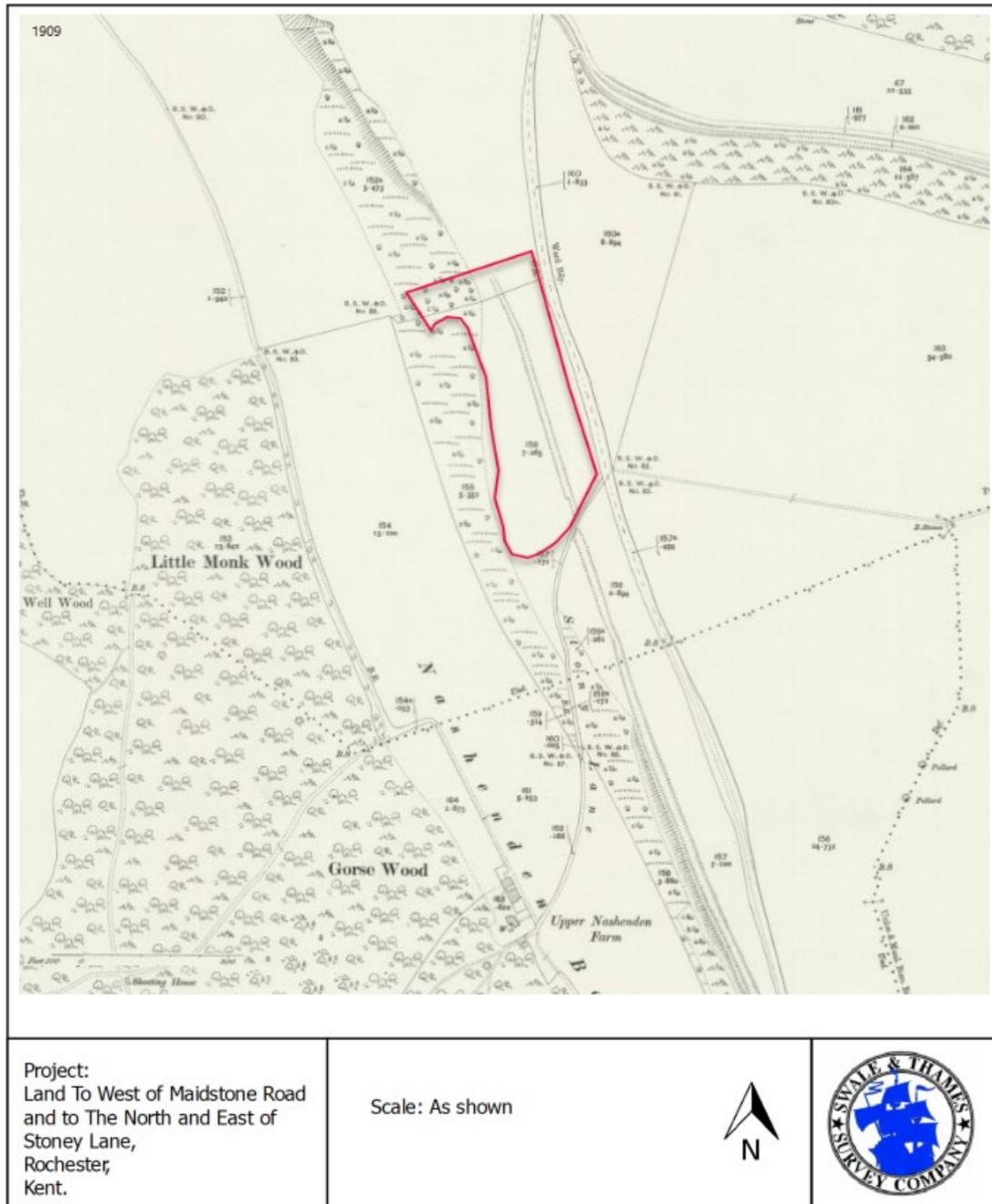


Figure 8: Historic OS Map 1909

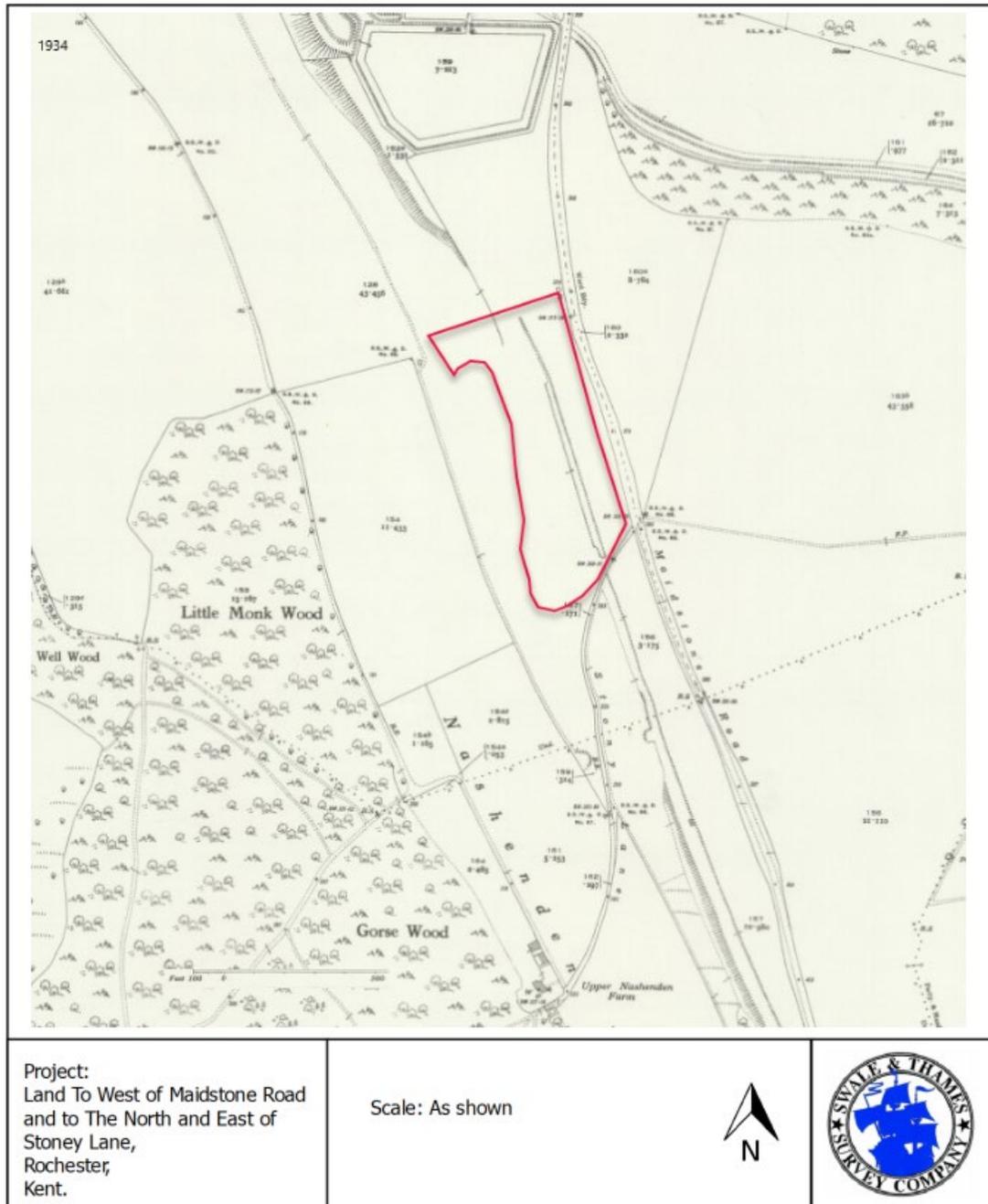


Figure 9: Historic OS Report 1934

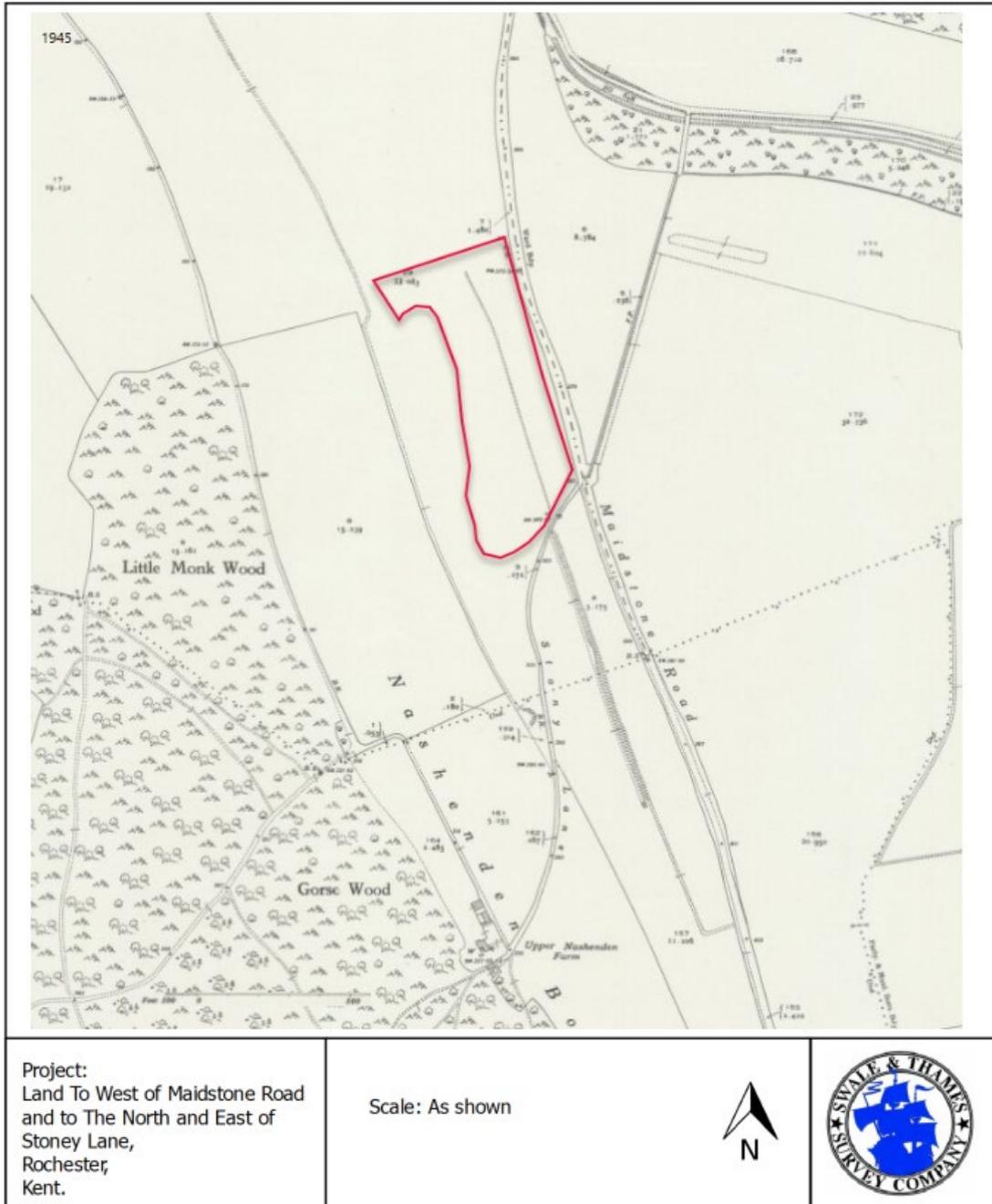


Figure 10: Historic OS Map 1945

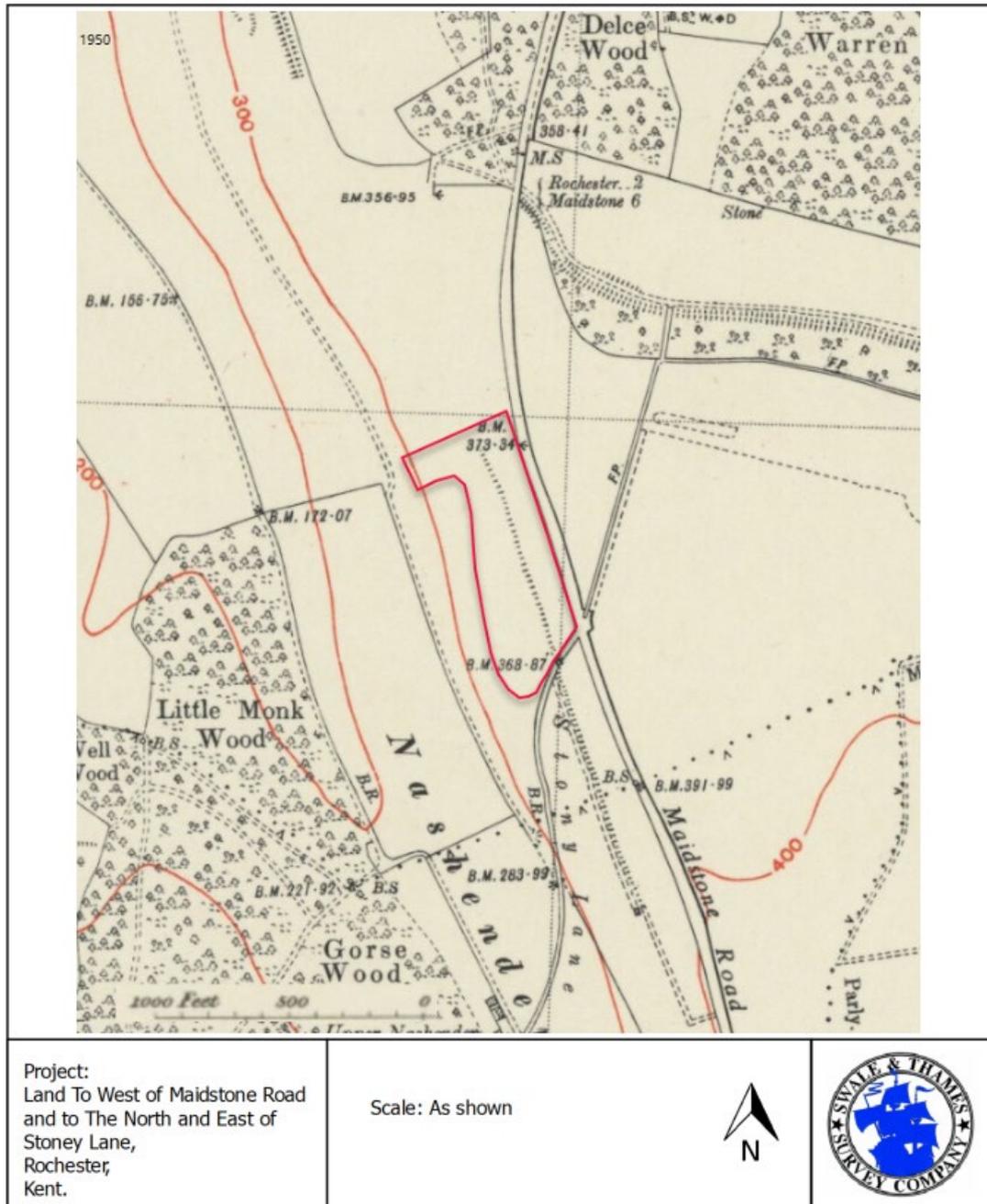


Figure 11: Historic OS Map 1950

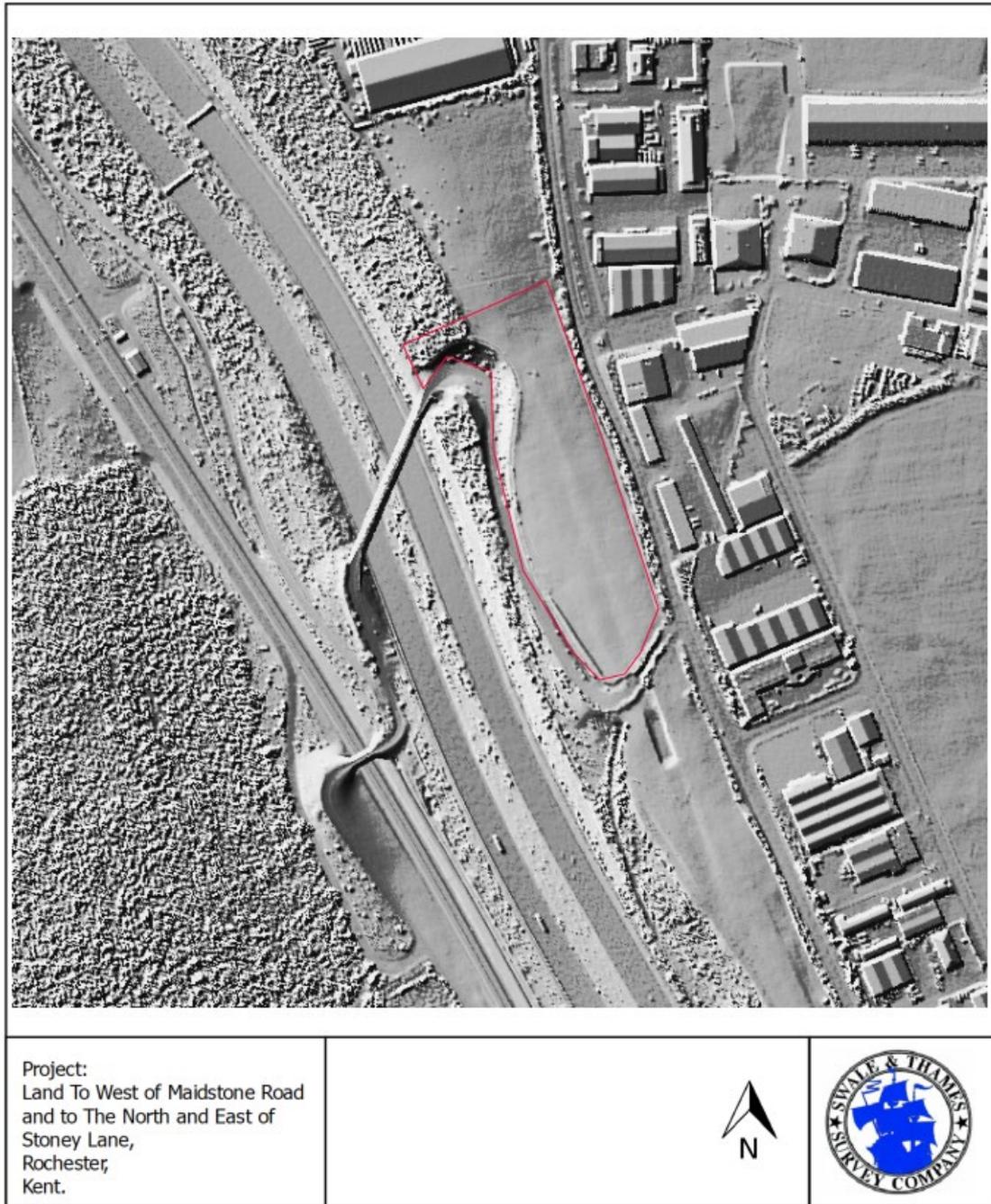


Figure 12: LIDAR (Environment Agency)

11 APPENDIX 1 – KCC HER DATA (SEE FIGURES 13-17).

KHER	Type	Location	Period	Description
TQ 76 SW 71	Monument	c. 740m ESE	Unknown	Undated road, near Rochester Airport, Chatham. A Trench dug in 1962 by the Lower Medway Archaeological Research Group revealed a former road surface of gravel and compacted flint. Interpreted as possibly Romano-British in date.
TQ 76 SW 482	Monument	c. 140m ESE	Modern	Rochester Airport incorporating air defences (bofors emplacement). Rochester Council established an airport at the site in 1933. Short Brothers began flying at the site soon after and in 1934-5 took over the airfield. In the early years they used the site for test flying but began civilian flights in 1934 flying to Southend. In 1938 a flying school was established, also run by Shorts. The airfield was heavily bombed on 15th August 1940 hitting the factory, where Stirlings were being built, the runway and other buildings. Shorts left the airfield in 1946 but the airfield continued to be used for training and small-scale flying.
TQ 76 SW 75	Monument	c. 960m E	Unknown	Dene hole or chalk well, near Fort Horsted, Chatham. A possible dene hole was previously identified some 200m to the south of the south west corner of Fort Horsted. Marked on the 4th edition Ordnance Survey map (c.1931-1940) as 'Pits Found A.D. 1892'.
TQ 76 SW 89	Monument	c. 465m S	Early Neolithic to Modern	Prehistoric site, Upper Nashenden Farm, Wouldham. In 1997 the Channel Tunnel Rail Link evaluation listed a small number of archaeological features at Upper Nashenden Farm in Wouldham. The features included an undated lynchet, a ditch of possible prehistoric date and a number of periglacial features. Other geophysical anomalies were recorded as geological in origin. A

				single sherd of 13th century pottery was discovered and a Mesolithic or early Neolithic flint was found in the topsoil.
TQ 76 SW 90	Monument	c. 190m SSW	Unknown	Deposits and artefacts at Little Monk Wood, Rochester. Holocene colluvial deposits, soliflucted chalk and late glacial soil horizon found during evaluation at Little Monks wood in 1998 prior to Channel Tunnel Rail Link works. No archaeological features were located, although struck flint, burnt flint and a single sherd of late Bronze Age pottery were recovered from a deposit near to the base of the colluvial sequence.
TQ 76 NW 128	Monument	c. 165m NNW	Post Medieval to Modern	Fort Bridgewood, Rochester. Part of the Chatham Ring Fortress, dating from 1884. After serving as a barracks during World War I, it became the headquarters of the Rochester battalion of the Home Guard, the Observer Corps and the Rochester Civil Defence Corps in World War II. Also served as a control centre in case of nuclear attack in the 1950s. Declared redundant and sold in 1968. Since then the fort and its defences have been demolished and levelled, its ditches infilled.
TQ 76 NW 736	Monument	c. 880m NW	Unknown	Worked flint of Neolithic or Bronze Age date. Two flint artefacts of Neolithic or Bronze Age date were found during detailed excavation as part of the Nashenden Valley works associated with the Channel Tunnel Rail Link.
TQ 76 SW 484	Monument	c. 140m SSW	Iron Age	Iron Age pits in the Nashenden Valley. Two Iron Age pits were found during a watching brief as part of the Nashenden Valley works associated with the Channel Tunnel Rail Link.
MKE75478	Findspot	c. 390m S	Roman to Post Medieval	PAS find. Roman copper alloy finger ring.
TQ 76 SW 121	Monument	c. 70m ESE	Modern	Second World War air raid shelter, Rochester Airfield
TQ 76 SW 472	Building	c. 870m ESE	Modern	George V pillar box, Shirley Avenue, Davis Estate

TQ 76 NW 777	Findspot	c. 760m NW	Later Prehistoric	Neolithic/Bronze Age flints, Nashenden Valley. In 1995 some supplementary field walking was carried out by Wessex Archaeology along the route of the Channel Tunnel Rail Link. There is both struck and burnt unworked flint present, nothing distinctive was recovered. The material is probably of Neolithic or Bronze Age in date, two end and side scrapers recovered are dated to the Neolithic to early Bronze Age period. Though there is a large flake which may be of Palaeolithic date. Several flakes were found.
TQ 76 NW 779	Findspot	c. 840m NW	Medieval	Medieval pottery, Nashenden Valley. In 1995 some supplementary field walking was carried out by Wessex Archaeology along the route of the Channel Tunnel Rail Link. A low density of sherds were found, 16 in total to the south-east of the field. They were mixed in date range; corky textured and sandy early Medieval ware from the 11th-early 13th century, a jug handle in Scarborough ware from 12th-13th century and a later Medieval sherd of 14th-15th century. To the north is Farm Manor House, site of a Medieval farmhouse and the remains of a Medieval Chapel at Nashenden Farm.
TQ 76 SW 124	Monument	c. 980m S	Unknown	Undated chalk quarry, east Syle Wood. In 1995 a supplementary walkover survey was carried out by Wessex Archaeology along the route of the Channel Tunnel Rail Link. A circular pit/pond was observed just inside the east side of Syle Wood and was thought to represent a small chalk quarry. 15m in diameter and 2m deep.
TQ 76 NW 792	Monument	c. 810m WNW	Modern	Cropmarks of practice trenches, north of Nine Acre Wood, Wouldham. Cropmarks of practice trenches, north of Nine Acre Wood, visible on the 1990 and 2007 aerial photos.
MKE84652	Farmstead	c. 860m E	Post Medieval	Farmstead in Horsted. Dispersed cluster. Farmhouse detached gable end-on to yard. Isolated position. Farmstead completely demolished.
MKE84653	Farmstead	c. 985m SE	Post Medieval	Outfarm at New Horsted. Farmstead completely demolished.

MKE88592	Farmstead	c. 760m E	Post Medieval	Farmstead in Horstead. Farmstead completely demolished.
TQ 76 SW 493	Monument	c. 855m E	Post Medieval	Post-medieval and later building foundations, Mid Kent College Site. The foundations of late 18th or early 19th century farm buildings and associated features were recorded during an archaeological evaluation in 2015. One undated pit was also recorded. Considerable disturbance had taken place during the construction and demolition of the buildings and no other finds or features of archaeological interest were noted.
TQ 74 SE 36	Monument	c. 740m E	Roman	Roman road; Rochester- Maidstone- Hastings
TQ 76 NE 57	Monument	c. 955m E	Post Medieval to Modern	Fort Horsted, Chatham. Artillery fort completed c.1889 as part of the Chatham Ring Fortresses. Scheduled Monument - 1003401. The ring forts are scheduled due to their importance as the last major work of traditional fortifications in the country.
TQ 76 NW 912	Monument	c. 835m NW	Iron Age	Iron Age pits and postholes east of the M2 bridge, Nashenden. During works in advance of the A2/M2 widening in 2000, a spread of probable iron age pits and postholes was found sealed by hillwash deposits.
TQ 76 NW 913	Monument	c. 860m NW	Medieval to Post Medieval	Medieval and post-medieval features, Nashenden. During works in advance of the A2/M2 widening in 2000, a number of probable medieval and post-medieval features were discovered. These included two quarry pits, a large boundary ditch parallel to Nashenden Farm Lane, a flint and clay lined malting oven and a large barn.

Figure 13: Gazetteer of KHER Records

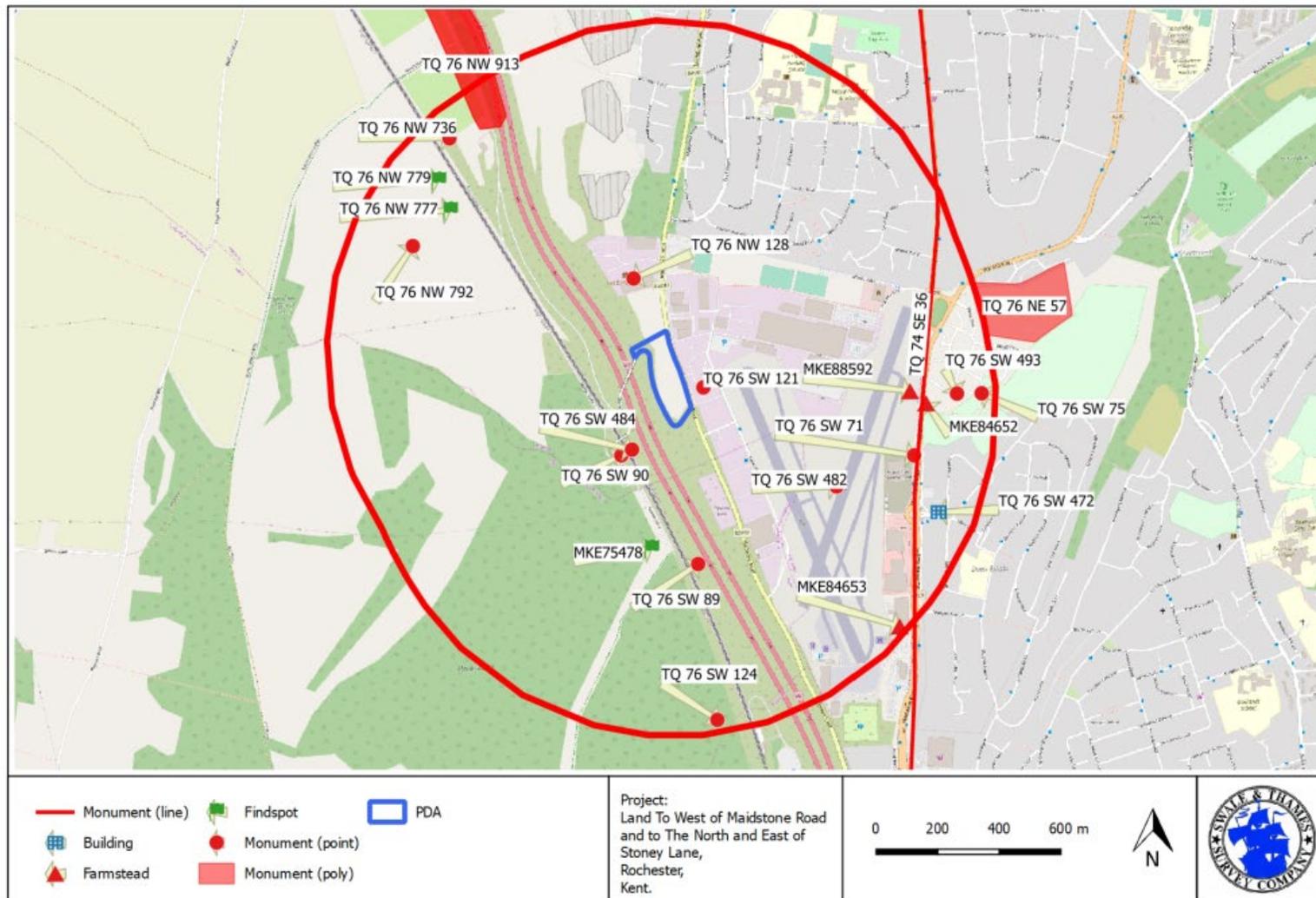


Figure 14: KHER Monument Record

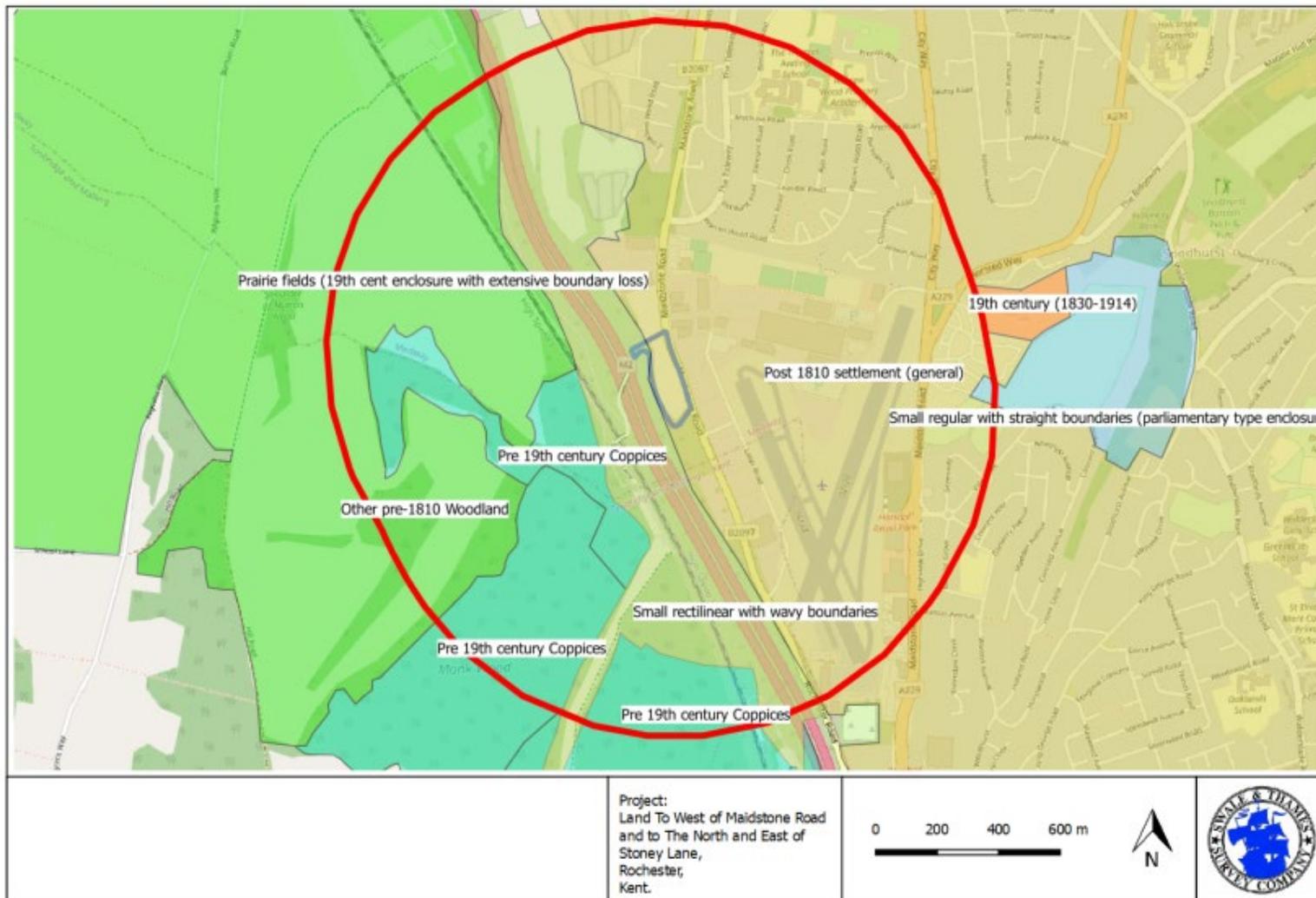


Figure 15: KHER Historic Landscape Classification

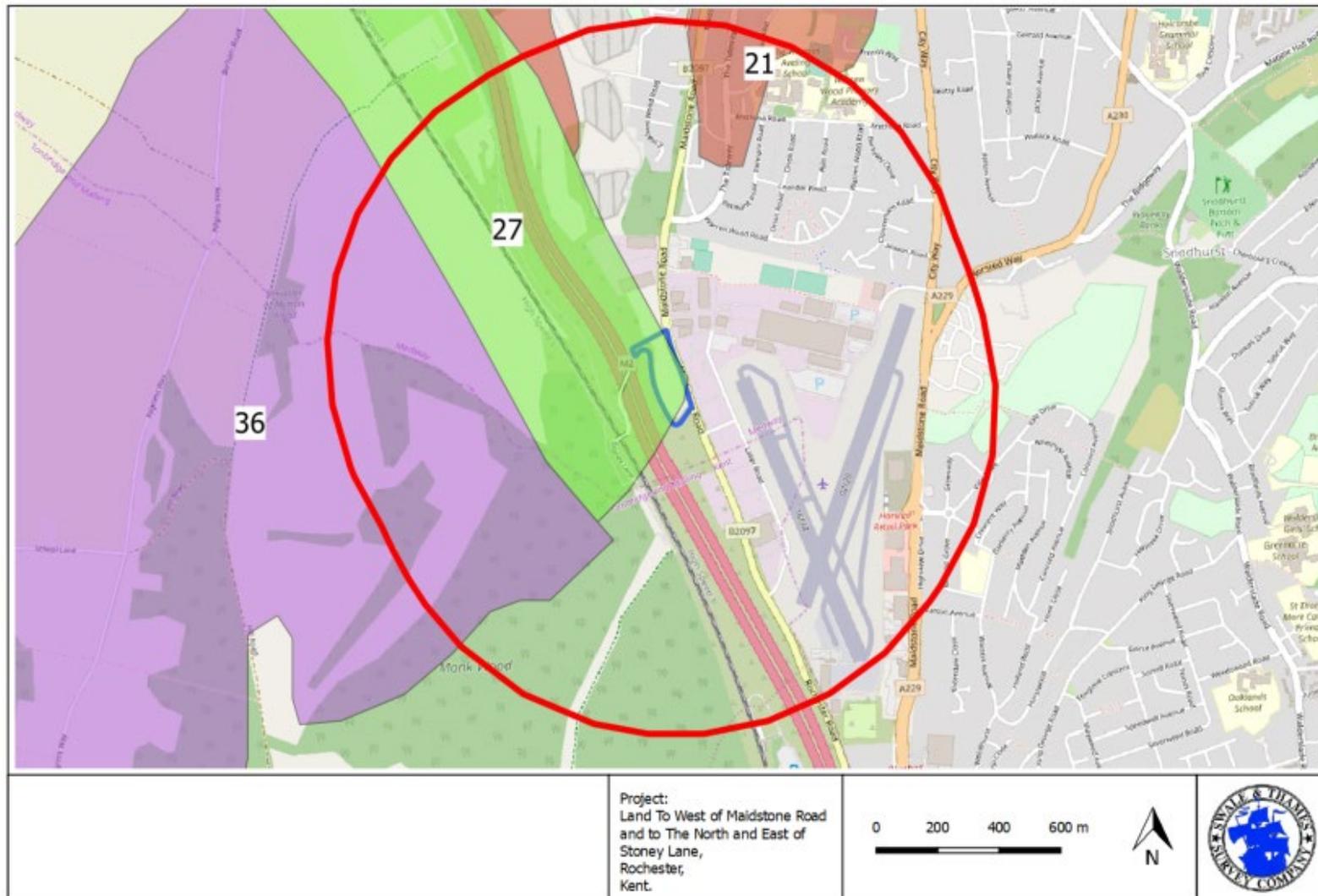


Figure 16: KHER Medway Valley Palaeolithic Project

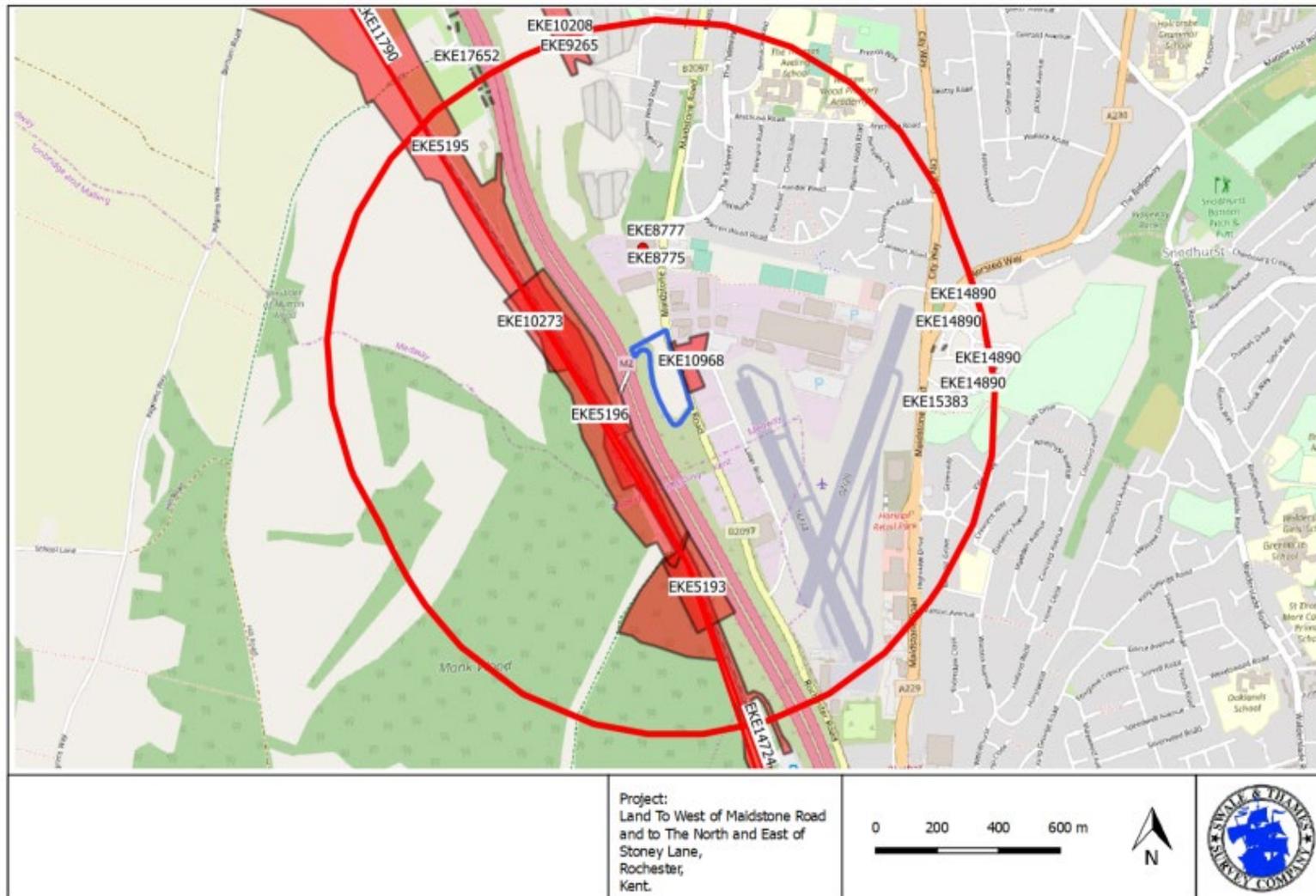


Figure 17: KHER Intrusive Events



Plate 1: 1940s. (Google Earth).



Plate 2: 1960s (Google Earth)



Plate 3: 1990 (Google Earth)



Plate 4: 2003 (Google Earth)



Plate 5: 2006 (Google Earth)

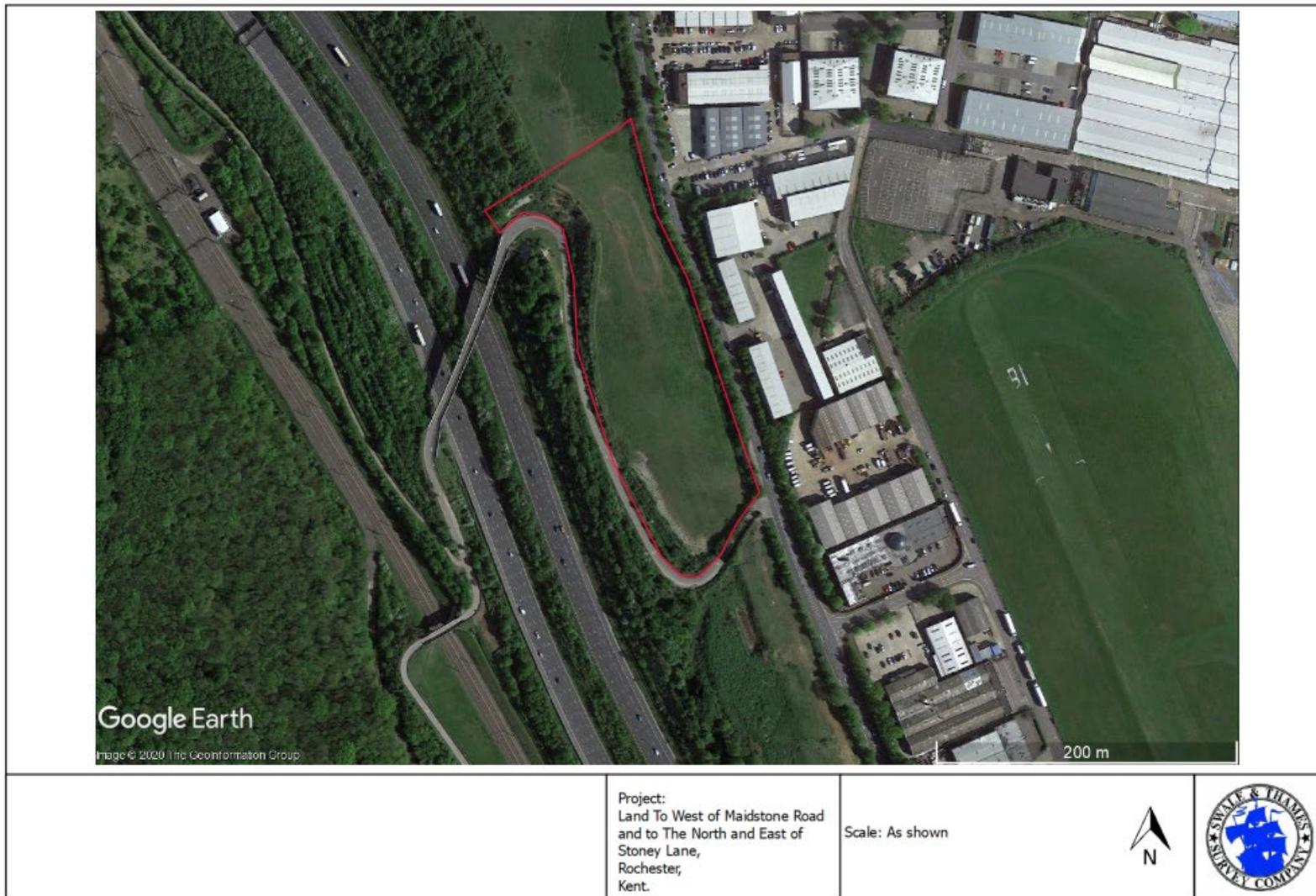


Plate 6: 2018 (Google Earth)



Plate 7: Eastern boundary of the PDA from Maidstone Road (facing NW)



Plate 8: View across the PDA from the southern boundary (facing NNW)



Plate 9: View across the PDA from the northern boundary (facing SSE)



Plate 10: View across the PDA and Nashenden Valley from the eastern boundary (facing NW)

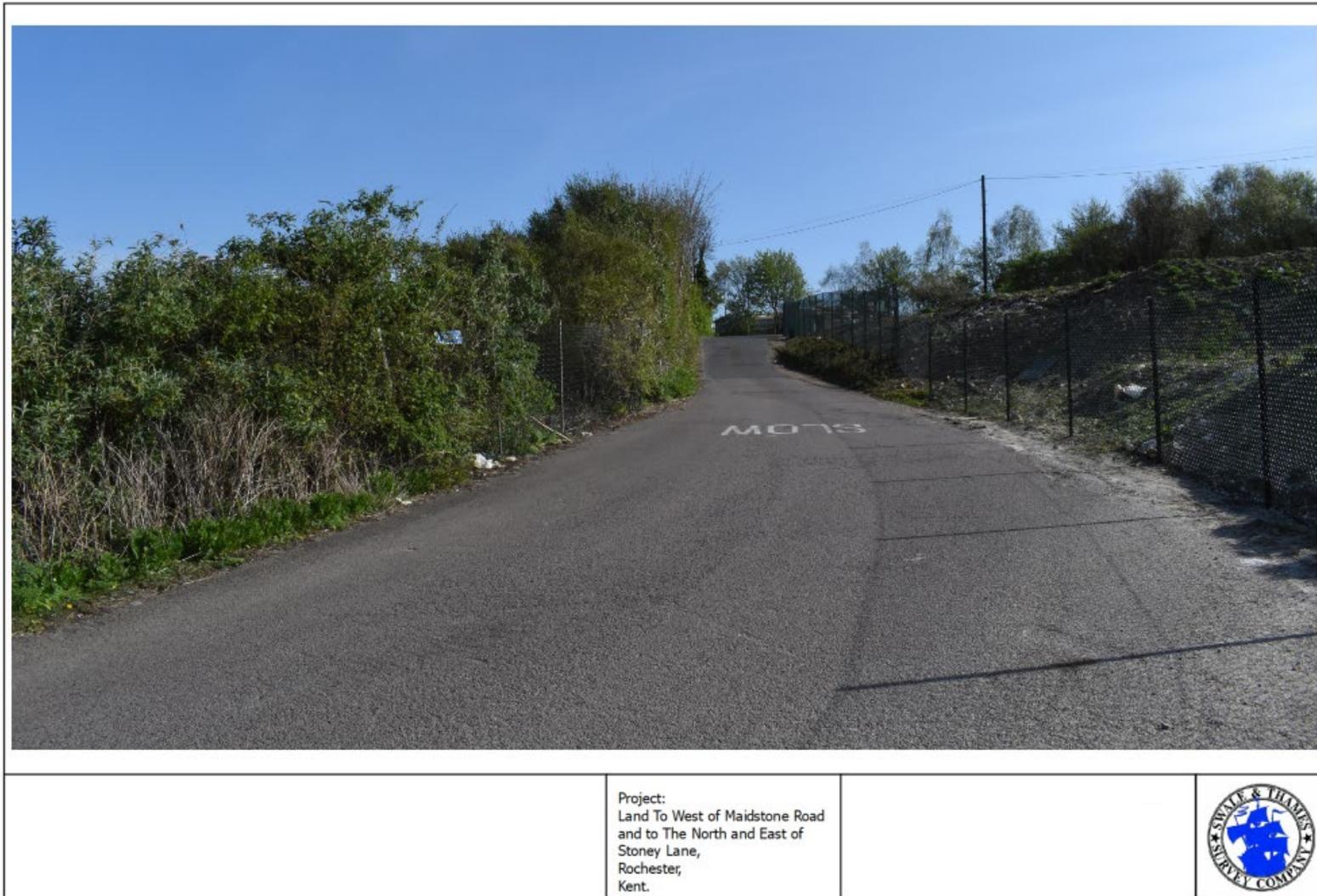


Plate 11: View of the southern boundary along Stoney Lane (facing NE)



Plate 12: View towards the north western corner of the PDA (facing NE)

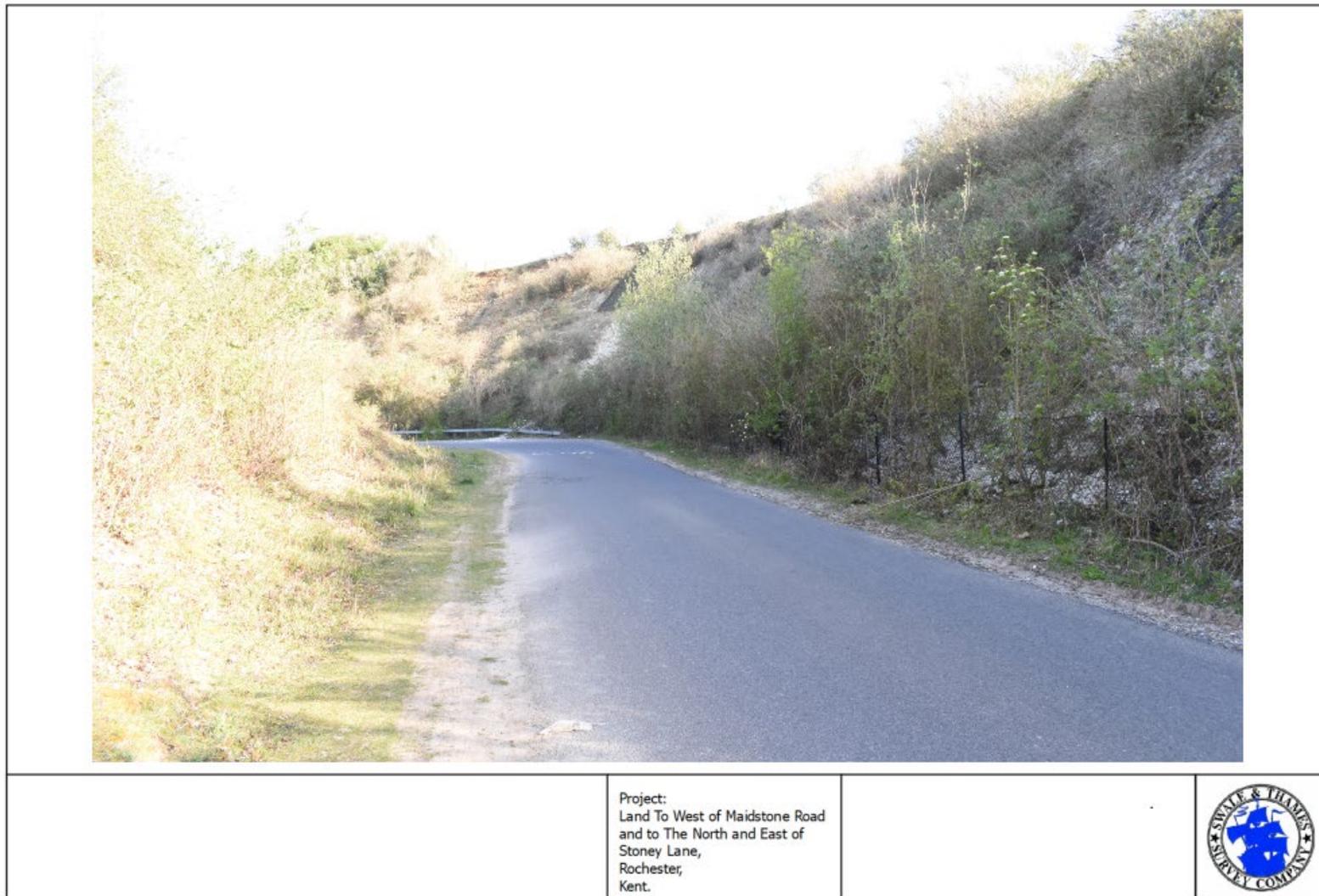


Plate 13: View from Stoney Lane towards north western corner (facing NE)

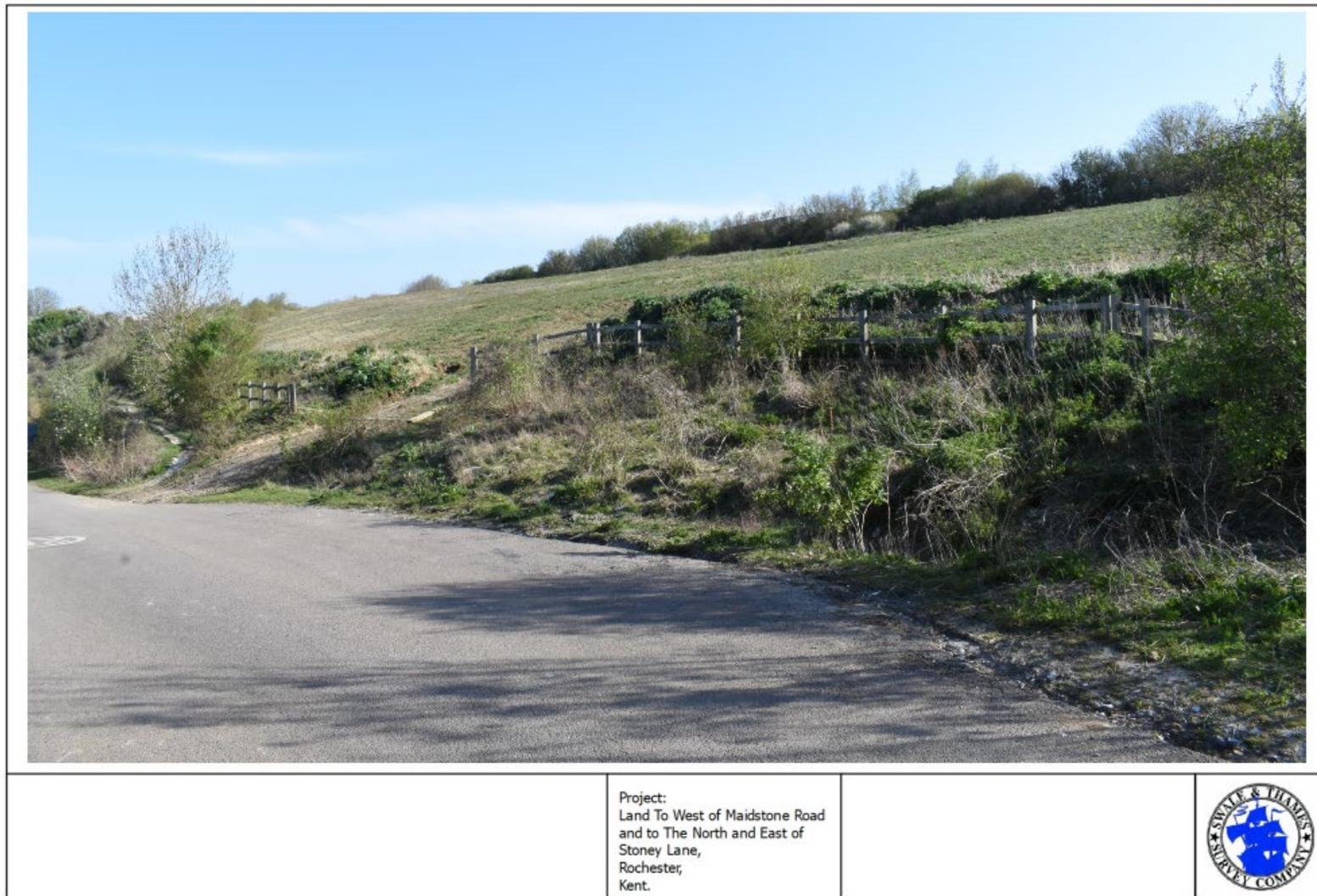


Plate 14: View of the PDA and current entranceway from Stoney Lane (facing N)



Plate 15: View of the PDA from the south western corner showing the break in slope (facing NNE).

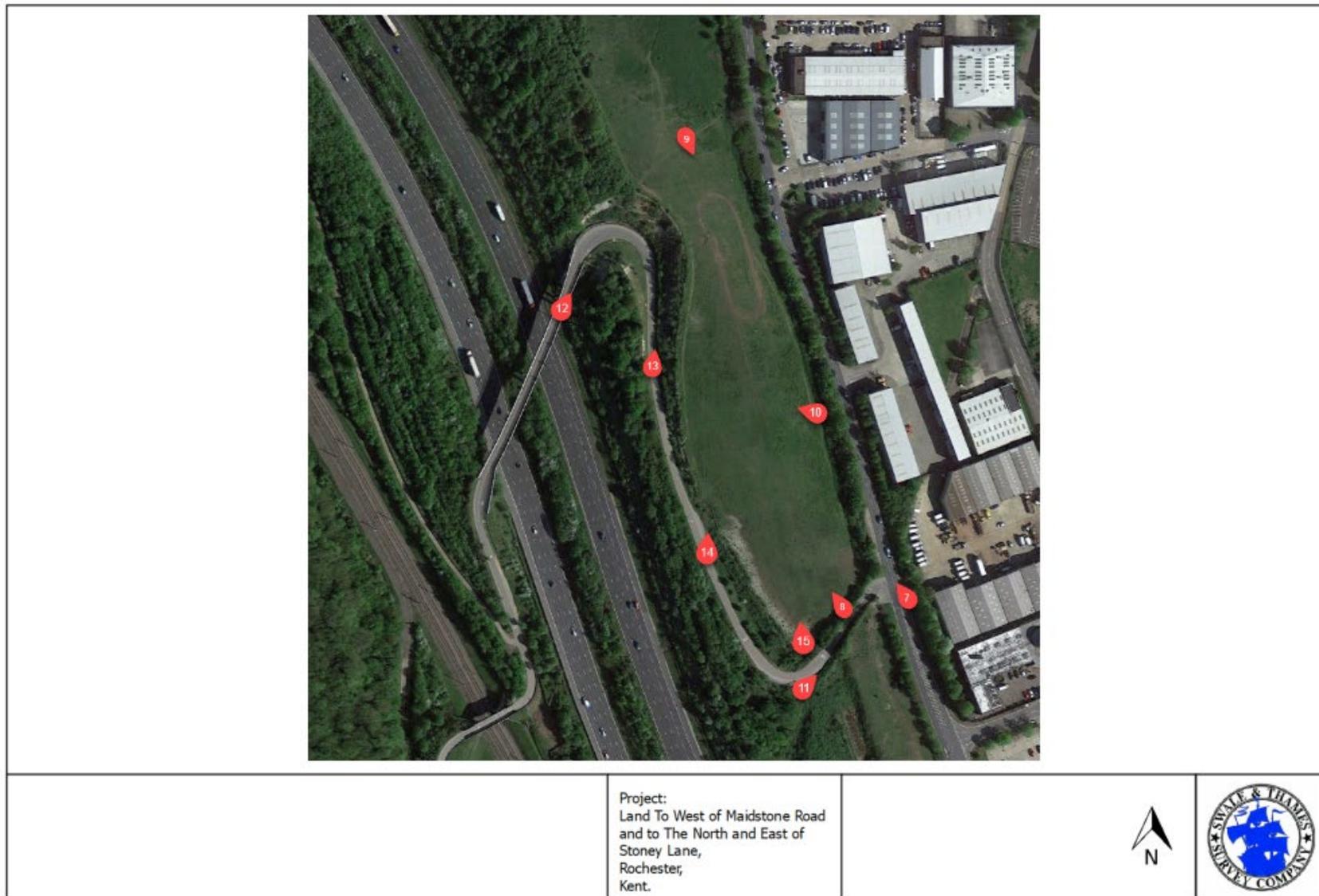


Plate 16: Plate Locations