



**A**rchaeological Desk-Based Assessment in Advance of the Proposed Development at West View Cottage, Dungeness Road, Dungeness, Romney Marsh TN29 9NF.

January 2022

# Archaeological Desk-Based Assessment in Advance of the Proposed Development at West View Cottage, Dungeness Road, Dungeness, Romney Marsh TN29 9NF.

National Grid Reference TR 08775 18479



Report for Mr and Mrs Bannister

Date of Report: 27th January 2022

## **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](http://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	Scope of Document .....	8
2	PLANNING BACKGROUND .....	9
2.1	Introduction.....	9
2.2	National Planning Policy Framework (NPPF) .....	9
2.3	Local Policies .....	14
3	AIMS AND OBJECTIVES .....	18
3.1	Introduction.....	18
3.2	Desk-Based Assessment – Chartered Institute for Archaeologists (2017) ...	18
4	METHODOLOGY.....	20
4.1	Introduction.....	20
4.2	Sources .....	20
5	ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT .....	22
5.1	Introduction.....	22
5.2	Designated Heritage Assets.....	22
5.3	Previous Archaeological Works.....	22
5.4	Archaeological and Historical Narrative.....	23
5.5	Cartographic Sources and Map Regression .....	28
5.6	Aerial Photographs.....	30
5.7	Walkover Survey.....	31
5.8	Summary of Potential.....	31
6	IMPACT ASSESMENT.....	36
6.1	Introduction.....	36
7	SIGNIFICANCE .....	37
7.1	Introduction.....	37
7.2	Significance Criteria.....	37
8	ARCHAEOLOGICAL MITIGATION .....	39
8.1	Introduction.....	39
9	CONCLUSION .....	40
9.1	Summary .....	40
10	OTHER CONSIDERATIONS .....	41
10.1	Archive .....	41
10.2	Reliability/Limitations of Sources .....	41
10.3	Copyright.....	41
11	REFERENCES.....	42
11.1	Bibliographic .....	42
11.2	Websites.....	42
11.3	APPENDIX 1 – KCC HER Data (see Figures 14-18). .....	56

**List of Plates**

Plate 1: 1940s. (Google Earth)..... 66  
Plate 2: 1960s (Google Earth)..... 67  
Plate 3: 1990 (Google Earth) ..... 68  
Plate 4: 2003 (Google Earth) ..... 69  
Plate 5: Camouflaged centrifugal Pumphouses (www.combineops.com)..... 70  
Plate 6: View of the PDA (facing SW ) ..... 71  
Plate 7: View towards the rear (facing NNW) ..... 72  
Plate 8: View towards the western boundary (facing ENE) ..... 73  
Plate 9: View of the eastern elevation (facing WSW) ..... 74  
Plate 10:View across the PDA (facing E)..... 75  
Plate 11: View across the PDA (facing SW) ..... 76

**List of Figures**

Figure 1: Location Maps, Scale: 1:20,000, 1:500..... 44  
Figure 2: Proposed Development..... 45  
Figure 3: Andrew, Dury and Herbert Map from 1769..... 46  
Figure 4: OS Surveyors Drawing 1797 ..... 47  
Figure 5: Lydd Tithe Map 1837..... 47  
Figure 6: Historic OS Map 1872, scale 1:2,500..... 48  
Figure 7: Historic OS Map from 1898, scale 1: 2,500 ..... 49  
Figure 8: Historic OS Map 1907, scale 1: 2,500 ..... 50  
Figure 9: Historic OS Map 1940, scale 1: 2,500 ..... 51  
Figure 10: Historic OS Map 1977, scale 1: 2,500 ..... 52  
Figure 11: Historical OS Map 1989-93, scale 1: 2,500..... 53  
Figure 12: Historical OS Map 2003, scale 1:1,250 ..... 54  
Figure 13: Plan of No. 1 Battery in 1867 (Fifth Continent) ..... 55  
Figure 14: Gazetteer of HER Data..... 60  
Figure 15: KHER Monument Record..... 61  
Figure 16: KHER Historic Landscape Classification ..... 62  
Figure 17: KHER Conservation Area ..... 63  
Figure 18: KHER Historic Park and Garden ..... 64  
Figure 19: 1m DTM LIDAR (Environment Agency)..... 65

**Conditions of Release.**

All rights including translation reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means electronic, mechanical, photocopying, recording or otherwise without prior written permission from SWAT Archaeology

## **Archaeological Desk-Based Assessment in Advance of the Proposed Development at West View Cottage, Dungeness Road, Dungeness, Romney Marsh TN29 9NF.**

### **Summary**

*SWAT Archaeology has been commissioned by Mr and Mrs Bannister to prepare an Archaeological Desk-Based Assessment in Advance of the Proposed Development at West View Cottage, Dungeness Road, Dungeness, Romney Marsh TN29 9NF. 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 PDA is situated on the headland at Dungeness on the coast in Kent just within the boundary to the Dungeness Estate. The PDA is a square shaped plot of circa 0.15 of an acre. To sea is circa 500m to the east and the tip of the headland circa 1.75m to the south, south east. Within the PDA is West View cottage, built in the inter-war period, which takes up the majority of the area with a driveway along the eastern boundary and a garage located in the south eastern corner. There are sheds along the western boundary. Surrounding the PDA is the beach shingle and vegetation associated with Dungeness Headland. To the north is the watch tower associated with the row of cottages north of the watch tower named Coastguard Cottages.*

*The PDA lies within an area of military interest. Whilst there was military interest from the building of the nearby Battery No. 1 in 1798, it appears that the PDA lay outside of the area of the Battery. In addition, during the second World War, PLUTO construction activity occurred north west of the PDA around 1942/1943, the original dwelling was already in place prior to the construction of PLUTO by at least 1940 and likely to have*

*been built sometime during the inter-war period. Aside from PLUTO, defence across the area was mainly focused on the beach front to the east of the PDA. Although aerial photos show that some of the barbed wire did move inland and was just to the south of the PDA. There is no suggestion of any military activity associated directly with the PDA and prior to the current dwelling being built it appears that the PDA was shingle. As a result, the archaeological potential is considered low for all periods*

*The site would have been disturbed by the construction of the current dwelling on the PDA and also the cess pit which would have caused a high level of disturbance with medium historical impact in the area of the garage and sheds. The footprint of the proposed new dwelling looks to maintain that of the existing building. No other below ground disturbance is proposed to occur other than works undertaken to bring the cess pit up to current standards. 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 Mr and Mrs Bannister (the 'Clients), to carry out an archaeological desk-based assessment of the proposed development area (PDA) at West View Cottage, Dungeness Road, Dungeness, Romney Marsh TN29 9NF located at National Grid Reference (NGR) TR 08775 18479 (Fig 1).

### **1.2 The Site**

1.2.1 The PDA is situated on the headland at Dungeness on the coast in Kent and accessed down a concrete track off the western side of Dungeness Road just within the boundary to the Dungeness Estate. The PDA is a square shaped plot of circa 0.15 of an acre. To sea is circa 500m to the east and the tip of the headland circa 1.75m to the south, south east. Within the PDA is West View cottage which takes up the majority of the area with a driveway along the eastern boundary and a garage located in the south eastern corner. There are sheds in the south western corner and along the western boundary.

1.2.2 Surrounding the PDA is the beach shingle and vegetation associated with Dungeness Headland. Circa 7m to the north is the watch tower associated with the row of cottages north of the watch tower named Coastguard Cottages. The PDA is on level ground of 6m aOD (Fig. 1).

#### *Geology*

1.2.3 The British Geological Society (BGS 1995) shows that the local geology consists of bedrock comprising of Hastings Beds – Sandstone, Siltstone and Mudstone which applies to the entire promontory of the area. For superficial deposits, the PDA sits on Storm Beach Deposits- Gravel. 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 complex and difficult to identify the exact mechanisms behind the evolution of the foreland.

#### *Geotechnical Information*

1.2.4 There is no geotechnical information.

### **1.3 The Proposed Development**

1.3.1 The proposed development is for the erection of a Replacement Dwelling

### **1.4 Scope of Document**

1.4.1 This desk-based 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.

2.1.2 The National Planning Policy Framework was updated in July 2018, revised in February 2019 and July 2021 is the principal document which sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework in which Local Planning Authorities can produce their own distinctive Local Plans to reflect the needs of their communities.

### **2.2 National Planning Policy Framework (NPPF)**

2.2.1 The Historic Environment, as defined in the National Planning Policy Framework (NPPF 2021): 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.'*

2.2.2 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. It includes designated heritage assets and assets identified by the local planning authority (including local listing).'*

2.2.3 NPPF Section 16: Conserving and enhancing the historic environment sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process. The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers, and owners of heritage assets adopt a consistent approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.

2.2.4 Paragraph 190 of the NPPF states that:

‘Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- a) The desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- b) The wider social, cultural, economic, and environmental benefits that conservation of the historic environment can bring;
- c) The desirability of new development making a positive contribution to local character and distinctiveness; and
- d) Opportunities to draw on the contribution made by the historic environment to the character of a place.’

2.2.5 Paragraph 194 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. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.’*

2.2.6 Paragraph 195 of the NPPF states that:

*‘Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account to the available evidence and any necessary expertise. They 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.'*

2.2.7 The NPPF, Section 16, therefore provides the guidance to which local authorities need to refer when setting out a strategy for the conservation and enjoyment of the historic environment in their Local Plans. It is noted within this, that heritage assets should be conserved in a manner appropriate to their significance.

2.2.8 The NPPF further provides definitions of terms in the glossary 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 (for heritage policy).*** *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. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance'.*
- ***'Setting of a heritage asset.*** *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'.*

2.2.9 The NPPF advises local authorities to take into account the following points in paragraph 197 when drawing up strategies for the conservation and enjoyment of the historic environment;

- a) the desirability of sustaining and enhancing the significance of heritage assets and preserving them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development in making a positive contribution to local character and distinctiveness'.*

2.2.10 Paragraphs 199 and 204 consider the impact of a proposed development upon the significance of a heritage asset.

2.2.11 Paragraph 199 emphasises that when a new development is proposed, 'great weight should be given to the asset's conservation (and that the more important the asset, the greater this weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.

2.2.12 Paragraph 200 notes that:

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

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

2.2.13 Paragraph 201 states that:

'Where a proposed development will lead to substantial harm (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

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

2.2.15 The NPPF comments in paragraph 207, proffers that *'not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole'*.

2.2.16 Paragraph 204 states that *'Local Planning Authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred'*.

2.2.17 Paragraph 206 encourages Local Planning Authorities to *'look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably'*.

2.2.18 Any LPA based on paragraph 208, *'should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies, but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies'*.

2.2.19 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.*

2.2.20 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.

2.2.21 In addition to the NPPF, statutory protection and guidance documents are also provided to certain classes of designated heritage assets under the following list:

- *Planning (Listed Buildings and Conservation Areas) Act (1990);*
- *Ancient Monuments and Archaeological Areas Act (1979);*
- *Planning Practice Guidance: Conserving and enhancing the historic environment*

## **2.3 Local Policies**

2.3.1 Folkestone and Hythe District Council has a Local Plan adopted in 2006 and a Core Strategy adopted in 2013. The plan has a number of policies relevant to archaeology.

- POLICY BE3 & BE4: CONSERVATION AREAS
- POLICY BE5: LISTED BUILDINGS
- POLICY BE6: OTHER BUILDINGS OF SPECIAL CHARACTER
- POLICY BE12: AREAS OF SPECIAL CHARACTER
- POLICY BNE18: HISTORIC PARKS & GARDENS

2.3.2 The PDA is close to that of the Conservation Area in Dymchurch to the east and to the west is the listed building of West End Villa. Therefore, the relevant policies in detail are as follows:

### *Policy BE4*

2.3.3 The District Planning Authority will:

- a. refuse Conservation Area Consent for the demolition of buildings which contribute to the character or appearance of a Conservation Area;
- b. refuse proposals for infill or back land development which would adversely affect the character of a Conservation Area;
- c. require the height, scale, form, and materials of new development, including alterations or extensions to existing buildings, to respect the character of Conservation Areas;
- d. seek to retain materials, features and details of unlisted buildings or structures which preserve or enhance the character or appearance of Conservation Areas;
- e. seek to retain the historic patterns, plot boundaries, building lines, open spaces, footways, footpaths, and kerb lines which are essential to the character or appearance of Conservation areas;
- f. protect trees, verges and hedgerows which enhance both the setting and character of Conservation Areas.

Policy BE5

2.3.4 In order to preserve listed buildings and their settings and any features of special architectural or historic interest which they possess, the District Planning Authority will:

- a. refuse Listed Building Consent for demolition, extension, alteration, or partial demolition, including internal or external works, if the proposals are considered to be detrimental to the character of the building;
- b. refuse proposals for the change of use of a listed building where such a use would adversely affect its character or setting, or where insufficient details are submitted to enable the application to be appropriately assessed. Changes of use will normally be permitted where these would provide the best means of conserving the character, appearance, fabric, integrity and setting of a listed building;
- c. impose conditions as necessary when granting consent to alter a listed building in order to protect the character afforded to that building by the retention or reinstatement of traditional features or materials;

d. require the display of signs and advertisements to respect the character of a listed building, and refuse applications which would entail structural alterations for the display of advertisements;

e. refuse applications for development which would adversely affect the setting or character of a listed building;

f. refuse applications for extensions or alterations which would dominate the original building in either scale, material or situation;

g. refuse applications which would involve the replacement of windows having glazing bars with sheet glass;

h. refuse applications which involve the blocking up of windows or external doorways, or the making of new openings;

i. refuse applications which involve repairs or alterations other than in matching materials and to the original design;

j. refuse applications which would entail the removal of mouldings, balustrades, balconies, chimneys or other architectural features;

k. refuse applications which would entail the introduction of incongruous period features such as shutters and bow windows;

l. refuse applications which would entail use of replacement windows and doors in PVCu plastic;

m. refuse applications involving major internal alterations, such as the reshaping of rooms, the removal of a staircase, the removal or destruction of panelling or stained glass, or alterations to roof trusses of interest.

2.3.5 The Council is also in the process of creating a new Local Plan. This new potential plan includes four Heritage policies. In addition, the Council has in place a Folkestone and Hythe District Heritage Strategy., which was commissioned at the start of the new Local Plan process.

- HE1: Heritage Assets
- HE2: Archaeology

- HE3: Local List of Heritage Assets
- HE4: Folkestone Historic Gardens

*Local Planning Guidance*

2.3.6 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 Mr and Mrs Bannister 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 historic environment investigation and is intended to inform and assist in decisions regarding the historic environment along with mitigations 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 Kent County Council (KHER) contains sufficient data to provide an accurate insight into catalogued sites and finds within both the proposed development area and the surrounding landscape.

4.2.3 The National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets and is the preferred archive for a comprehensive HER search.

4.2.4 The Archaeology Data Service Online Catalogue (ADS) was also used. The search was carried out within a 1km 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 11.

#### *Aerial photographs*

4.2.6 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1-4).

#### *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 and Heritage Assets.
- Making a note of any surface scatters of archaeological material.
- Identifying constraints or areas of disturbance that may affect archaeological investigation.

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

## 5 ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT

### 5.1 Introduction

5.1.1 This section of the assessment will focus on the archaeological and historical development of this area, placing it within a local context. Each period classification will provide a brief introduction to the wider landscape (1km radius centred on the PDA), followed by a full record of archaeological sites, monuments and records within the site's immediate vicinity. There were no Archaeological reports, Scheduled Monuments, Registered Parks and Gardens, Protected Military Remains or NMP cropmarks within the search area. Time scales for archaeological periods represented in the report are listed in Table 1. Full details of the HER data are provided in Figures 14 to 18.

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
<b>Table 1: Classification of Archaeological periods</b>		

### 5.2 Designated Heritage Assets

5.2.1 There is just one listed building record within the search area of a later 19<sup>th</sup> century Grade II net boiler located 400m east, south east of the PDA associated with fishing nets (listing: 1252214). There is no interrelationship of intervisibility between the PDA and the listed asset.

### 5.3 Previous Archaeological Works

5.3.1 There 1km study area does not list any intrusive events. A geomorphological Survey was undertaken in 2016 and pasture on Walland Marsh was surveyed in 1997.

#### **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. The earliest known human activity found in the area is around 2000 BC, although the area was not heavily populated and little evidence is found of activity in the Bronze and Iron ages.
- 5.4.2 Nearby Denge Marsh was originally marshland belonging to Denge and is recorded as 'Dengemersc' in 774 AD before becoming known as 'Denge Marshe' in 1610 AD. Alternatively known as Dunge Marsh in line with Dungeness, which alternatively was called Dengeness, which from the old English 'næss' means headland or cape. Romney Marsh was originally one of the four marshes in this area, being Romney, Denge, Walland and East Guildford. However, it has also come to be a name used to represent all four of the marshes. Walland Marsh means Wall land and it is separated from the rest of the Romney Marsh area by the Rhee Wall. The Rhee Wall is 7.5 miles long and runs from Appledore, through Brenzett and Old Romney to New Romney; it consists of two parallel earth banks, from 50 to 100 metres apart, the ground between being raised above the marsh on either side. It was built in the 13th century, as a watercourse to wash away silt from the harbour at New Romney. The plan eventually failed; the Rhee Wall has not contained water since medieval time.
- 5.4.3 The area around Romney Marsh do not have any upland areas, being purely marshland communities and exploited by distant communities. Thus, Denge Marsh was the marsh of the people of Denge, a vanished community some 25 miles away near Denge Wood in the Stour valley.
- 5.4.4 By the late Roman period Lydd is thought to have been an area of exposed shingle at the water's edge. Lydd is thought to have Roman origins and the church is thought to have originated from a Roman basilica. The coast at this time meant that Lydd was a shingle island cut off from the mainland. Roman forts were built around the coast in Kent, the nearest being at Portus Lemanis, now Lympne. The Romans used the marsh for salt-making.
- 5.4.5 Once the Romans left in the 5th century, the Anglo-Saxons founded the kingdom of Kent. The coast line immediately to the east of Lydd was water with the area to the

south a mixture of fingers of exposed shingle and salt marsh. In this period Kent suffered from Viking raids, and two raids occurred on the marsh area in 841 AD and 892 AD, where it is known that Viking longships rowed past New Romney and managed to get as far as Appledore.

- 5.4.6 Unlike many other places in Kent, the Lydd region was not particularly fertile given that the 12,000 acre parish has many acres of gravel and very little in the way of trees. There only being a small area at Holmstone in Lydd, where there was a stunted holly forest. By 1400 AD the exposed shingle areas began to build up more in the east moving the coastline away from Lydd and the salt marsh to the south became reclaimed land amidst the fingers of exposed shingle.
- 5.4.7 The use of the marshland is dependent on drainage channels, many of which are Medieval in origin. It was known that Walland Marsh, along the derelict course of the River Limen, many hundreds of acres were underwater for much of the year. Most of the reclaimed land is bounded by dykes or larger watercourses known as sewers.
- 5.4.8 In Medieval times the main land owners would have been the monastic houses of Canterbury. Its height was in the 13th century when it was a corporate member of the Cinque Ports, as a limb to New Romney.
- 5.4.9 Once suitable drained it was mainly used as sheep pasture, with very little as ploughland. The sheep were there in the summer months, reverting inland to upland areas over winter. It was this movement that gave rise to the links with the distant communities that dominated from earliest times until the 17th century, and in a modified form until the 19th or 20th century.
- 5.4.10 The area has always been thinly settled compared to other parts of Kent, which accounts for the overall lack of buildings before the 19th century except in New Romney or Lydd. The society would have consisted of the sheep farmers, shepherds or fishermen. One of the reasons for the lack of people was that the marshlands were considered unhealthy due to the possibility of marsh ague, a form of malaria prevalent until the 19th century. The only people that lived there were those that had to. The region in the 18th century had a lack of settled gentry.
- 5.4.11 In the early 19th century, the threat of invasion from Napoleon meant that southern Kent had a number of defensive measures put in place. A Royal Military Canal from east of Hythe to Rye and on to Hastings. Martello towers, being small defensive forts were

strung along the coast. Several batteries were built, a number of them at the Dungeness Foreland. Located at Dungeness Point, not far from the lighthouses an earthwork redoubt was built in 1798. This being the focal strongpoint for the surrounding four batteries built at Dungeness. The raised earthworks can still be clearly seen, with a row of ex RNSSS cottages now built inside. The flattened counterscarp of Dungeness Redoubt is readily discernible from the top of the Old Lighthouse. The No. 1 Battery located close to the PDA is circa 2 miles north of the redoubt. Again, built in 1798 and modified in 1860. The Battery was a triangular shaped fort with the long side facing the sea. There was a raised platform that held four of 5 24-pound guns along with a brick looped hole wall that was 3.5m high that ran along the terreplein corners to form a sharp point at the rear. Figure 13 shows a plan of the Battery that includes within the triangular area guardroom, stores, magazine buildings and other ancillary buildings usually located along the walls. By 1867 outside of the walls there were officer's quarters, stores and hospital.

- 5.4.12 No.2 Battery also known as Lade Fort is located 1 ½ miles north of No. 1 Battery and built at the same time, is better preserved and is a schedule monument (listing: 1004205). Batteries 3 and 4, were located west of Dungeness Point and were destroyed by the sea between 1818-1823.
- 5.4.13 Nearby, the Pilot Inn has historical documentary evidence going back at least 150 years that the main bar building of The Pilot was constructed by upturning the hull of a Spanish ship called the 'Alfresia' which was deliberately wrecked by the locals in 1633, they murdered the crew and stole the cargo of brandy and gold. The new Pilot Inn was built in 1958 and moved location circa 160m to the east.
- 5.4.14 The Dungeness Lifeboat Station history is less clear from documentary records. There does not appear to have been any clear distinction made between Dungeness, Lydd, Littlestone and New Romney. There is no doubt however, that a lifeboat was placed at Dungeness by the Institution in 1826. It appears that the station lapsed between 1839 and 1854 but there is a continuous history since 1854.
- 5.4.15 When first established, the Coastguard inherited facilities from previous government initiatives to counter the clandestine transportation of goods. These provided the basis of what became a national network of coastguard stations. The initial purpose of the Coastguard was revenue protection, but this altered during the 19th century to that of a naval reserve. The service also had some life-saving responsibilities and in the 1920s

this became its primary role, along with coastal observation. These shifts in function were often accompanied by administrative change, as control of the service was passed between different government bodies. The Coastguard has also maintained a close association with other coastal rescue services, most particularly the lifeboat service. Until the late 20th century the basic elements of a Coastguard station usually consisted of accommodation for Coastguards, a watch room or house, boathouse and equipment store. To the north of the PDA are Coastguard Cottages with a watch tower.

5.4.16 Dungeness is a private estate. Originally owned by the Tufton family, the land which the Dungeness Estate now occupies was sold to the Southern Eastern Railway, later part of British Railways, who operated a branch line to Dungeness. This line closed to passengers in 1937 and to all traffic in 1967, a part of it remaining to serve the Power Stations. British Rail later sold it to a Mr G T Paine and remained in the Paine family trust until 2015, when it was sold to EDF energy, who run Dungeness B, a nuclear power station. Apart from lighthouse dwellings, old coastguard cottages and lifeboat stations, development of a settlement of any significance only began after the First World War when workers employed by Southern Railway purchased old carriages and set them up as beach houses or, where necessity dictated and began to adapt and extend them as homes, at the southern end of the area. It is likely that the single paved road off which most houses lie, began as a track. Main services, telephone, electricity and water, only arrived gradually, the water main only in 1946. There is still no mains drainage. All services are supplied by overhead lines. There was in the early days no planned settlement form or framework. Up to the death of Mr Paine in 1985, beach house dwellers only had 3-month leases. The subsequent offer of 99-year leases (finally granted in 1999).

5.4.17 The Romney, Hythe and Dymchurch Railway opened in 1927. The railway was created by JEP Howey and Count Louis Zborowski, owner of the real Chitty Chitty Bang Bang Mercedes racing car. They had special purpose-built engines built to haul carriages on a route from Hythe and New Romney. It was requisitioned by the army in WW2. Pipes were welded together at New Romney station and taken by train to Dungeness for the Pipeline under the ocean scheme (PLUTO). The opening of this railway led to the changes seen to the mainline. Just south of the location of the new Pilot In was the Pilot Inn station on the line. The station buildings were demolished in 1967 and replaced in 1968 with a simple breeze-block construction shelter, with an open front. This halt officially closed in 1977 and the shelter demolished in the mid-1990s.

- 5.4.18 In WWII, the area around Lydd suffered from a number of V1 flying bombs. Some of the area was mined which led to a stop in the free movement of people around the marshes. The foreshore had barbed wire and other anti-invasion defences. During the war, PLUTO, which was an operation by British engineers, oil companies and armed forces to construct undersea oil pipelines under the English Channel between England and France in support of Operation Overlord, the Allied invasion of Normandy in June 1944. One connected Dungeness to Boulogne in France. Pump houses associated with the line were built to look like ordinary homes and are located to the north of the Coastguard Cottages on the northern side of Dungeness Road. Others were camouflaged to look like gravel pits.
- 5.4.19 The Dungeness Foreland being one of the largest shingle beaches in Europe is now an area of international conservation importance for its plants and wildlife. It is designated a national nature reserve, a Special Protection Area, a Special Area of Conservation and a site of Special Scientific Interest.

#### *Landscape Character Areas*

- 5.4.20 The KHER historic landscape classification (Fig. 16) shows the Application Site as part of the 'scattered settlement with paddocks (post 1800 extent). This is a linear area along the Dungeness Road with shingle either side. Battery Road is recognised as a later settlement area of 'Post 1810 settlement (general).

#### *Dungeness Conservation Area*

- 5.4.21 The PDA lies within the Conservation Area at the north western part which covers either side along Dungeness Road within the Dungeness estate area and essentially covers the area of what was a scattered unplanned settlement (Fig. 17). There is a 2006 Dungeness Conservation Area appraisal. The appraisal comments that '*Dungeness is a unique combination of stark, open, coastal landform, the world's largest expanse of shingle, a protected nature reserve of some 8000 acres and of course a large and varied collection of characteristic 'beach house' type buildings...The small, often fragile, transient-looking buildings represent a singular response to the social and economic forces of a short period in the early C20*'.
- 5.4.22 The dwellings had no boundaries as the beach was valueless regarding crops etc. so the whole hamlet was considered ad-hoc and potentially a mobile development that eventually 'froze' into place once roads became permanent. The northern end of the estate had more conventional type housing. As well as dwellings utilising railway

carriages, bungalow forms were used that were common in the interwar period usually using natural materials with brick and tile less common. However, many self built dwellings were destroyed during the Second World War as part of the home defence strategy and then with Post War Planning System with the 1947 Town and Country Planning Act reducing what were perceived to be 'blots on the landscape'.

## 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. The PDA is located in a featureless area to the north of a group of structures labelled 'The Cabones'. These are believed to be cabin of fishermen huts (Fig. 3).

### *Ordnance Surveyors Drawing, 1799*

- 5.5.2 This map produced just after the construction of the redoubt and batteries. The PDA is located to the south west of what is the No. 1 Battery. The only other features showing are the trackways leading from the settlement of Lydd heading in a south easterly direction (Fig. 4).

### *Lydd Tithe Map, 1837*

- 5.5.3 Unsurprisingly the tithe map records the No. 1 Battery as owned and occupied by the Board of Ordnance. All the Batteries in the tithes are shown in 10-acre square plots with the Grand Redoubt in a 30-acre plot. As well as the trackway from Lydd to the fort, there are also other trackways showing north and south of the fort along the coastlines. To the south of the Battery is the Jolly Sailor Public House and west of that is the Water House for the Royal Navy (Fig.5).

### *Historic OS map 1872*

- 5.5.4 This is the first OS map. The PDA is shown as part of a wider expanse of shingle. The main features are that of the Battery, and a Public House called The Pilot. Close by The Pilot are a number of other small buildings of unknown purpose. To the south east of the PDA remains the watering house. The 10-acre area around the Battery is marked out as a square with boundary stones represented for each corner. The PDA lies just outside this area. There are now more trackways between the various earlier trackways and buildings. One footpath runs just eastwards of the PDA in a north, north east to south, south west trajectory that heads directly from the No. 1 Battery towards the

Redoubt. To the east, much closer to the coastline is labelled a flagstaff and it is likely that the building nearby is that of the lifeboat station (Fig.6).

*Historic OS map 1898*

5.5.5 The PDA is still part of an area of shingle. Immediately adjacent to the PDA to the north is a row of five terraced houses. To the east of the PDA, the building south of the flagstaff is now labelled lifeboat. The Battery is not depicted on this map. The south western corner boundary stone has also moved slightly to the north east away from the PDA most likely as a result of the building of the terraced houses. The watering house south, south west of the PDA is no longer showing (Fig.7).

*Historic OS map 1907*

5.5.6 The terraced houses are now labelled as Dunge Coastguard Station. There is no change at the PDA, which is still shingle (Fig.8).

*Historic OS map 1940*

5.5.7 There is now a single rectangular building within the area of the PDA and the position of the building suggests that the central span of the current building is the earliest section. A number of other small structures line the trackways nearby to the north and east. The southern end of the structure to the rear of the coastguard station is now a slightly larger building. There have been significant changes in the area to the south of the Battery with the creation of a new road which passes south of the Battery and to the east then curves northwards. On a north, north west to south, south east trajectory is a railway line associated with the Romney and Hythe District Railway. Many of the footpaths are no longer depicted (Fig. 9)

*Historic OS map 1977*

5.5.8 The structure at the southern end of the coastguard stations is now labelled 'The Watch Tower'. The building within the PDA is a slightly different footprint suggesting it has been expanded on the eastern side and is referred to as 'West View' for the first time. To the east, The Pilot public house has been demolished and rebuilt in a new location further east (Fig. 10)

*Historic OS Map 1989-93*

5.5.9 There appears to have been further changes to the building within the PDA as it is showing a larger footprint and this footprint applies to that of the current building with

the eastern section the later extension and possibly the western side replacing an earlier extension. A small outbuilding is also seen in the south eastern corner (Fig. 11).

*Historical OS Map 2003*

5.5.10 There appears to be little change (Fig.12).

## **5.6 Aerial Photographs**

*1946*

5.6.1 There is a building within the PDA. The position of this building in relation to the PDA boundaries suggest that the current central span of the current building is this earliest section seen here. A view of the West View taken around 1942 can be seen in Plate 5 which shows the single pitched span.

5.6.2 The trackway from the Battery to the Redoubt is seen passing east of the PDA as well as the Coastguard Cottages to the north. The Pilot Inn is in its original location east of the PDA to the south of the Battery. The Battery is clearly in use during this period and there are other World War II features nearby especially the area to the north west where there appears to be structures in the shingle. There appears to be a straight path that runs between the PDA towards the entrance to the Watch Tower. In the wider area slightly to the south east and south of the PDA, the aerial photograph shows lines across the shingle. These coincide with HER records of Second World War barbed wire (HER:1533410) (Plate 1).

*Early 1960s*

5.6.3 The photograph is not a good resolution. There appears little change (Plate 2).

*1990*

5.6.4 The building within the PDA is on a large footprint and to the east of the house the line of a driveway can be made out leading towards a building located in the south eastern corner of the PDA. There appears to be sheds along the western side of the building and a shed located on the south western corner. To the north east, the Battery is clearly disused (Plate 3).

*2003*

5.6.5 There appears little change to the PDA. The coastguard cottages to the north are extending garden plots to the rear (Plate 4).

*2019*

5.6.6 There appears to be sheds all along the western side of the PDA. (Plate 5).

*2020*

5.6.7 There is little change to the eastern part of the PDA. In the area of western portion of the PDA, the adjacent pre-school had had an extension on the western side, adjacent to the PDA (Plate 6).

*LIDAR*

5.6.8 The LIDAR shows little by way of features in both portions of the PDA other than to show the slightly raised areas associated with the playground and tennis courts. To the north of this area the levelling associated with the cricket pitch is clear (Fig. 20)

## **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 as well as assessing heritage assets and setting. No archaeological finds or features were observed (Plates 6-11).

5.7.2 The walkover was undertaken on the 26<sup>th</sup> of January. Aside from a dilapidated low fence to the rear there are no other clear boundaries other than a row of misshapen lumps of concrete along the eastern boundary. On the eastern side of the plot, there are two lines of concrete that lead to the wooden garage. Wood sheds line the western side of the plot. There is an overgrown garden at the rear of the house with concrete pathways. The house is in a poor condition where windows are modern uPVC with modern uPVC cladding in places alongside white render.

## **5.8 Summary of Potential**

5.8.1 This section pulls together by period the historical documentation, mapping, aerial imagery and KHER data, and the known historic landscape to provide an overview by period

*Palaeolithic*

5.8.2 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 no records from this period within the study 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*

- 5.8.3 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. The Kent HER has no records from this period within the assessment area as this 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*

- 5.8.4 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. The Kent HER has no records from this period within the assessment area. Therefore, potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Bronze Age*

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

#### *Iron Age*

- 5.8.6 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 no records from this period within the assessment area. Therefore, the potential for finding remains that date to this period is considered **low**.

#### *Romano-British*

- 5.8.7 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 no records from this period within the study area. The coast at this time meant that nearby Lydd was a shingle island cut off from the mainland and the Romans used the marsh for salt-making although there is no evidence within the study area. The potential for finding

remains that date to this period within the confines of the development site is considered **low**.

#### *Anglo-Saxon*

5.8.8 The Kent HER has no records from this period within the assessment area, although Lydd itself is believed to have Anglo-Saxon origins. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Medieval*

5.8.9 The Kent HER has one record from this period within the assessment area being a chance find on the beach of bronze arms of the See of Canterbury (TR 0 NE 226). The early Post Medieval mapping shows the PDA outside of the core settlement and fishing area and it is likely that this also applied in the Medieval period. Therefore, the potential for finding remains that date to this period is considered **low**.

#### *Post Medieval*

5.8.10 Reflecting the increase in activity of the region in the Post Medieval period, there are 19 records for this period. However, 14 of those are Marine records of wrecks where the exact location is not known, and the record attributed to the corner of a grid square. Of the remaining records, one is the net boiler mentioned earlier in section 5.2. and on the beach towards the east a lifeboat station (MWX44060). Circa 700m to the west is the branch railway that opened in 1884 and closed in 1967 (TR 02 SW 148) along with Lydd Halt to the north west (TR 01 NE 215). Growth in activity commenced with the potential for Napoleonic invasion and Dungeness as a prominent headland out in the Channel considered to be a defence risk. As a result, the redoubt was built at the headland with smaller Batteries located along the coast in 1798. It appears based on the tithes each fort area was allocated 10 acres although this does not appear to have had formal boundaries and the core activity and building centred around the actual Battery itself. The PDA appears to have been located just outside of the south western part of the 10 acres area for Battery No. 1 (TR 01 NE 7) based on boundary stones shown on earlier OS mapping that ties in with the tithes. The boundary stones were later moved eastwards following the building of the Coastguard cottages and watch tower which were built by 1898 (MWX44101), although not labelled as such until the 1908 historical mapping. It appears during the period the PDA remained an area of shingle. Therefore, the potential for finding remains from this period is considered **low**.

*Modern*

- 5.8.11 There are 18 KHER records from this period representing the military association with the area. As well as the re-use of Battery No. 1, a Second World War Battery was located on the outer reaches of the study area to the south, south east (1533417). The beach area contained significant lines of barbed wire (HER 1533410), some of which extended inland close towards the PDA. The beach area also contained significant lengths of scaffolding (MWX51472 & 1533475). Other military defences were the Light Anti Aircraft (Diver) Batteries of which there are three within the study area. The closest located circa 140m north, north west of the PDA (1478127) and the others 645m north, north west (1478126) and 385m west, south west (1478129).
- 5.8.12 The other major military activity associated with this area is the installation of the PLUTO pipeline. There was major activity associated with pipeline in the area circa 300m north west of the PDA (MWX51535), where the HER record did not know the purpose of the possible military buildings in this area. Research undertaken has ascertained that these military buildings were camouflaged pumping stations were constructed as seen in Plate 5 and the HER record is now in the process of being updated. There is also a building circa 205m to the north that was a PLUTO pumping station disguised as a house on the roadside (MWX51502) that is now a B&B. The route of the pipeline itself moves away from this area and the PDA (TQ 93 SW 185). To the far south of the study area there was a minefield (MWX51356) and some pits associated with these mines have been observed in the shingle (TR 01 NE 245). Circa 300m East of the PDA is the line of the Romney, Hythe & Dymchurch Light Railway built in 1927 (TR 12 NW 50), that used to have a halt by the Pilot Inn (TR 01 NE 223).
- 5.8.13 Non military records include another lifeboat station on the outer reaches of the study area to the south, south east (MWX44061) and the landscape associated with Prospect Cottage that is an Historic Park and Garden. It was the home of film maker Derek Jarman at the end of his life. Despite being an inexperienced gardener and living in one of the most hostile gardening environments imaginable, he created a garden using tolerant plants and materials found discarded nearby.
- 5.8.14 The first known record of a building at the PDA is in the 1940 historical OS Map and this structure can be seen in Plate 5 and the 1946 aerial photograph (Plate 1). The building has been extended a number of times since, and the original section appears to be part of the current building. Other buildings within the PDA plot of a garage and sheds have

also been added through the second half of the 20<sup>th</sup> century. It does not appear to have had any specific role other than as a dwelling. The potential for finding archaeological remains dating to this period in the Application Site is considered **low**.

#### *Overview*

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

5.8.16 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 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.

6.1.2 Cartographic regression, topographic analysis and historical research indicate that the Application Site was first built on probably during the inter-war period like many others at this time and has been extended since with the addition of sheds and a garage. Prior to which the PDA appears to have been part of the expanse of shingle beach. As well as the foundations for the current building, there is also a cess pit in place. Therefore, historically the PDA has had a **high** historical impact in the area of the dwelling and cess pit and **medium** impact in the area of the garage and sheds, which are less likely to have a deep foundations.

#### *Proposed Impact*

6.1.3 The proposed development replacement dwelling looks to maintain the existing footprint and therefore will be on existing disturbed ground. The existing garage will be converted, and for the existing cess pit, it is likely works will be undertaken to bring it up to current standards.

## **7 SIGNIFICANCE**

### **7.1 Introduction**

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

### **7.2 Significance Criteria**

#### *Period*

7.2.1 The PDA lies within an archaeological notification area due to the wider Dungeness headland being an area of military interest. Whilst there was military interest from the building of the nearby Battery No. 1 in 1798, it appears that the PDA lay outside of the Battery area. In addition, during the second World War, PLUTO construction activity occurred north west of the PDA around 1942/1943, the original dwelling was already in place prior to the construction of PLUTO by at least 1940 and likely to have been built sometime during the inter-war period. Aside from PLUTO, defence across the area was mainly focused on the beach front to the east of the PDA. Although aerial photos show that some of the barbed wire did move inland and was just to the south of the PDA. There is no suggestion of any military activity associated directly with the PDA and prior to the current dwelling being built it appears that the PDA was shingle. As a result, the archaeological potential is considered low for all periods.

#### *Documentation*

7.2.2 The historical and landscape development of the PDA can be understood reasonably well from the cartographic, archive, photographic and other sources.

#### *Group Value*

7.2.3 The potential for archaeology at the PDA has little by way of group value.

#### *Survival / Condition*

7.2.4 The site would have been disturbed by the construction of the current dwelling on the PDA and also the cess pit which would have caused a high level of disturbance with medium historical impact in the area of the garage and sheds.

#### *Fragility / Vulnerability*

7.2.5 The footprint of the proposed new dwelling looks to maintain that of the existing building. No other below ground disturbance is proposed to occur other than for works associated with the cess pit to bring it up to current standards.

*Diversity*

7.2.6 There is little by way of diversity.

*Potential*

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

*Significance*

7.2.8 Based on the information gained in this report, it can be concluded that the site is of low archaeological interest especially since the proposed building looks to maintain the existing footprint.

## **8 ARCHAEOLOGICAL MITIGATION**

### **8.1 Introduction**

8.1.1 The purpose of this archaeological desk-based assessment was to provide an assessment of the contextual archaeological record in order to determine the potential survival of archaeological deposits that may be impacted upon during any proposed construction works.

8.1.2 The assessment has generally shown that the area to be developed is within an area of low archaeological potential for all periods with the proposed building maintaining the existing building footprint. 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 CONCLUSION

### 9.1 Summary

- 9.1.1 The purpose of this archaeological desk-based assessment was to provide an assessment of the contextual archaeological record in order to determine the potential survival of archaeological deposits that may be impacted upon during any proposed construction works.
- 9.1.2 The PDA lies within an area of military interest. Whilst there was military interest from the building of the nearby Battery No. 1 in 1798, it appears that the PDA lay outside of the Battery area. In addition, during the second World War, PLUTO construction activity occurred north west of the PDA around 1942/1943, the original dwelling was already in place prior to the construction of PLUTO by at least 1940 and likely to have been built sometime during the inter-war period. Aside from PLUTO, defence across the area was mainly focused on the beach front to the east of the PDA. Although aerial photos show that some of the barbed wire did move inland and was just to the south of the PDA. There is no suggestion of any military activity associated directly with the PDA and prior to the current dwelling being built it appears that the PDA was shingle. As a result, the archaeological potential is considered low for all periods
- 9.1.3 The site would have been disturbed by the construction of the current dwelling on the PDA and also the cess pit which would have caused a high level of disturbance with medium historical impact in the area of the garage and sheds. The footprint of the proposed new dwelling looks to maintain that of the existing building. No other below ground disturbance is proposed to occur other than works undertaken to bring the cess pit up to current standards. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities.

## **10 OTHER CONSIDERATIONS**

### **10.1 Archive**

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

### **10.2 Reliability/Limitations of Sources**

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

### **10.3 Copyright**

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

## 11 REFERENCES

### 11.1 Bibliographic

- Folkestone and Hythe District Council – Local Plan (2006)
- Kent Design Guide
- CIfA 2017 Standard and Guidance for historic environment desk-based assessment
- National Planning Policy Framework 2021
- Data provided by Kent HER
- Hasted. 1789. *The History and Topographical Survey of the County of Kent*, Volume 8.
- Glover, J. 1982. *The Place Names of Kent*.
- Everitt, A. 1986. *Continuity and Colonization: The Evolution of Kentish Settlement*.
- English Heritage Guidance (2014) *The setting of the Heritage Assets*
- Historic England. 2012. *Coastguard Stations*.
- Conservation, Architecture and Planning. 2006. *Conservation Area appraisal: Dungeness*.  
Shepway District Council

### 11.2 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>
- Kent Design Guide. Available at:  
<http://www.kent.gov.uk/about-the-council/strategies-and-policies/regeneration-policies/kent-design-guide>
- Portable Antiquities Scheme. Available at:  
<http://www.finds.org.uk>

British Geological Survey. Available at:

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

Combined Operation: Pluto – Pipeline Under the Ocean. Available at:

<https://www.combinedops.com/pluto.htm>



Figure 1: Location Maps, Scale: 1:20,000, 1:500

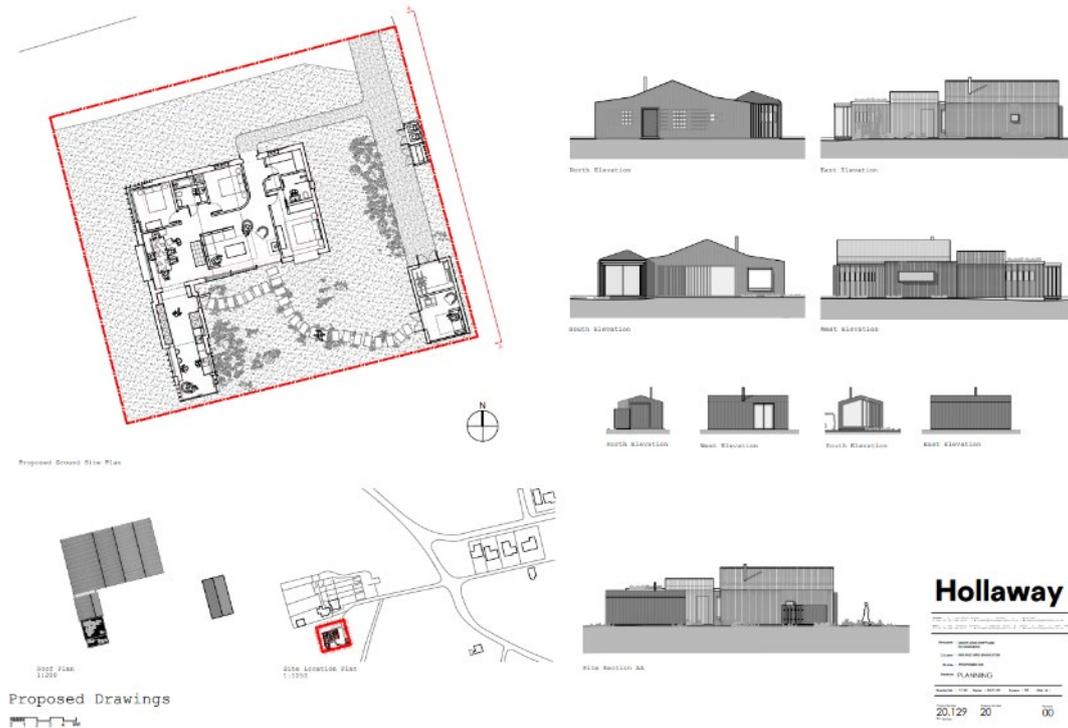


Figure 2: The Proposed Development



Figure 3: Andrew, Dury and Herbert Map from 1769



Figure 4: OS Surveyors Drawing 1797

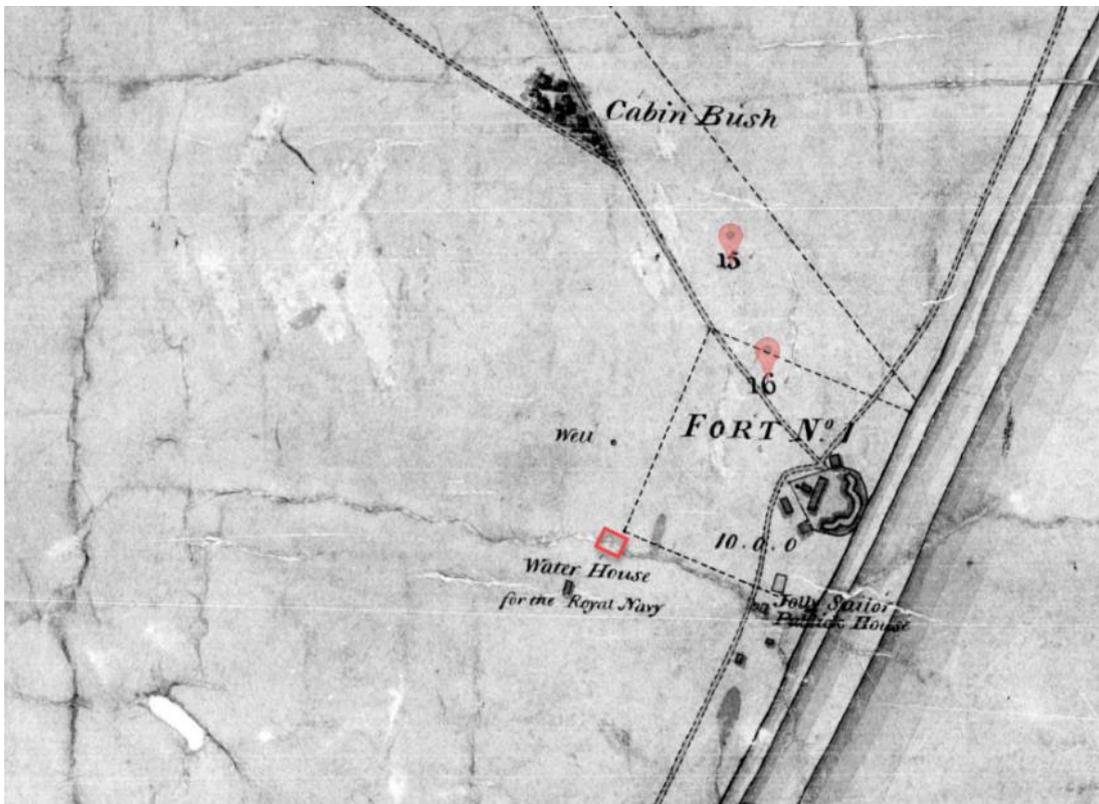


Figure 5: Lydd Tithe Map 1837

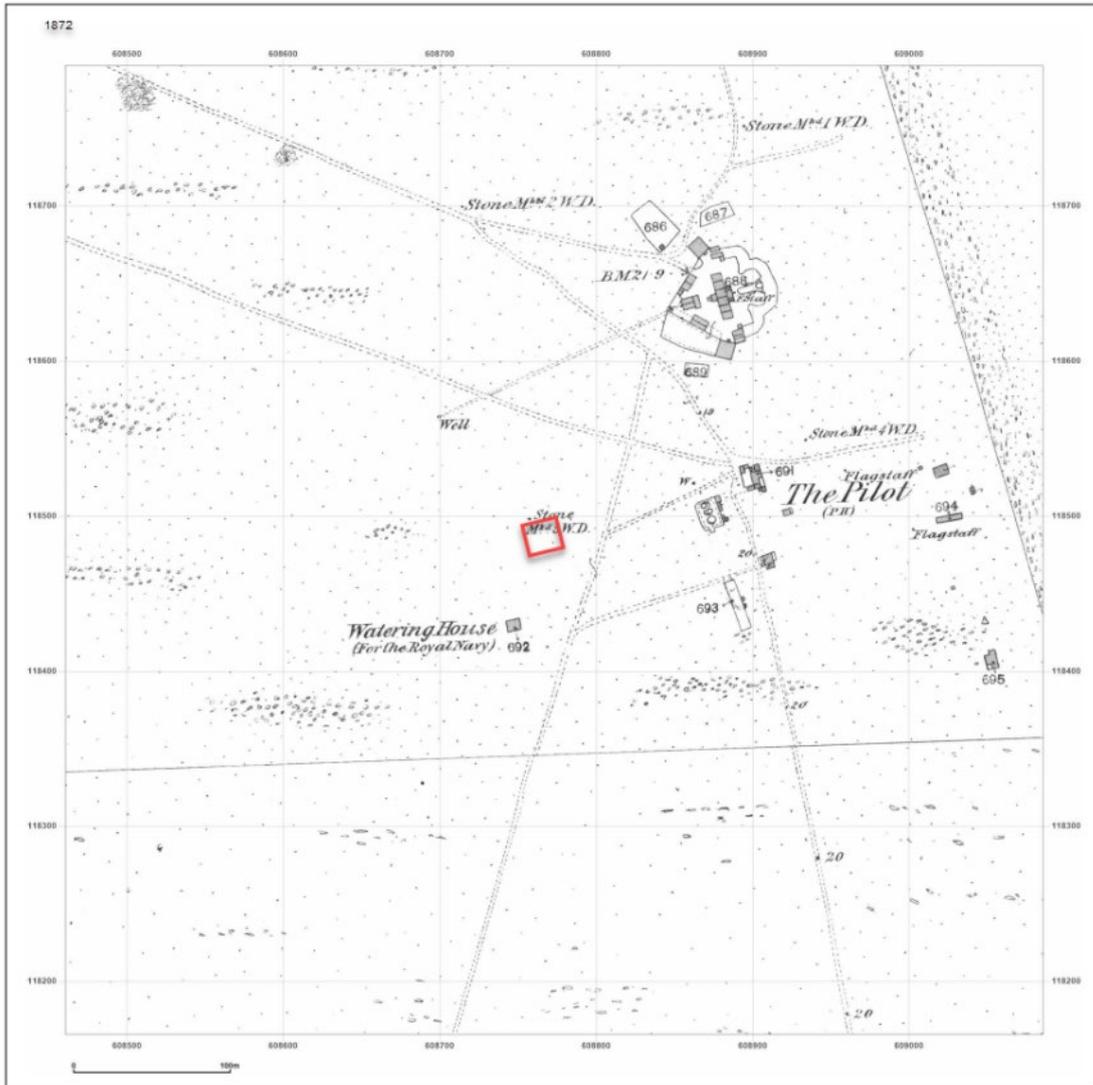


Figure 6: Historic OS Map 1872, scale 1:2,500

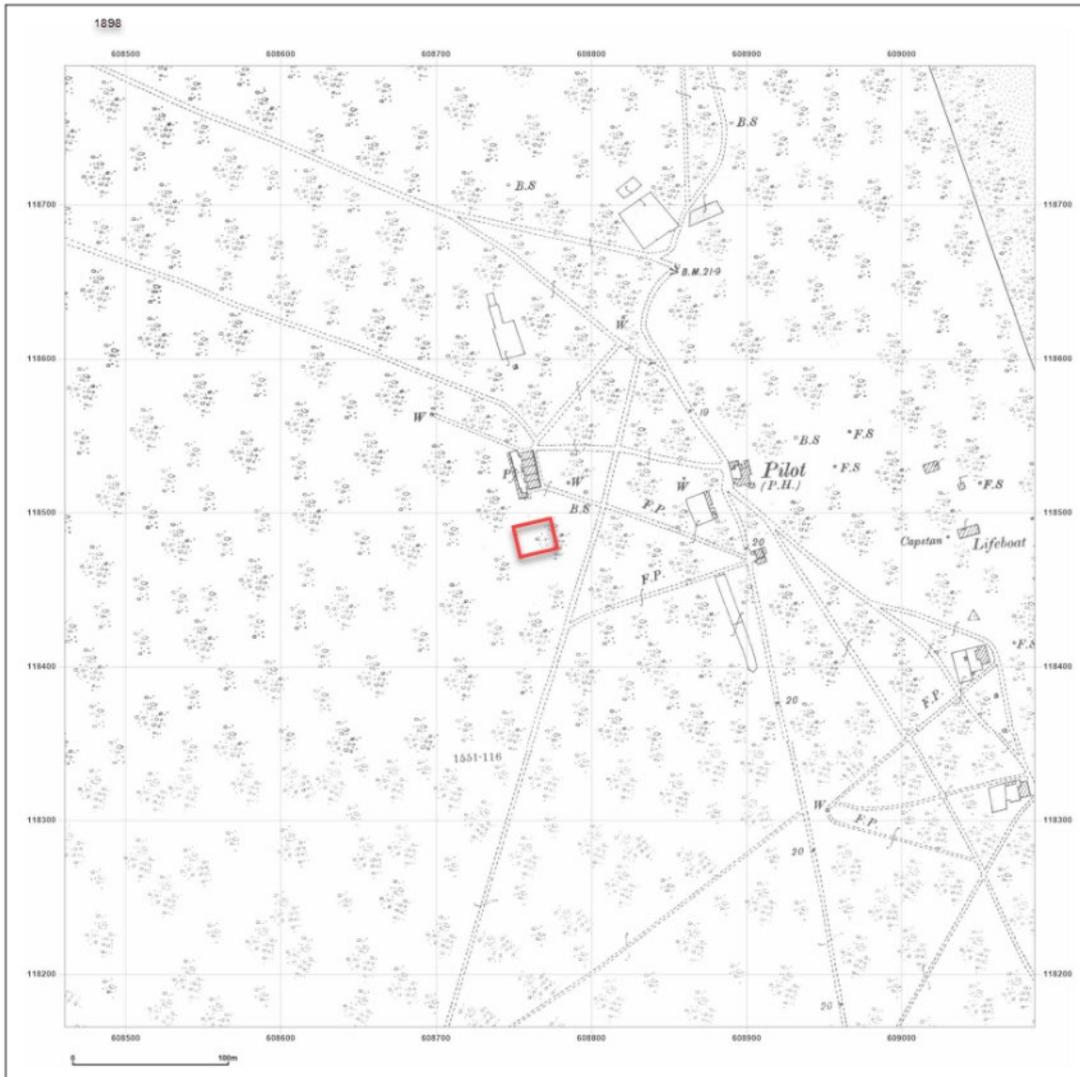


Figure 7: Historic OS Map from 1898, scale 1: 2,500

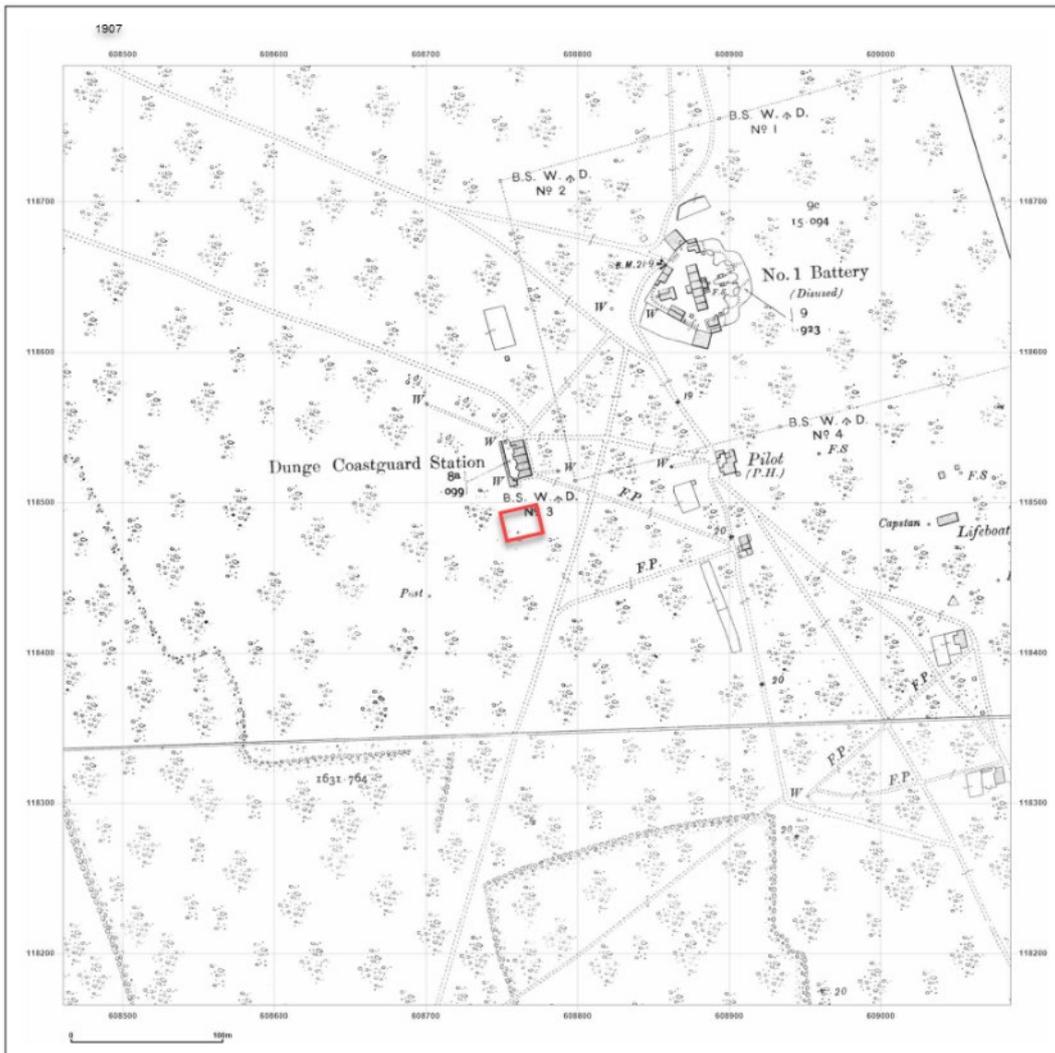


Figure 8: Historic OS Map 1907, scale 1: 2,500



Figure 9: Historic OS Map 1940, scale 1: 2,500

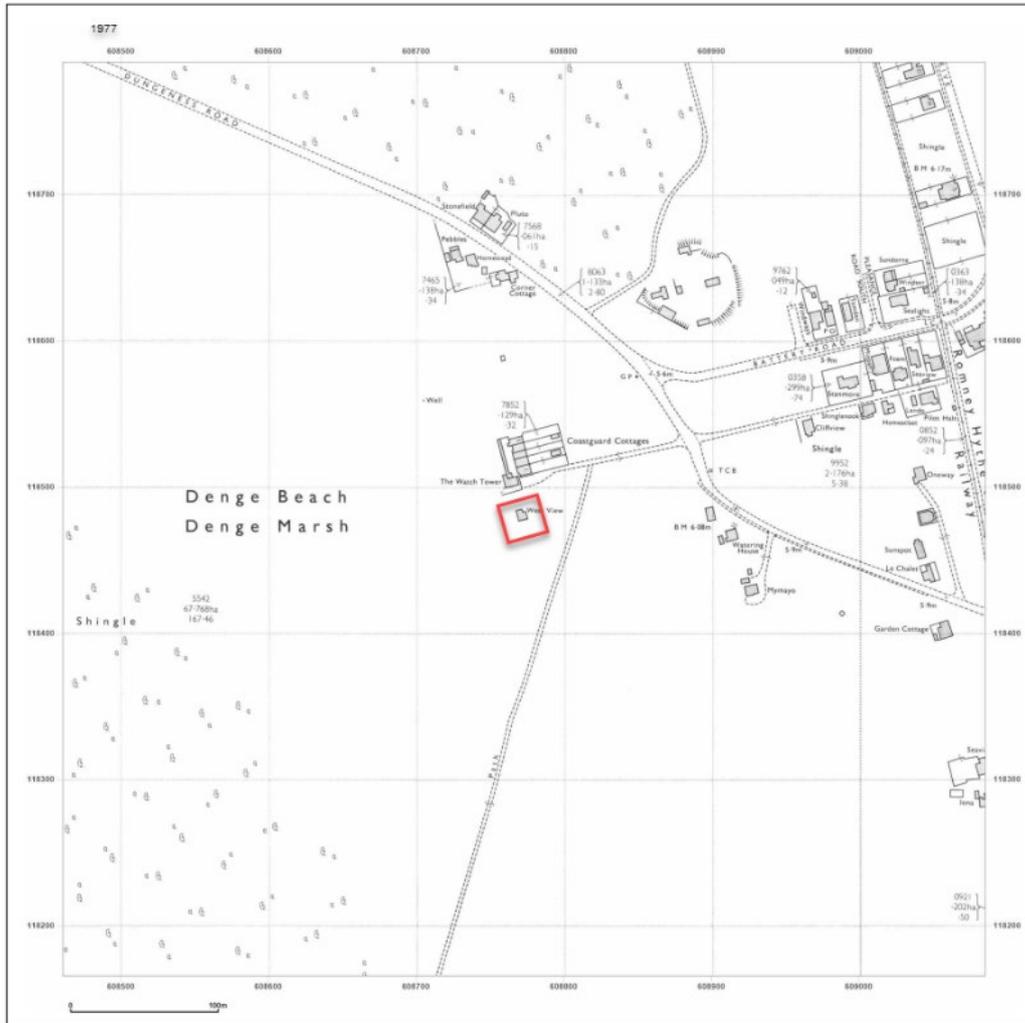


Figure 10: Historic OS Map 1977, scale 1: 2,500

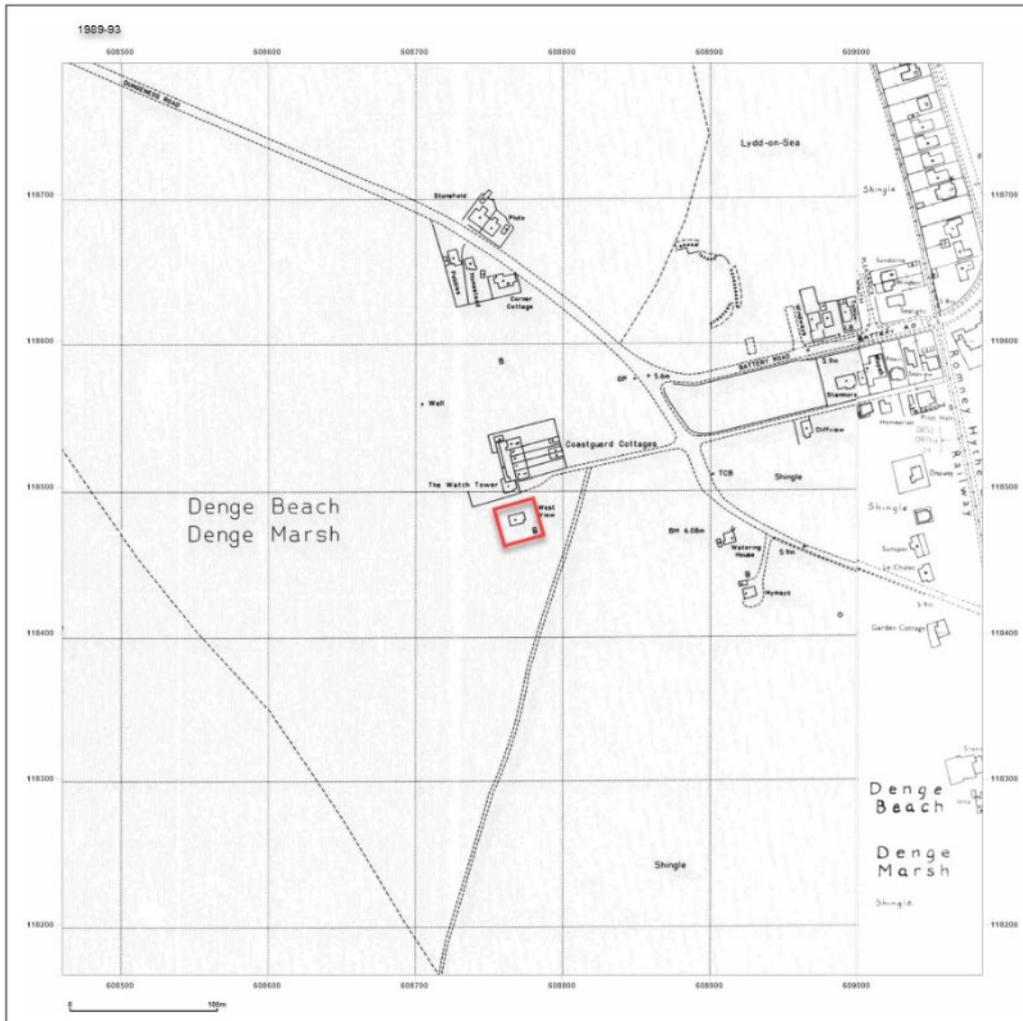


Figure 11: Historical OS Map 1989-93, scale 1: 2,500



Figure 12: Historical OS Map 2003, scale 1:1,250

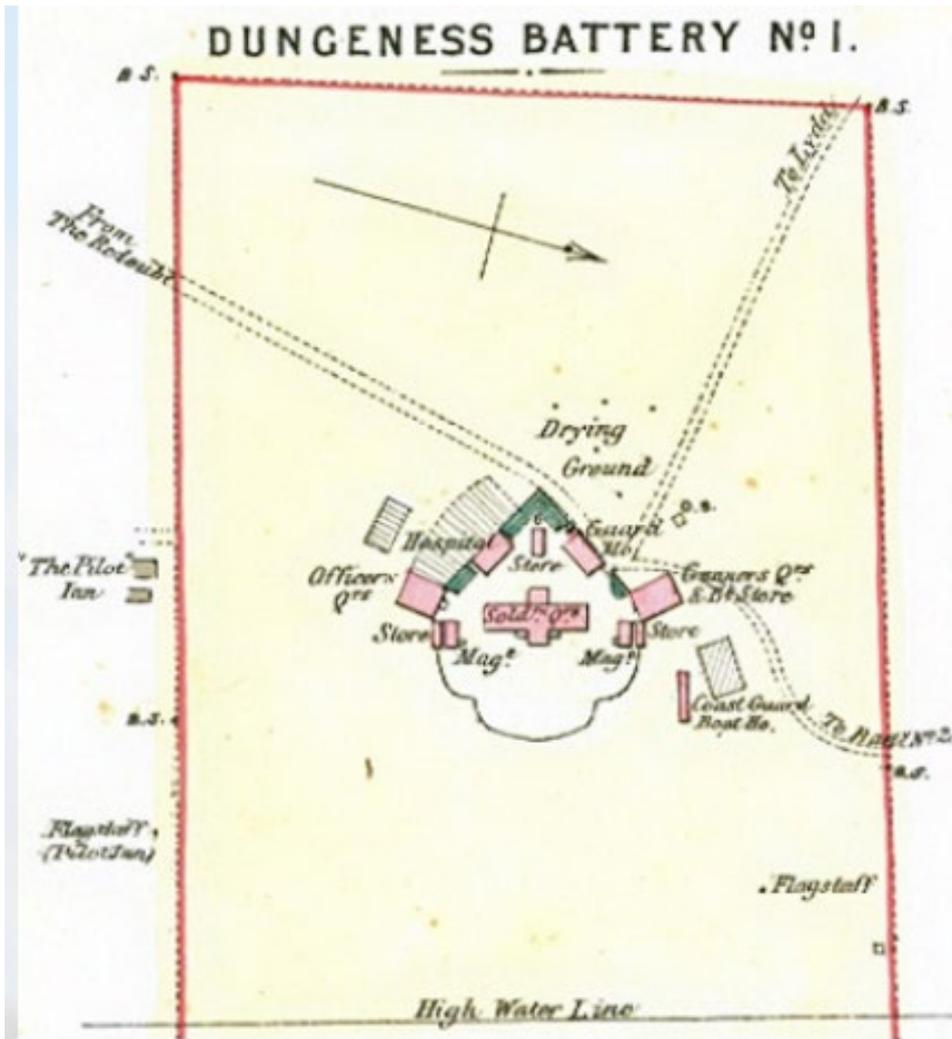


Figure 13: Plan of No. 1 Battery in 1867 (Fifth Continent)

**11.3 APPENDIX 1 – KCC HER Data (see Figures 14-18). ALL DISTANCES TAKEN FROM THE SITE BOUNDARY**

<b>KHER</b>	<b>Type</b>	<b>Location</b>	<b>Period</b>	<b>Description</b>
TR 01 NE 16	Post Medieval	c. 335m WNW	Post Medieval	Unidentified merchant brig. 1793
TR 01 NE 35	Post Medieval	c. 335m WNW	Post Medieval	Annechiena Jantina, 1852
TR 01 NE 51	Post Medieval	c. 335m WNW	Post Medieval	Solon, 1857
TR 01 NE 69	Post Medieval	c. 335m WNW	Post Medieval	Kate and Jane, 1866
TR 01 NE 72	Post Medieval	c. 335m WNW	Post Medieval	Henrich von Than, 1866
TR 01 NE 73	Post Medieval	c. 335m WNW	Post Medieval	Oradd, 1866
TR 01 NE 79	Post Medieval	c. 335m WNW	Post Medieval	Nora, 1867
TR 01 NE 82	Post Medieval	c. 335m WNW	Post Medieval	Jeune Louis, 1867
TR 01 NE 162	Post Medieval	c. 335m WNW	Post Medieval	Farmer's Industry, 1770
TR 01 NE 163	Post Medieval	c. 335m WNW	Post Medieval	Zorg and Ulyt, 1772
TR 01 NE 164	Post Medieval	c. 335m WNW	Post Medieval	Unknown, 1772
TR 01 NE 177	Post Medieval	c. 335m WNW	Post Medieval	Johanna, 1699

KHER	Type	Location	Period	Description
TR 01 NE 178	Post Medieval	c. 335m WNW	Post Medieval	Jufrao Katherine, 1705
TR 01 NE 179	Post Medieval	c. 335m WNW	Post Medieval	Dragon, 1706
TR 01 NE 218	Post Medieval	c. 400m ESE	Post Medieval	Net Boiler. Grade II (1252214). later c19. Square structure of tarred brick about 4 by 5 feet wide and 2½ feet high with brick chimney in one corner. Cemented parapet. Circular metal tanning copper in centre. Very rare survival of a process associated with the fishing industry.
TR 01 NE 7	Post Medieval	c. 185m NNE	Post Medieval	Dungeness No. 1 Battery. Built in 1798 and modified in 1860. Although disused by the end of the 19th century, it was anecdotally reoccupied in World War II. Only the emplacements now survive.
TR 01 NE 223	Modern	c. 290m ENE	Modern	Site of Pilot Inn Halt. A station on the Romney Hythe and Dymchurch railway. In use 1928 to 1977.
TR 01 NE 226	Medieval	c. 570m NNE	Medieval	Find spot of a bronze arm of the See of Canterbury. Found on beach.
TR 01 NE 215	Post Medieval to Modern	c. 700m NNW	Post Medieval to Modern	Site of Lydd on Sea Halt. opened to passengers in 1881 and closed in 1967. It lay to the East of Lydd Town station.
MWX44101	Modern	c. 45m NNW	Modern	Dunge Coastguard Station, Lydd-on-Sea. Visible on Epoch 3 (1908) of the historic 1:2500 Ordnance Survey mapping, located less than 500m from the coastline at Lydd-on-Sea. The structures associated with the station are still apparent on Epoch 4 (1950), but they are not labelled as a Coastguard Station. They are still visible on MasterMap (2009) where they are labelled as Coastguard Cottages.
MWX51356	Modern	c. 830m S	Modern	Second World War minefield, Dungeness. A Second World War minefield is visible on aerial photographs of 1946 and 2007 as pits extending eastwards from Beach Cottage, Dungeness.
MWX51491	Modern	c. 245m WSW	Modern	Possible Second World War bomb crater visible on aerial photographs of 1946 as an earthwork to the east of Denge Marsh.
MWX51502	Modern	c. 205m N	Modern	Second World War PLUTO (Pipeline Under The Ocean) pumping station. A Second World War PLUTO (Pipeline Under The Ocean) pumping station is visible on aerial photographs of 1946 as extant buildings and structures just to the west of The Old Battery at Dungeness.

KHER	Type	Location	Period	Description
1478126	Modern	c. 645m NNW	Modern	Light Anti Aircraft (Diver) Battery Dungeness 6. The site was already operating as a light anti aircraft battery when, from July 17th, 1944, it was used in the Diver role. It is not known what armament was used, nor the manning details. No anti-aircraft battery was visible on aerial photographs of 1943 or 1946 in the vicinity of Lydd-on-Sea Halt.
1478129	Modern	c. 385m WSW	Modern	Light Anti Aircraft (Diver) Battery Dungeness 5. The site was already operating as a light anti aircraft battery when, from July 17th, 1944, it was used in the Diver role. No anti-aircraft battery was visible on aerial photographs of 1943 or 1946 in the vicinity of the 1798 Old No.1 Battery at Dungeness.
1478127	Modern	c. 140m NNW	Modern	Light Anti Aircraft (Diver) Battery Dungeness 6. The site was already operating as a light anti aircraft battery when, from July 17th, 1944, it was used in the Diver role. No anti-aircraft battery was visible on aerial photographs of 1943 or 1946.
TR 01 NE 245	Modern	c. 890m SSW	Modern	Pits for Second World War mines remain in the shingle.
TR 12 NW 50	Modern	c. 285m E	Modern	Romney, Hythe & Dymchurch Light Railway. 8 miles long between Hythe and New Romney. It was opened in 1927. The Romney, Hythe and Dymchurch railway was closed to public use during the war and was requisitioned by the War Department creating the only miniature armoured train in the world. It was also used during the building of PLUTO (Pipe Line Under The Ocean) which fuelled the Allied invasion force. The railway was soon reopened to the public in 1946.
TR 02 SW 148	Post Medieval to Modern	c. 725m W	Post Medieval to Modern	Lydd & New Romney Branch Railway. Dismantled Railway, opened 1884 and closed in 1967.
MWX51472	Modern	c. 390m E	Modern	Second World War anti-invasion beach scaffolding. A long length of Second World War anti-invasion beach scaffolding is visible on aerial photographs from the vicinity of the pub called The Pilot at Dungeness, northwards past Lade, Greatstone-on-Sea, and Romney Sands, to Littlestone-on-Sea. This is a continuation of the beach scaffolding to the south at Dungeness (Monument Number 1533475).
1533475	Modern	c. 390m E	Modern	Dungeness West Emergency Coastal Battery. An extensive stretch of Second World War anti-invasion beach scaffolding is visible on aerial photographs of 1942 and 1946 as a structure extending westwards around Dungeness headland as far as the Dengemarsh Gut Shafts, and northwards up to Battery Road. The beach scaffolding had been removed by the time of vertical aerial photographs of 1962.

KHER	Type	Location	Period	Description
1533410	Modern	Various Mainly NE, E, SE & S. C. 60m S at its closest	Modern	Extensive beachfront Second World War barbed wire defences are visible on aerial photographs of 1943. Visible on aerial photographs of 1943 from the vicinity of the Lifeboat Station in the south, to just south of Lade to the north. The barbed wire also extends inland some way at two points along its length.
TQ 93 SW 185	Modern	c. 185m NW	Modern	Route of Second World War Pipeline Under the Ocean (PLUTO). During the Second World War the British government constructed a pipeline network under the English Channel. The network was designed to convey fuel to the Allied Forces in Normandy more easily and safely than could be achieved by oil tankers which were thought to be vulnerable to attack and subject to disruption by bad weather. The PLUTO network consisted of pipelines that conveyed fuel from the west coast English ports to the south coast from where the pipeline ran under the sea to France. There were two main departure points on the south coast, one on the Isle of Wight and one at Dungeness. To approach Dungeness the route ran through west Kent and arrived at a number of pumping stations on the coast.
TR 01 NE 229	Modern	c. 695m SE	Modern	Prospect Cottage. This post 1960s mixed planted cottage style garden of salt and wind tolerant plants, of specialist importance. Prospect Cottage was the home of film maker Derek Jarman at the end of his life. Despite being an inexperienced gardener and living in one of the most hostile gardening environments imaginable, he created a masterpiece using tolerant plants and materials found discarded nearby.
MWX44060	Post Medieval to Modern	c. 265m ESE	Post Medieval to Modern	Lifeboat House, Lydd-on-Sea. Visible on the Epoch 2, 3 and 4 (1899, 1908 and 1950) editions of the historic 1:2500 Ordnance Survey mapping.
MWX44061	Modern	c. 995m SSE	Modern	Lifeboat House, north of Dungeness. Only visible on the Epoch 3 (1908) edition of the historic 1:2500 Ordnance Survey mapping.
MWX51472	Modern	c. 390m E	Modern	Second World War anti-invasion beach scaffolding
MWX51535	Modern	c. 230m NW	Modern	Possible Second World War military buildings. A small group of possible Second World War military buildings is visible on aerial photographs of 1946 between Denge Marsh and Dungeness Road.
1533417	Modern	c. 995m SSE	Modern	Dungeness West Emergency Coastal Battery. The site is surrounded by barbed wire defences, and includes Nissen huts, barrack blocks and other military buildings, gun

<b>KHER</b>	<b>Type</b>	<b>Location</b>	<b>Period</b>	<b>Description</b>
				emplacements, weapons pits, and coastal batteries (Monument Numbers 1485941 and 1485942); as well as pillboxes and slit trenches.

*Figure 14: Gazetteer of HER Data*



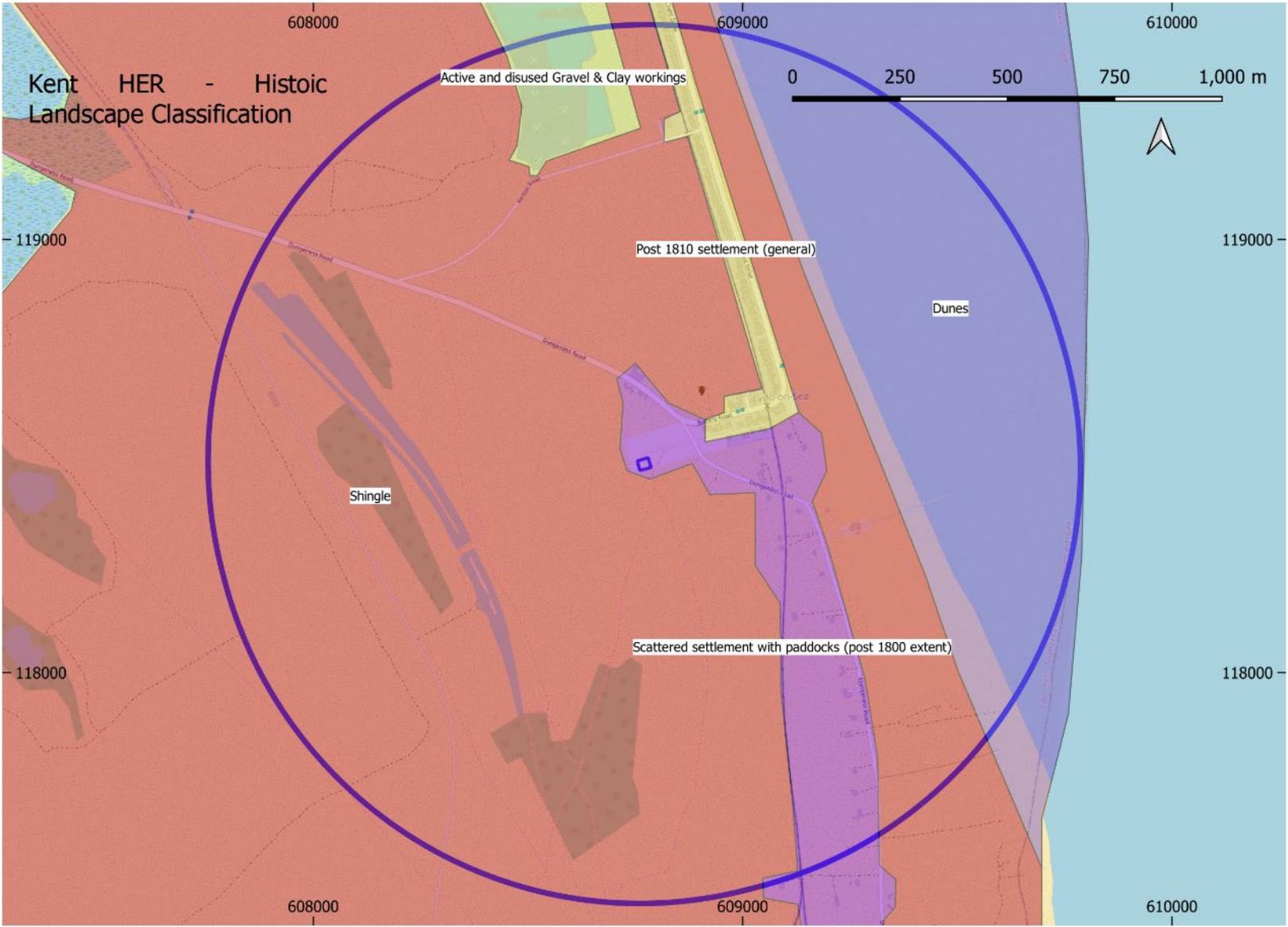


Figure 16: KHER Historic Landscape Classification



Figure 17: KHER Conservation Area



Figure 18: KHER Historic Park and Garden





Plate 1: 1940s. (Google Earth).



Plate 2: 1960s (Google Earth)



Plate 3: 1990 (Google Earth)



Plate 4: 2003 (Google Earth)



Plate 5: Camouflaged centrifugal Pumphouses ([www.combineops.com](http://www.combineops.com))



*Plate 6: View of the PDA (facing SW)*



*Plate 7: View towards the rear (facing NNW)*



*Plate 8: View towards the western boundary (facing ENE)*



*Plate 9: View of the eastern elevation (facing WSW)*



*Plate 10:View across the PDA (facing E)*



*Plate 11: View across the PDA (facing SW)*