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INNOVATION PARK MEDWAY, ROCHESTER, KENT

Archaeological and Built Heritage Impact Assessment

for Medway Council (MC) and Tonbridge and Malling Borough Council (TMBC)

30th August 2018

HEADLAND ARCHAEOLOGY

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HA Job no.:	MIPR/01
HAS no.:	1308
NGR:	574482 164504
Councils:	Medway Council & Tonbridge and Malling District Council

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INNOVATION PARK MEDWAY, ROCHESTER

ARCHAEOLOGICAL AND HERITAGE IMPACT ASSESSMENT

Headland Archaeology was commissioned on behalf of Medway Council and Tonbridge and Malling Borough Council to prepare an archaeological and heritage impact assessment to inform a masterplan for redevelopment at Rochester Airport. This assessment has found that development will impact on the sites of former WWII buildings and structures associated with the airport (a non-designated heritage asset of local importance) and that there is potential for development to impact on further currently unidentified remains of WWII date within the airport site. The impacts on the significance of the airfield itself will be minimised by retaining the former line of runway 16/34 as a green corridor within the masterplan. A landmark building at the north-western end of the runway park will draw the eye along the former flight path, creating visual interest and resulting in a neutral effect on the significance of the airfield.

It is considered that there is a low probability of any archaeological remains pre-dating the 1930s construction of the airport to survive within the site. Although there is potential for evidence of Roman activity in the southeast of the site, close to the line of the Roman road which is now the A229, remains in this area are likely to have been disturbed by the construction of the war-time buildings. The assessment has also found that development of the site will result in visual changes within the setting of heritage assets in the wider area, including Fort Horsted Scheduled Monument. However these changes are not considered to reduce the contribution made by setting to the significance of this or any other asset.

INTRODUCTION

1.1 Planning Background

Medway Council (MC) and Tonbridge and Malling Borough Council (TMBC) are preparing a masterplan for the development of approximately 18.36 hectares (ha) of land on the current site of Rochester Airport, for employment led development and supporting infrastructure. Headland Archaeology has been commissioned to prepare an archaeological assessment and heritage impact assessment to inform this masterplan and provide supporting information for decision making on future planning applications – either as a Local Development Order (LDO) or for individual applications from developers.

This document comprises the baseline for this impact assessment.

1.2 Site Description

The Proposed Development is located approximately 3.5km to the south of Chatham and Rochester, Kent, within close proximity to the M2 motorway. The site is centred approximately on National Grid Reference (NGR) 574450, 164400 with an approximate postcode of ME1 2XX. The Proposed Development is located across two administrative boundaries: Medway Council and Tonbridge and Malling Borough Council.

The site is split into 2 separate areas, to the north and the south of the existing airfield site. Overall, the area is 18.36 hectares

Northern Area:

The Northern Area consists of two distinct parcels.

The main parcel *(Area 1)* comprises the airfield occupied by part of runway 16/34, which is laid to well-maintained grass.

The second parcel *(Area 2)* is currently occupied by BAE Systems. It is laid to concrete slabs as a car park area and secured by a palisade fence.

Southern Area:

The Southern Area also consists of two distinct parcels.

The eastern parcel, *Area 3*, has concrete remnants of structures that have previously been demolished on the site. Part of the site is currently being used as overflow parking for the Innovation Centre, to the north. Within Area 3 is a single storey brick structure and fenced compound. It is thought that both are related to utilities supplies within the site and the wider area.

The western parcel, *Area 4*, is the site of the Woolmans Wood Caravan Park. The site is currently operational as a caravan park and has space for approximately 100 – 125 caravans.

To the north of the northern area, the site is bounded by a complex of buildings occupied by BAE Systems. These comprise a mixture of industrial sheds and office accommodation, between one and five storeys in height. To the north-west is the Rochester Airport Industrial Estate with a variety of building types including offices and industrial. To the west is the Laker Road Industrial Estate comprising a variety of varying office and industrial/manufacturing uses. To the east is the retained Rochester Airport site that is currently the subject of planning application.

To the north of the southern area, the site is bounded by the existing Innovation Centre owned by Medway Council. The site is bounded by the B2097 to the west and the A229 to the east. To the north-west is the retained Rochester Airport site and, to the south ,the site is bounded by existing residential developments.

Medway Council owns the majority of the site with two leaseholders on the site, Rochester Airport Ltd (RAL) and BAE Systems. Although parcels 1, 2 and 3 are owned by Medway Council, a small area of the site falls within the boundary of Tonbridge & Malling Borough Council. Parcel 4, the site of Woolmans Wood Caravan Park to the south-west of Innovation Centre Medway, is privately owned.

1.1 Consultation

The Historic Environment Team of Kent County Council, as advisors to Medway Council, were consulted via email in April 2018 regarding the scope of the archaeological assessment and heritage impact assessment. A 1km study area was agreed for gathering baseline information on the known heritage resource.

AIMS AND OBJECTIVES

The purpose of the assessment is to provide information to inform future planning decisions about the masterplan site. In line with Good Practice Advice in Planning Note 2 (Historic England 2015) the 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, and the impact of the proposed development on the significance of the historic environment, or will identify the need for further evaluation to do so".

The archaeological assessment has been carried out according to the *Standard and guidance for historic environment desk-based assessment* published by the Chartered Institute for Archaeologists (CIfA 2017), and aims to:

- Collate all available written, graphic, photographic and electronic information relevant to the development site;
- Describe the nature, extent and significance of the historic environment within the area potentially affected by the development, identifying any uncertainties in existing knowledge;
- Identify heritage assets in the surrounding area with the potential for changes in their setting and describe their baseline setting and how this contributes to their significance;
- Determine the potential impact of the proposed development (including potential impacts through changes in the setting of heritage assets); and
- Identify any requirements for further investigation that may be necessary to understand the effects of the proposed development on the historic environment.

METHODOLOGY

1.2 Study areas

A single 1km study area extending from the boundary of the master-planning site has been used to gather baseline data on the known heritage resource in order to inform the assessment. Designated heritage assets within this area have also been considered for potential impacts as a result of changes in their setting.

1.3 Data sources

The assessment has been based on a study of all readily available documentary sources, following the CIfA Standards and Guidance (CIfA 2014). The following sources of information were referred to:

- Designation data from the National Heritage List for England, downloaded from the Historic England website on 4th April 2018;
- Descriptions of designated heritage assets in the National Heritage List for England, viewed on the Historic England website;
- Archaeological and architectural records from the National Record of the Historic Environment, viewed through the Heritage Gateway website (www.heritagegateway.org.uk);
- Aerial photographs in the Historic England Archive;
- Archaeological records and reports held by Kent Historic Environment Record (HER) – obtained as a digital data extract on 30th April 2018;
- Historic Landscape Characterisation data supplied by Kent HER;
- Historic maps and plans held in the Kent archives;
- Historic plans and secondary sources held at RAF Museum Archives, London;
- Environment Agency Lidar data;
- Geological data available online from the British Geological Survey;
- Relevant internet sources including Open Domesday (www.domesdaymap.co.uk) and Fort Luton (fortluton.co.uk)
- Readily available published sources and unpublished archaeological reports, including a previous desk-based assessment for an earlier masterplan for part of the airfield site (Mosley & Holman 2014).

This information was supplemented by a site visit on 25th May 2018 to examine the masterplan areas for currently unrecorded heritage assets, confirm the status of existing known heritage assets within the masterplan areas and their immediate vicinity and where possible to examine the baseline setting of designated heritage assets in the wider study area.

A search of the Cambridge University Collection of Aerial Photography (CUCAP) website indicates that this collection holds aerial photographs of the airfield dating from1988 and 2003. Unfortunately the CUCAP collection is currently not available for consultation, while arrangements for its ongoing status are put in place[1] and these aerial photographs cannot be viewed. The photographs held by Historic England provide suitable relevant information about the development of the airfield.

1.4 Identification of heritage assets

The assessment aims to identify all known heritage assets potentially affected by the proposed development, and to estimate the potential for currently unknown heritage assets. A heritage asset is defined in the National Planning Policy Framework (NPPF) (Annex 2) 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'. Both discrete features, and extensive landscapes defined by a specific historic event, process or theme, can be defined as heritage assets; and assets may overlap or be nested within one another. Some heritage assets are designated as Scheduled Monuments, Listed Buildings, World Heritage Sites, Conservation Areas, Registered Parks and Gardens, Registered Battlefields, or locally designated through policies in the Local Plan. Undesignated assets may be recorded in Historic Environment Records, while many other assets are currently unrecorded.

Heritage assets within the 1km Study Area are shown in Figure 1 (with designated heritage assets within 2km of the site shown on Figure 2 and a more detailed view of heritage assets within the master-planning site shown in Figure 3), with detailed descriptions compiled in a gazetteer (Appendix 1, Table 1). Assets identified during this assessment are assigned an Asset number (prefixed HA for Heritage Asset). A single asset number can refer to a group of related features, which may be recorded separately in the HER and other data sources. Designated heritage assets are labelled with the list entry number which refers to them in the National Heritage List for England; non-designated assets with the reference number in the Kent HER.

[1] https://www.cambridgeairphotos.com/contacts/

1.5 Assessment of heritage significance and importance

Heritage assets are assessed in terms of their significance and importance, following the requirement in NPPF paragraph 128, and taking account of Historic England's guidance in *Managing Significance in Decision-Taking in the Historic Environment* (GPA2). Significance, in relation to heritage policy, is defined by the NPPF (Glossary, Annex 2) as

> *"the value of a heritage asset to this and future generations because of its heritage interest. That 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 is defined in Annex 2 of the NPPF as:

> *"the surroundings in which an asset is experienced. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. 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."*

Where potential impacts on the settings of a heritage assets are identified, the assessment of significance includes 'assessing whether, how and to what degree these settings make a contribution to the significance of the heritage asset(s)', following Step 2 of the staged approach to setting recommended in Historic England's guidance in The Setting of Heritage Assets (GPA3). Attributes of an asset's setting which can contribute to its significance are listed on page 9 of GPA3.

The *importance* of a heritage asset is the overall value assigned to it based on its heritage significance, reflecting its statutory designation or, in the case of undesignated assets, the professional judgement of the assessor (Table 1). Historic England guidance also refers to an asset's 'level of significance' (GPA2, paragraph 10), which in this usage has the same meaning as importance. Nationally and internationally designated assets are assigned to the highest two levels of importance. Grade II Listed Buildings and Grade II Registered Parks & Gardens are considered of medium importance, reflecting the lower level of policy protection provided by the NPPF (paragraph 132). Conservation Areas are not assigned to either level of importance by the NPPF but their status as local designations and their omission from the National Heritage List justifies their classification here as assets of medium importance unless their characteristics justify a higher level of importance. Other non-designated assets which are considered of local importance only are assigned to a low level of importance, however it is recognised that not all heritage assets of national importance are designated and professional judgement will be used to identify any archaeological heritage assets which merit a higher level of importance.

Table 1: Criteria for Assessing the Importance of Heritage Assets

Importance of the asset	Criteria
Very high	World Heritage Sites and other assets of equal international importance
High	Grade I and II* Registered Parks and Gardens, Scheduled Monuments, Protected Wreck Sites, Registered Battlefields, Grade I and II* Listed Buildings, and undesignated heritage assets of equal importance
Medium	Conservation Areas, Grade II Registered Parks and Gardens, Grade II Listed Buildings, heritage assets on local lists and undesignated assets of equal importance
Low	Undesignated heritage assets of lesser importance

1.6 Potential for unknown heritage assets

Archaeological features are often impossible to identify through desk-based assessment. The likelihood that significant undiscovered heritage assets may be present within the Inner Study Area is referred to as *archaeological potential*. Overall levels of potential can be assigned to different landscape zones, following the criteria in Table 2, while recognising that the archaeological potential of any zone will relate to particular historical periods and types of evidence. The following factors are considered in assessing archaeological potential:

- The distribution and character of known archaeological remains in the vicinity, based principally on an appraisal of data in the Kent HER;
- The history of archaeological fieldwork and research in the surrounding area, which may give an indication of the reliability and completeness of existing records;
- Environmental factors such as geology, topography and soil quality, which would have influenced land-use in the past and can therefore be used to predict the distribution of archaeological remains;

- Land-use factors affecting the survival of archaeological remains, such as ploughing or commercial forestry planting; and
- Factors affecting the visibility of archaeological remains, which may relate to both environment and land-use, such as soils and geology (which may be more or less conducive to formation of cropmarks), arable cultivation (which has potential to show cropmarks and create surface artefact scatters), vegetation, which can conceal upstanding features, and superficial deposits such as peat and alluvium which can mask archaeological features.

Table 2: Archaeological potential

Potential	Definition
High	Undiscovered heritage assets of high or medium importance are likely to be present.
Medium	Undiscovered heritage assets of low importance are likely to be present; and it is possible, though unlikely, that assets of high or medium importance may also be present.
Low	The study area may contain undiscovered heritage assets, but these are unlikely to be numerous and are highly unlikely to include assets of high or medium importance.
Negligible	The study area is highly unlikely to contain undiscovered heritage assets of any level of importance.
Nil	There is no possibility of undiscovered heritage assets existing within the study area.

RESULTS OF ARCHAEOLOGICAL AND HERITAGE ASSESSMENT

1.7 Overview of the historic environment

Previous investigations

There have been previous desk-based and intrusive archaeological investigations at Rochester Airport, however none have included Areas 1 and 2 of the current masterplan site. These have included assessment for a previous masterplan of the airport (including parts of Areas C and D) and a watching brief during groundworks at the Industrial Estate (L-P Archaeology 2006).

In the wider area, there have been evaluations in advance of the Channel Tunnel Rail Link (CTRL) (OAU 1995; Bartlett & Associates 1996; Wessex Archaeology 1997; OAU 1998; OAU 1999; OAU 2000; and OAU 2001) of widening works for the M2 (Samuels 1992; Maunsell 1994a and Maunsell 1994b)) and a housing development on the site of the former Mid-Kent College Horsted Centre site to the west of Fort Horsted (CgMS 2015; Archaeology South-East 2011). There has also been evaluations of Fort Borstal (CAT 2007) and Fort Bridgewoods (CAT 2003). The archaeological evidence from all these evaluations has formed part of the baseline described below.

Topography, geology and geomorphology

The site originally occupied a slight ridge, but this was reduced to create the airfield and the site is now largely flat with a fall of 1:80 from south to north in Areas 1 and 2. There is greater variation in the south of the site (Parcel 3) due to the remains of demolished buildings.

Rochester Airport lies on an area of Clay with Flints Formation overlying an outcrop of Seaford Chalk Formation within a surrounding area of slightly earlier Lewes Nodular Chalk Formation (bgs.ac.uk).

It is situated circa 3km east of the River Medway outside of the floodplain and away from any likely paleochannels.

Prehistory

There is little in the way of direct evidence for prehistoric activity within the study area, however this may reflect a lack of fieldwork as several archaeological evaluations have recovered prehistoric material in the area.

A single bell barrow is recorded in Shoulder of Mutton Wood to the west of the study area and is protected as a Scheduled Monument (NHLE 1007459), although historic Ordnance Survey maps variously recorded this site as a “castle” and as a “camp”.

Archaeological work in advance of the Channel Tunnel Rail Link identified a ditch of probable prehistoric date along with a Mesolithic or Neolithic worked flint (TQ 76 SW 89) at Upper Nashenden Farm (Wessex Archaeology 1997). Similar material was found during excavations at Little Monk Wood, 230m west of the PDA. Here Pleistocene solifluction deposits containing a late glacial soil horizon were sealed by a layer of colluvium; struck and burnt flints and a sherd of Bronze Age pottery were recovered from the base of the colluvial layer (TQ 76 SW 90) (OAU 1998). Almost immediately adjacent to the Little Monk Wood excavation, further work has uncovered two Iron Age pits and a possible prehistoric ditch (TQ 76 SW 484) (OAU 2000).

A cropmark interpreted as an oval enclosure (TQ 76 SE 103) is situated just south of Fort Horsted. It measures approximately 21m by 27m, and appears to have an entrance facing north, with two possible additional entrances facing south-east and south west. This was identified from satellite imagery and has not been excavated, but it is consistent in form with a prehistoric enclosure (Mosley & Holman 2014: 8).

The Medway Valley Palaeolithic Project considered clay-with-flints geology to be of limited value for Palaeolithic research as artefacts within it are liable to be redeposited. Nonetheless, an outcrop of Clay-with-flints on the other side of the Medway at Ranscombe has produced a number of hand axes which do not seem to have travelled far from their original position and must represent Palaeolithic activity not only on the alluvial plains but also on the Clay-with-flints plateaus around them (Wenban-Smith et al 2007), which include the masterplanning site.

Romano-British

Kent was one of the first areas conquered by the Romans in AD43, and the road now known as Watling Street was constructed by the Romans to lead from Richborough, through Canterbury and Rochester to London. This road became a focus for settlement, as did the area around the Medway. Despite this, Roman sites are surprisingly scarce within the study area.

The eastern boundary of the airfield is formed by the A229, which, here and for much of its length, runs along the route of the Roman road (TQ 74 SE 36) from Maidstone to Rochester. A section of this road (TQ 76 SW 71) was uncovered in a trench dug by the Lower Medway Archaeological Research Group in an area just north of the present industrial units between the airfield and the A229.

In 1913 workmen widening the road along Nashenden Bottom to the west of the site discovered a Roman burial with two ‘vases’. The precise find-spot is not known but the burial probably lay somewhere along Coalpit Bank (TQ 76 SW 21). The HER contains another record for a Roman burial near Bluebell Hill (TQ 76 SW 105) also found in 1913.

A copper alloy finger ring with a seal (MKE 75478) has been found at Nashenden Farm, 250m east of the PDA, for which a Roman date has been suggested.

Saxon and Medieval

Rochester, 2.5km to the north, was an important early Anglo-Saxon centre (Everitt 1986, 76), its cathedral having been founded in the seventh century AD. Many place names in the vicinity (including Chatham and Wouldham) have Saxon origins, but settlement appears to have been focussed around the Medway and along the Pilgrims Way. Nashenden is recorded in the Domesday Survey as having a population of 25 households, although despite the size of the population there was land for only four plough teams and eight acres of meadow[2]. The taxable value was also only £4 (though this may be partly due to the tenant in chief being Bishop Odo of Bayeux, half-brother to King William). Wouldham and Burham to the southwest were much larger manors with greater amounts of land, meadow and woodland recorded, whilst Borstal, Little Delce and Great Delce were smaller in population but still had more land than Nashenden.

The airport straddles the parish boundary between Rochester St Margaret and Chatham which is recorded on the Tithe maps and on current mapping. There is no mention in Domesday Book of any settlement in the vicinity of the masterplanning site which lies within the Hundred of Rochester. The nearest entries are for Little Delce and Great Delce (750m and just over a kilometre north respectively), and Nashenden (1.3km north-west), which is described as ‘quite large’ with 25 households[3].

A manor of probable twelfth-century origin existed at Horsted. The manor was granted ‘a charter of free warren’ in 1248 (Hasted 1799). The location of the warren is perhaps recorded on the Tithe Map with ‘Warren Wood,’ situated 300m north of the airport and now occupied by a modern housing estate.

[2] opendomesday.org
[3] http://www.domesdaymap.co.uk/search/?geo=nashenden

A single sherd of thirteenth-century pottery was found in the topsoil during excavations at upper Nashenden Farm, 250m east of the PDA, during work on the Channel Tunnel Rail Link (TQ 76 SW 89) and there have been finds of Medieval artefacts reported to the Portable Antiquities Scheme.

Post-medieval

The assessment area appears to have been largely wooded in the post-medieval period (if not earlier), with a general lack of settlement shown on early county maps such as that of Symondson surveyed in 1596 (Mosley & Holman 2014 figure 3). The masterplanning site formed part of Boxley Wood in 1769 (as shown on the Andrews, Dury and Herbert map (ibid figure 4). However by the 19th century large areas of wood had been cleared to create farmland along the Rochester-Maidstone Road (Mudge Map (1801; ibid figure 5).

The 1769 map shows a cluster of buildings within woodland which are likely to be a precursor to Horsted Farm (MKE84652), although they are labelled "Bostle" (a possible misnomer resulting from confusion with the nearby settlement of Borstal some 550m to the northwest). The Mudge Map of 1801 shows a dispersed-plan farmstead with most buildings lying on the east side of the A229. An 'outfarm' (MKE 84653) was built concurrently on the west side of the road and is visible on the Tithe Map (Fig 6). Both are now demolished, with the site of the 'outfarm' covered by industrial units.

In the late 19th century the threat of invasion from Europe led to the construction of various defences around the southeast coast. This included a group of seven artillery fortresses around Chatham, known as the Chatham Ring Fortresses, which were intended to defend the naval dockyards. Unfortunately due to rapid advances in artillery techniques and hardware the forts were obsolete almost as soon as they were completed. Only three now survive intact, two of which are within 2km of the masterplanning area (they are Fort Horsted, and Fort Luton). Fort Bridgewoods (TQ 76 NE 128), constructed 1884, was also part of the Chatham Ring Fortress, it was used as a barracks during the First World War and was home to the Rochester Battallion of the Home Guard, the Royal Observer Corps and a light anti-aircraft battery in the Second World War. During the 1950s it was a control centre in case of nuclear attack but was declared redundant in 1968 and was completely demolished soon afterwards. The site is now occupied by an industrial estate.

Fort Horsted (1003401) was abandoned by the military as a defensive site in 1906–7, but continued to serve as an ammunition store; in the Second World War it was used as an anti-aircraft gun-emplacement and observation post. There are also traces of a First World War pillbox. It is now in use as a business centre. Fort Luton (1003400) was used as a barracks in the First World War, and later as a store, in 1938 it was converted to a Gun Operations Room, and remained in military use by the Army Cadet Force until 1961 when it was sold to Kent County Council. It sold again in 1990 becoming a museum and visitor attraction. It has been in new ownership since 2012 and can currently be hired for events with open days arranged through the year (fortluton.co.uk).

Associated with the forts is HM Prison Rochester (formerly Borstal Prison, now lying adjacent to Cookham Wood Prison), which was constructed originally to house the convict labourers used to build the Chatham Forts (it is also designated as a Scheduled Monument, 1003402).

The development of the airfield

Rochester Airport was established in the early 1930s as a municipal aerodrome by Rochester Corporation in collaboration with Short Brothers – notable aircraft manufacturers who had been at Eastchurch since 1910 and were launching sea planes from Rochester Esplanade, but were beginning to expand into standard aircraft. They were granted a 21 year lease of the airfield on condition that public rights of take-off and landing be retained. Redundant labourers were used to level the field and pick flints, and by 1934 Short Bros claimed that "all holes on the site had been filled in, sharp ridges levelled and rough places made plain" (Mosley & Holman 2014).

Initially over a hundred acres of farmland (in mixed arable and pasture use) between the roads from Chatham and Rochester to Maidstone were obtained by means of the Rochester Aerodrome (Compulsory Purchase) Order of 9 August 1933. The majority had been owned by the Rochester Bridge Wardens, and leased to Filmer Auger; an area in the south-east, was owned by Filmer himself: part of it leased to the Ebeneezer Church Sports and Social Club (Mosley & Holman 2014).

Three runways were created, and the first hangar was built at the northern edge of the airfield but even before this Short Bros were constructing planes in the open. Soon after Pobjoy Air Motors Ltd (supplier to Short Bros) built a factory block to the east of the hangar, this factory comprised two engineering shops, a test shop and offices (HGRAeSM 1979). The first civil pilot to fly from Rochester was Gladys Batchelor, the daughter of a local industrialist (Mosley & Holman 2014). As well as being the first private flyer at the airfield she was also the first woman to hold a pilot's licence.

A plan of the aerodrome for the benefit of aviators was published in 1934 (HGRAeSM 1979:19, Figure 4) and shows the licensed take-off and landing area (originally much shorter than at present) with wind indicators at its south-western and north-eastern corners, a central concrete 'circle' marking together with the airfield name 'ROCHESTER.' The Short Bros' hangar and Pobjoy engine factory front the northern edge of the field, with a concrete road leading eastward from the hangar to the Chatham to Maidstone road entrance; a small office – elsewhere described as a shed – stands in the extreme north-east corner of the site. Very soon after this plan was drawn, the Pobjoy factory seems to have been extended, to both east and west, so that it soon occupied a larger footprint than the hangar. The airfield was principally used for test flights, although Shorts ran a passenger service to Southend for a time from June 1934 (Mosley & Holman 2014; HGRAeSM 1979). A mess room was added east of the hangar to serve the Shorts factory, and the boundary at the southern edge of the site was straightened by swapping land with the Rochester Bridge Wardens including a narrow spinney down the east side of the Rochester to Maidstone Road. In 1936 the Air Ministry asked Short Bros to design a four-engine monoplane for use as a bomber – this led eventually to the development of the Stirling at Rochester.

By the middle of 1937 the Air Ministry had approached Short Bros to manage a flying school at Rochester Airport and the airport was extended south almost into the fork of the roads bounding the site to accommodate this and avoid buildings obstructing the north-west to south-east runway (letter from Shorts Bros, 10 August 1937; Mosley & Holman 2014). Improvements were required to the airfield including the boundary markings which needed to be set further back from the fence, the positioning of markers (to be visible from the air), and improvements to the levelling (including infilling of a hollow 400yards south of the northern boundary). There were also recommendations to improve the airfield approaches including removing adjoining trees and woodland and the buildings of Horsted Farm on the east side of the Maidstone to Chatham Road.

Production the Stirling bomber required more extensive factory buildings and these filled much of the gap between the Shorts factory and the Pobjoy's buildings. A site also needed to be found for a twenty-five yard machine gun range, but by 1938 the layout was finalised and the administration building and Hangar 1 were in construction (Mosley & Holman 2014). Probably later that year, a second hangar (Hangar 2) and a school block for the fleet air arm were built, immediately to the south of the latter and a fire station is also thought to have been provided (HGRAeSM 1979). The runway was extended into the, as yet unlicensed, southern extension of the aerodrome; an inspection of November 1938 ordered that the 'intervening ridge should be smoothed out by rolling or other suitable means' (Mosley & Holman 2014). A third hangar (Hangar 3), which survives, seems to have been provided, opposite the others across the north–south runway from the other two, by July 1939. Training use by now dominated the airfield proper, and although its notional function was still civil aviation the Straight Corporation had been refused facilities for a service to Ramsgate, Southend and Ipswich from Rochester due to the number of Air Force training machines using the airfield (Mosley & Holman 2014).

At the time of the Munich Crisis in 1938 attempts began to camouflage the airfield (although as a civilian airfield in the preceding years information about it had been readily available to the Germans before the outbreak of hostilities). Initial attempts were unsuccessful as the green paint used made the letters and circle even more prominent from the air (Mosley & Holman 2014). The following August the aviation authority recommended painting again using 'green paint No 7, which [had] been specially prepared for camouflage purposes by the Paint Federation to a specification approved by the Air Ministry' (ibid). In due course, more sophisticated means seem to have been adopted: 'The Pobjoy Works were camouflaged as farm buildings and a row of cottages, while the airfield was painted to resemble fields, with roadways painted-out' (Collyer 1988, 428). Traces of black and green camouflage paint survive on Hangar 3 and were noted on other buildings (now demolished) in 2014 (Mosley & Holman 2014).

Probably, some kind of air-raid shelter provision will also have been attempted at the time of the Crisis, although the deep shelters known from excavation (L-P Archaeology 2006) were probably built the following year, Such shelters are thought to have existed 'both around the airfield and close to the factory site' (MacDougall 1981, 151) and were "very deep and lined with concrete" (ibid); they evidently had gas curtains at the entrances (Collyer 1988).

An annotated aerial photograph taken by the Germans in 1939 records the extent of the workshops and of the hangars and airport buildings. It also notes that there were four Ack-Ack (anti-aircraft) guns defending the airfield (HGRAeSM 1979:27; Figure 5).

Airfield licencing lapsed with the suspension of civil flights following the outbreak of war, leaving Short Brothers briefly 'in some doubt as to whether [they were] permitted or not to use the Aerodrome for [their] test flights' (Mosley & Holman 2014). The training school decamped hastily for Belfast on the outbreak of the Second World War, leaving the flying school buildings to be used by Short Brothers for 'manufacturing' purposes (ibid).

Early in 1940, the Air Ministry issued Shorts with a 'Bellman' temporary hangar (Hangar 4) which they erected to the south-east of Hangar 3, with concrete aprons [...] at each end;' part of the aerodrome may have been concreted for a factory car park around this time (Mosley & Holman 2014).

In May 1940 the defence of the factory was provided with its own (33rd) Battalion of the Kent Home Guard, with its headquarters at the adjacent Fort Bridgewoods and provided with pillboxes, roadblocks, and other defences including light armoured vehicles equipped with weapons, to patrol the site. In 1941, these were transferred to Army use, and the weapons added to the fixed defences (Mosley & Holman 2014). A previous assessment of the airfield site identified a pillbox (HA4) east of and towards the northern end of the 02/20 runway.

In 1940, emplacements for anti-aircraft guns were prepared, whilst numerous slit trenches were dug. Tube mines were sunk under the grass runways and wired-up, to be exploded if enemy aircraft attempted to land (MacDougall 1981, 151). The night time defence procedure at the airfield was to plant a forest of wooden scaffold type poles scattered throughout the airfield. These, it was hoped, would effectively wreck any enemy aeroplane attempting a night time landing. The poles were transported by a trailer and tractor just on evening twilight, being collected at dawn next morning (MacDougall 1981, 153).

The Short Brothers factory was bombed on two occasions in 1940 causing damage to the parts store, hangars, workshops and office block and the loss of five Stirlings on 15th August and the destruction of the paint store and east end of the hangar block on 4th September. There was however only one reported fatality (during the 15th August raid a member of the fire service was sheltering inside one of the wood and steel bell domes designed for firewatchers, a bomb exploded close by and shrapnel passed through the steel wall) (MacDougall 1981, 156).

Interestingly, it appeared some of the bombs had been filled with nothing more dangerous than sand, which officials concluded might have been an act of resistance by conscripted Czechoslovakian munitions workers (Collyer 1988). Altogether, the damage ruled out further production of Stirlings on the site for the time being – the work being transferred elsewhere.

This left the future of Rochester Airport in some doubt. In May 1941, South-Eastern Command sought to immobilize the aerodrome and transfer the present guard elsewhere – it being, at that time: used only by the communication flight of 16 Group RAF, consisting of 3 light aircraft (Mosley & Holman 2014).

The Air Ministry, however, agreed only to its temporary obstruction, and even this was eventually precluded by Shorts' decision, around July 1941, to repair the factory 'as a repair depot for Stirling Aircraft.' The RAF flight had, however, departed, along with much of the military guard, which had comprised a "unit of troops stationed in Nissen huts on the eastern entrance at the north end" (Mosley & Holman 2014). In late October, they were garrisoned with a company of the 8th Royal; West Kent Regiment, and production resumed the following year. From July 1943 an anti-aircraft unit, formed from the home guard battalion, operated Hispano cannons, sited within easy reach of the factory buildings.

Several buildings associated with these phases of activity were present until recently in the south-east part of the PDA. The RAF flying school, and the associated aircraft hangar (TQ 76 SW 434), ablutions block (TQ 76 SW 438) and services building (TQ 70 SW 435) were constructed between 1937 and 1945 along with an officer's mess and training facility in the Art-Deco style. Only the ablutions block remains standing today, the rest having been demolished between 2007 and 2011.

The site visit noted a maker's stamp "Colvilles" on one of the RSJs used in Hangar 3. Colvilles was a large steel company formed in 1931 by the merger of the Scottish firm David Colville and Sons with James Dunlop and Co. and restructured in 1937 before being nationalised in 1951 under the Iron and Steel Act[4] . This is consistent with the documented date of construction for Hangar 3 c. 1939 and it is possible that the other hangars also used steel from the same source.

No crashes are recorded for the airfield, but a Hawker Hurricane crash site is recorded in the HER approximately 800m southeast of Area 3.

Post-war development

At the end of WWII the airfield returned to civilian use and Short Brothers left the airport shortly after the war; the training school returned until 1953. The factory and airfield were taken by a succession of firms, in 1962 Marconi Avionics added office blocks at the northern edge of the airfield. The Marconi Avionics buildings north of the site were taken over by BAE Systems who are still operating from the Rochester Airport site. This latest use of the area north of the masterplanning site has resulted in the construction of new buildings, and the removal of structures shown along the north side of Areas 1 and 2 on the 1953 plan of the airfield.

1.8 Historic Map Regression

[4] https://www.gracesguide.co.uk/David_Colville_and_Sons

Tithe Maps

The tithe maps for Chatham (1841) and Rochester St Margaret's (1845) show the site as part of extensive areas of woodland. The apportionment for Rochester St Margaret's notes that Great Delce Wood was held by the Wardens of Rochester Bridge, a small parcel of land in the south of the wood (corresponding with part of Area 4) was tenanted to William Taylor.

1st Edition (appendix 3)

Areas 1 and 2 lie within Great Delce Wood which is identified as one of the Bridge Woods, and is crossed by a footpath, a parish boundary crosses the south of Area 1. Areas 3 and 4 are partly within Woolman's Wood and partly a cleared field. Most of the wider area is similarly wooded with areas of cleared agricultural land. A farmstead is shown at Horsted (HA8) to the east of the Maidstone-Chatham road towards the north of the airfield site, with a small building shown on the west side of the road within the airfield site (HA9).

2nd Edition (appendix 3)

By 1895 further areas of woodland had been cleared for farming, including the whole of Areas 1 and 2. No field boundaries are shown within the airfield site, but the parish, and parliamentary boundaries are still shown (and several boundary stones are identified), as is a trackway approximately east-west through the southern end of Area A. Woolman's Wood is still shown in the area of Areas 3 and 4. Additional buildings have been added west of Horsted and further south, nearer Area 4, New Horsted Farm (HA10) has been created. Linear earthworks of a former railway used to bring construction materials to the Chatham Ring Forts are shown to the west of the masterplanning site and to the north of the airfield but are not identified and the forts are not shown (although they were in existence by 1895).

3rd Edition (appendix 3)

There were few changes by 1907, although some buildings had been removed at Horsted. A smallpox hospital had been created to the north of the study area, the forts are still not shown.

Provisional Editions (appendix 3)

New Horsted Farm had grown by 1932 and an area of detached houses developed on the opposite side of the road here. Field boundaries are shown within the airfield site, and Fort Horsted is shown and named to the northeast, Fort Bridgewoods is also shown as an earthwork but is not identified by name. Within the airfield site north of Horsted Farm a Sports Ground and Recreation Ground are shown. Houses have extended Chatham southwest to the edge of the airfield site by 1932. The recreation ground and sports ground in the northeast of the airfield site are shown on the 1933 map.

Although the airfield had been created by 1938 it is not shown on maps of this date, which are largely identical to the 1933 map. A housing estate is under construction to the east of the airfield site and further detached houses have been built south of the earlier houses. The 1939 map shows four large buildings opposite the houses in what was part of Woolman's Wood – these are probably the buildings added to the airfield for the training school. Still, the airfield and factory are not shown.

1953 Plan of Airfield (Figure 6)

A plan of the airfield was made by the Ministry of Works in 1953. This is the most detailed available plan of the site and shows the length and directions of the four runways then in use, as well as showing the locations of buildings around the airfield site, some of which are named.

Hangar 3 (HA6) is shown with smaller buildings to the east which are un-named, a lavatory block close to the east wall, and to the north of the hangar a fire station, shelter, further lavatories and a camouflage hut. Scrap metal bins are noted to the southeast of Hangar 3, along with several un-identified structures of the same size north of which is a water tank.

Hangars 1 and 2 lie to the east of these and several further shelters are recorded, as is an oil store and a canteen. To the south of Hangar 2 is the FAA School building and to the north of Hangar 1 is the Administration Block with another shelter to the west, an unmarked building to the northeast and a gatekeeper's lodge to the southeast marking the entrance to the airfield.

North of the airfield the Short Brothers factory is along with Messers Pobjoys Works to the west. A considerable number of un-identified small rectangular buildings are located to the north of the factory buildings and further similar structures are shown along the northeast edge of the airfield and along the southern side of the factory buildings. A large, irregular plan building is shaded in a darker colour to the south of the Pobjoys Works, this is also un-named. The Short Brothers Factory building is shown with smaller buildings against its northern wall

including a Women's Room, Women's Lavs (lavatories), Men's Lavs, Annealing House, Transformer House, compressor House and further men's lavatories.

An erecting shop with concrete area in front is shown between the factory and a hangar which includes a paintshop. East of the hangar there is a small lavatory block, a garage, canteen, scrap metal bin and a car park. A small building is labelled as "A.T.S Hangar (Second Proposed Site)" and there are further un-named buildings between this and the eastern edge of the airfield where another gatekeepers lodge is recorded.

1955 Edition (appendix 3)

The rest of Woolman's Wood has been cleared and the substantial works to the north of the airfield (formerly the Short Brothers factory and Pobjoy Works) is now shown, and the field boundaries within the airfield site are no longer shown (although it is still not identified). Further expansion of Chatham has occurred bringing development to the east of the airfield site beyond its southern limits.

1967-1970 Edition (appendix 3)

Medway College has been constructed between Horsted Farm and Fort Horsted, further buildings are shown at the works in the north of the airfield site, and to the west of the southern extent of the airfield, as well as west of the works building. The site is finally named on mapping as Rochester Airport (having not been identified previously), although the landing strips and identifier circle are not shown. Hangar 3 is shown along with a square building to the southeast of it.

1973 Edition (appendix 3)

Buildings in Area 4 have been altered and enlarged, and two smaller buildings have been added south of the works in the north of the airfield, however no other changes are apparent within the airfield.

1988 Edition (appendix 3)

The caravan site within Area 3 is identified and there are further buildings south of the works (north of Area 2). Further large buildings are shown west of the Maidstone-Chatham Road within the former limits of the airfield site, and along the western side of the airfield (northeast of the Maidstone-Rochester Road).

2002 Edition

Few changes are apparent, although Fort Bridgewoods has been levelled and two Depot buildings now occupy this site.

1.9 Aerial Photograph Analysis

Aerial photographs taken during and immediately after WWII show the airfield and adjacent Shorts factory, including some of the structures shown on the 1953 plan (NMR ref: RAF/CPE/UK/1789 frame 3183 and 3184). More detailed photographs taken in 1950 (NMR ref: RAF/58/546, frame 5181, 5182, 5183) also include the row of structures north of the factory, partly hidden by trees these appear to be small huts. The function of these is not known but they may have been for storing materials for aircraft construction. The similar structures to the south of the factory and along the edge of the airfield appear to still be in construction, or to be more camouflaged, and the large irregular shaped building can just be made out – again it is possible that this was heavily camouflaged.

1.10 Assessment of heritage significance

Known heritage assets within the Masterplanning Site

Heritage assets identified within the masterplanning site which have the potential to experience physical impacts as a result of development are listed in Table 3.

Rochester Airport itself is recorded as a heritage asset in the Kent Historic Environment Record (TQ 76 SW 482). The airport is significant as an example of a 1930s civilian airfield which although used during WWII for training purposes was never fully militarised and was returned to civilian use as an airfield – a use which continues to this day. The airfield also has historical interest for its connection with Gladys Batchelor, the first woman to hold a pilot's licence and first pilot to fly from Rochester airport.

The majority of 1930s and 1940s buildings at the airfield have been lost, including two hangars (TQ 76 SW 437 and TQ 76 SW 434 and an administration block HA20) and there is evidence that the runways have been realigned (and of the four runways in use in the 1940s, only two survive of which one is very rarely used and is

proposed for closure under the existing masterplan for the airfield site). Hangar 3 (HA6) and an ablutions block (HA7) survive, as does a firing range to the west of Hangar 3 (which dates from the post-war period) (HA23).

Post-war development has eroded the edges of the airfield with industrial buildings, but the principal layout of the original airfield (with buildings arranged along the northern side and clustered in the southern extent) can still be appreciated. Comparison with the 1953 plan suggests that the current runway alignment is slightly altered from that of the earlier post-war (and probably original) layout.

The surviving hangar (Hangar 3, HA6), ablutions block (HA7) and a pillbox (HA4) are considered to be heritage assets in their own right with architectural and historic interest. Their significance derives from their architectural and historic interest as the few remaining WWII era buildings within Rochester Airport, and as evidence of the airport facilities which developed somewhat piecemeal and not to the usual WWII RAF plans because Rochester originated as a civilian airfield. None of these lie within the masterplanning area.

The runways may also be considered to be heritage assets with historic interest as examples of surviving grass-track runways from the earlier part of the 20th century (although there is some evidence that the current runways may not be the original alignments), and approximately a third of the north-west to south-east aligned runway 34/16 (HA22) lies within the masterplanning area.

The former locations of structures shown on the 1953 plan (and which may represent WWII buildings or structures) are also considered to be heritage assets (HA2 and HA3) with potential archaeological interest as below ground remains may survive. A watching brief in 2006 outside the masterplan area found the entrance to an air-raid shelter at the site of another of these structures and it is possible that they all represent such shelters.

Area 1 contains the airfield identifier circle and name (HA5) which survive as concrete structures visible from the air. The circle is shown on the 1953 plan of the airfield but is not in the same location as that shown on the 1934 plan.

Area 1 straddles the parish boundary between Rochester St Margaret and Chatham (shown on Figure 3). It is probable that this boundary was marked in some way, historic mapping suggests that there was a series of boundary stones, but it is possible that there was also a field boundary ditch or hedge. The construction of the airfield removed any potential above ground traces of this boundary, and it is known that the site was levelled in preparation for the airfield. Any below ground remains in the form of infilled ditches are likely to have been disturbed by this work and would be considered of negligible heritage interest.

Table 3: Heritage assets within the masterplanning site

Asset no.	Asset name	Period	Importance
HA1	Possible post-war pumping station structure	WWII or later	Low or none
HA2	Area of structures on 1953 plan	WWII	Low
HA3	Area of structures on 1953 plan	WWII	Low
HA5	Airfield identifier circle	1930s	Low
TQ 76 SW 437	Site of hangar	WWII	Low
TQ 76 SW 436	Site of officer's mess building of FAA school	WWII	Low
HA22	Grass track runway of airport	Post-war	Low
TQ 76 SW 482	Rochester Airport	1930s	Low

Archaeological potential of the masterplanning site

There is considered to be a high likelihood for below ground remains of structures relating to the WWII use of the airfield to survive within the masterplanning site. These would include building foundations of structures in Areas 3 and 4, as well as possible remains of small structures of unknown function in Area 2. These are considered to have archaeological and historic interest as they will contain evidence of their former uses which would contribute to our understanding of the airport's history and development.

There is also the potential for some below ground remains of the field system that pre-dated the airfield to survive in the form of infilled boundary ditches. Such remains would be of limited archaeological interest.

There is a low to medium likelihood that remains of earlier date (most likely infilled chalk pits of uncertain date but possibly including stray prehistoric finds) may be present within the masterplanning site. Such remains would be of local to regional importance but with the exception of infilled pits they are likely to have been disturbed by the levelling of the airfield prior to its construction, and possibly by the previous agricultural use of the masterplanning area. Previous archaeological investigations of land within the former airfield boundaries, although limited in extent, have revealed only WWII remains and no evidence of earlier activity.

Overall the archaeological potential of the masterplanning site, beyond the areas identified as having known archaeological assets, is considered to be low.

Heritage assets in the study area with potential to experience change in their setting

Scheduled Monuments

There is only one Scheduled Monument within 1km of the masterplanning site. This is Fort Horsted, an early 19th century fortification that formed part of the "Chatham Ring" defences. The monument is in private ownership and is in use as business units. The fort comprises substantial earthworks and is significant for its historic interest as a late example of this type of fortification, as well as archaeological and architectural interest in the fabric of the fortress itself. The fort also has historic interest as part of a ring of defences around Chatham, which includes two further Scheduled Monuments over 1km from the masterplanning site (Fort Luton to the northeast and Fort Borstal to the northwest) as well as the undesignated Fort Bridgewoods. The group value of these monuments, including overlapping fields of fire, contributes to the significance of Fort Horsted. In WWII an anti-aircraft emplacement was constructed at Fort Horsted to help defend Chatham and the nearby Rochester Airfield. This association with the airfield also contributes to the significance of the monument.

Although not currently publicly accessible due to the steep slopes into the ditch, the fort has extensive views across the wider area which contribute to its significance by providing a sense of the strategic importance of this defensive structure. These views include views towards the airfield.

In the wider area there are three further Scheduled Monuments within 2km of the masterplanning site. These are the two Scheduled fortresses noted above, and a bell barrow in Shoulder of Mutton Wood to the west of the masterplanning site.

Fort Luton is similar to Fort Horsted, but is smaller in size, Fort Borstal is also slightly smaller than Fort Horsted and was also armed with an anti-aircraft battery inn WWII, after the war it was used as a pigsty and store for the Young Offenders Institution. It is currently used for stabling horses. As with Fort Horsted these two monuments derive significance from their architectural and historic interest, enhanced by their group value, as part of the Chatham Ring of fortifications. They however have a less obvious visual connection with Rochester Airport.

The bell barrow derives significance from its archaeological interest as an example of prehistoric burial mound. Despite physical evidence that it may have been previously partially excavated this archaeological interest is considered to be high. The barrow occupies a typically prominent position on the crest of a chalk ridge, however the surrounding woodland (which was previously much more extensive) somewhat obscures views out from the monument. There are no other prehistoric monuments recorded within the study area and there is therefore no intervisibility with other contemporary sites to contribute to the monument's significance.

Listed Buildings

There is only one Listed Building within 1km of the masterplanning site. This is the Grade II Listed Snodhurst Farmhouse and attached former outbuildings. The farmhouse is rendered with brick quoins and chimney and a roof of clay tiles, and it derives significance from its architectural and historic interest as an example of a late 17th or early 18th century farmhouse with 19th century alterations. Attached to the farmhouse are 18th century outbuildings of weatherboard and brick. These contribute to the historic and architectural interest of the farmhouse. The farmhouse is located within a northeast-southwest valley with modern housing development to the southeast and northwest, and a pitch-and-putt golf course to the northeast. It is no longer experienced within an agricultural setting, which detracts slightly from its significance.

In the wider area there are four further listed buildings within 2km of the masterplanning site. These are all Grade II listed and comprise two more farmhouses, a barn, and a public house (originally a farmhouse) The farmhouses and public house derive significance from their architectural and historic interest as examples of local vernacular buildings relating to the former rural economy of the area. The Homestead is now experienced within a suburban setting surrounded by houses, whilst the Robin Hood public house is still within its historic setting of a woodland clearing. Although this building is no longer in its original use as a farmhouse, its setting contributes to the historic interest of the building. Nashenden Farmhouse is the only listed farmhouse within the study area still in its original use, however the M2 corridor to the east and the railway line to the west have severed the farmstead from its surrounding agricultural land, reducing the contribution that the setting makes to the significance of this asset. The barn at Burham Hill is the earliest surviving building at another, non-listed, farm within a woodland clearing similar to but larger than that around the public house. This immediate agricultural surrounding contributes to the significance of the barn as it allows the building to be appreciated in its original setting.

PREDICTED IMPACTS OF DEVELOPMENT

The Innovation Park Medway masterplan allows for the erection of up to 101,000 square metres of Business (Use Class B1) and General Industrial (Use Class B2) floor space with associated means of access, distributor and service roads, multi-storey parking facilities, footpaths and cycle ways, sustainable drainage systems and landscaping.

Development within the master plan area has the potential for direct physical effects on archaeological remains and built heritage assets as well as the potential for changes in the setting of heritage assets which may harm their significance. The assessment of predicted impacts is based on the current masterplan parameters.

Construction of new buildings within the masterplanning area, and associated hard and soft landscaping and excavation for services/utilities has the potential to impact on below ground remains of archaeological interest if they are present within the development footprint.

The current masterplan retains the line of the 16/34 runway as an area of open space and impacts on this will be confined to tree planting and low level impacts from structures such as benches. The runway is a grass track runway with no above ground structures – although there is potential for infilled WWII slit trenches (used to mine the airfield in the event of an invasion) to be present. The impacts on such below ground features could be substantial in localised areas but overall the impact on the former runway would be slight and the impact on the heritage significance of the airfield as a whole would be negligible.

Development in Area 1 would also result in the removal of the airfield identification circle (HA5) and name. This would result in the loss of some historic interest.

Development in Areas 3 and 4 will impact on the remains of former WWII buildings (a flying school building TQ 76 SW 437 and officer's mess building TQ 76 SW 436) which currently survive as only foundations and floor slabs. These remains retain some level of archaeological interest as they provide evidence of the former layout of buildings within this part of the site, although there is no surviving physical evidence of the former function of these buildings. The foundations and floor slabs would be removed and the remaining archaeological interest of these assets would be lost. This would equate to substantial harm to the significance of these non-designated heritage assets and mitigation in the form of archaeological recording may be required.

There is potential that former air raid shelters or other WWII remains may be uncovered within the development area, the extent of impacts on these will depend on the state of preservation, and the detailed design of the development. A programme of archaeological monitoring and recording within the areas likely to contain such features as identified from the 1950s RAF plan of the airfield (HA2 and HA3) would be an appropriate mitigation strategy for these assets.

Development on the masterplanning site will be visible from Fort Horsted where it will be seen in conjunction with existing commercial development around the edges of the airfield. The airfield will still be visible from Fort Horsted and the contribution that the extensive views out from Fort Horsted make to its significance will not be diminished.

Visibility of the new development is predicted from the tumulus, barn and areas northeast of Snodhurst Farmhouse. From the barn such visibility is likely to be limited to the upper parts of the tallest buildings which may be visible above the intervening woodland, this is not considered to alter the contribution that the woodland clearing setting makes to the significance of this building. Similarly views of Snodhurst Farmhouse from the north-east would have limited visibility of the proposed development at a range of over 1km and as such the setting in which the farmhouse is experienced (within an open area on the periphery of Chatham/Rochester) will not be affected. The setting of the tumulus is within farmland on a ridge of ground above the Medway without contemporary monuments in the vicinity, views out from the monument are wide ranging and contribute to the understanding of the monument as such elevated positions are typical for burial mounds of this type and date. The proposed development would be visible from the monument in the context of the existing industrial development around the airport, this visual change is not considered to alter the contribution that the setting makes to the significance of the tumuls.

There are already industrial and light commercial buildings northwest of the 16/34 runway outside the masterplan area, and the 1953 plan shows a building of unknown function to the northwest of the runway. The flight path / runway approach in this area has therefore always included structures at the end of the runway. The positioning of a tall building at the northwestern end of the former runway will draw the eye upwards when looking along the retained line of the runway. An appropriately designed building in this location is considered not to result in harm to the significance of the airfield.

CONCLUSIONS

The archaeological assessment has found that there is a low probability of archaeological remains pre-dating the airfield to survive within the masterplanning site, although this is slightly higher in Areas 3 and 4 due to the proximity of the Roman road. It has found that below ground remains of WWII structures may be present within Areas 2, 3 and 4, that floor surfaces and foundations of 1940s buildings survive within Area 3 and that the airfield identifier circle and name within Area 1 date from at least 1953 if not earlier. These would all be impacted by any development within the masterplanning area resulting in a loss of heritage significance.

The heritage assessment has found that development within the masterplanning site will result in visual changes within the setting of five designated heritage assets, however these visual changes are not considered to result in any reduction in the contribution that the setting makes to the significance of these assets.

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APPENDIX 1: CULTURAL HERITAGE ASSETS WITHIN THE STUDY AREA

Table 1: Gazetteer of Non-designated heritage assets within 1km of the masterplan site

HER reference	Name / Description
TQ 74 SE 36	Roman road; Rochester- Maidstone- Hastings
TQ 76 SW 105	Romano-British burial near Bluebell Hill
TQ 76 SW 71	Undated road, near Rochester Airport, Chatham
TQ 76 SW 482	Rochester Airport incorporating air defences (bofors emplacement)
TQ 76 SW 75	Dene hole or chalk well, near Fort Horsted, Chatham
TQ 76 SW 89	Prehistoric site, Upper Nashenden Farm, Wouldham
TQ 76 SW 90	Deposits and artefacts at Little Monk Wood, Rochester
TQ 76 NE 398	The Chatham Ring Fortresses
TQ 76 NW 128	Fort Bridgewoods, Rochester
TQ 76 SW 21	Roman burial, Burham
TQ 76 SW 62	Delce Tower, Burham
TQ 76 NE 1053	SNODHURST FARMHOUSE AND ATTACHED FORMER OUTBUILDINGS
TQ 76 SW 434	Fying school
TQ 76 SW 437	Fying school
TQ 76 SW 438	Ablutions block
TQ 76 SW 435	Services block
TQ 76 SW 436	Officer's Mess
TQ 76 SW 484	Iron Age pits in the Nashenden Valley
MKE75478	Roman copper alloy finger ring
MKE75943	lead alloy ampulla
MKE75944	copper alloy mount
MKE75947	Silver coin
TQ 76 SW 121	Second World War air raid shelter, Rochester Airfield
TQ 76 SW 472	George V pillar box, Shirley Avenue, Davis Estate
TQ 76 SW 471	Milestone, Rochester Road B2097), Chatham
TQ 76 SW 124	Undated chalk quarry, east Syle Wood
TQ 76 SE 103	Circular enclosure, south of Chatham
MKE84652	Farmstead in Horsted
MKE84653	Outfarm at New Horsted
MKE84720	Snodhurst Farm
MKE88592	Farmstead in Horsted
TQ 76 SE 109	Crash site of Hawker Hurricane I
TQ 76 SE 114	Undated archaeological features at Mid Kent College, Horsted Centre, Maidstone Road, Chatham, Kent
TQ 76 SW 493	Post-medieval and later building foundations, Mid Kent College Site.
TQ 76 NE 133	St Stephen's Church, Wallace Road, Chatham
TQ 72 SW 485	2 Thorndale Close, Chatham
HA1	Poss WWII structure
HA2	area of WWII structures
HA3	area of WWII structures
HA4	Pillbox
HA5	Airfield identifier circle
HA6	Hangar 3
HA7	Ablutions block
HA8	Site of Horsted Farm
HA9	Site of outfarm
HA10	Site of New Horsted Farm

HER reference	Name / Description
HA11	Site of Pobjoys works
HA12	Short Bros Factory
HA13	Site of Hangar 1
HA14	site of building on 1953 plan
HA15	site of structure on 1953 plan
HA16	area of structures on 1953 plan
HA17	area of structures on 1953 plan
HA18	area of structures on 1953 plan
HA19	area of structures on 1953 plan
HA20	Site of administration block
HA21	runway
HA22	runway
HA23	Post war firing range

Table 2: Gazetteer of designated heritage assets within 2km of the masterplan site

List Entry	Name	NGR	Status
1070524	Barn At Burham Hill	TQ 73055 63181	Grade II Listed Building
1099229	Robin Hood Public House	TQ 73411 62804	Grade II Listed Building
1268177	Snodhurst Farmhouse And Attached Former Outbuildings	TQ 75664 65278	Grade II Listed Building
1268217	The Homestead	TQ 76103 63470	Grade II Listed Building
1336151	Nashenden Farmhouse With Briar Cottage Attached	TQ 73166 65966	Grade II Listed Building
1003400	Fort Luton	TQ 76251 66007	Scheduled Monument
1003401	Fort Horsted	TQ 75101 65064	Scheduled Monument
1003402	Fort Borstal	TQ 73329 66417	Scheduled Monument
1007459	Bell Barrow In Shoulder Of Mutton Wood	TQ 72710 65251	Scheduled Monument

APPENDIX 2: FIGURES

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Edinburgh EH6 5HE
0131 467 7705
www.headlandarchaeology.com

KEY

- Scheduled Monument
- Non-designated heritage asset
- Non-designated heritage asset
- Non-designated heritage asset
- runways
- Masterplan areas
- Crash Site
- Historic Garden

1:15,000 @ A4

0 340m

Figure 1: Heritage Assets within 1km of the site

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SCOTLAND
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www.headlandarchaeology.com

KEY

- Grade II Listed Building
- Scheduled Monument
- Masterplan areas
- 2km Study Area

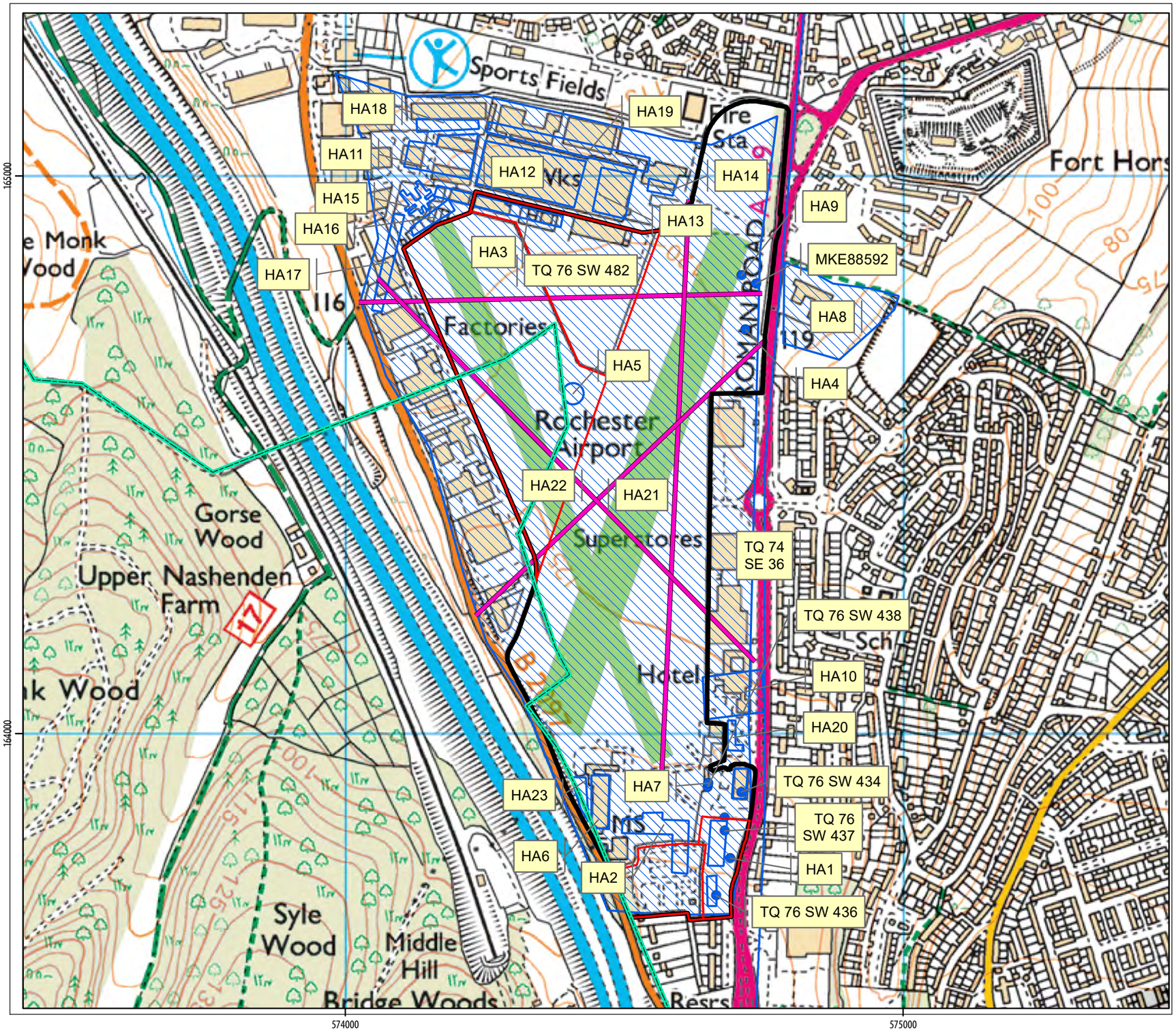
1003402
1003400
1336151
1268177
1007459
1003401
Area 2
Area 1
Area 3
Area 4
1268217
1070524
1099229

N

1:25,000 @ A4

0 580m

Figure 2: Designated heritage assets within 2km of the site



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KEY

- Non-designated heritage asset
- Parish Boundary
- Masterplan areas
- MIPR_AirportBoundary
- Line of runways shown on post-war plan
- Non-designated heritage asset
- runways
- MIPR_HERpoint_withinAirport
- Non-designated heritage asset

N

1:7,500 @ A4

0 160m

Figure 3: Heritage Assets within the Airport Site

Figure 4: Plan of Rochester Airfield in 1934

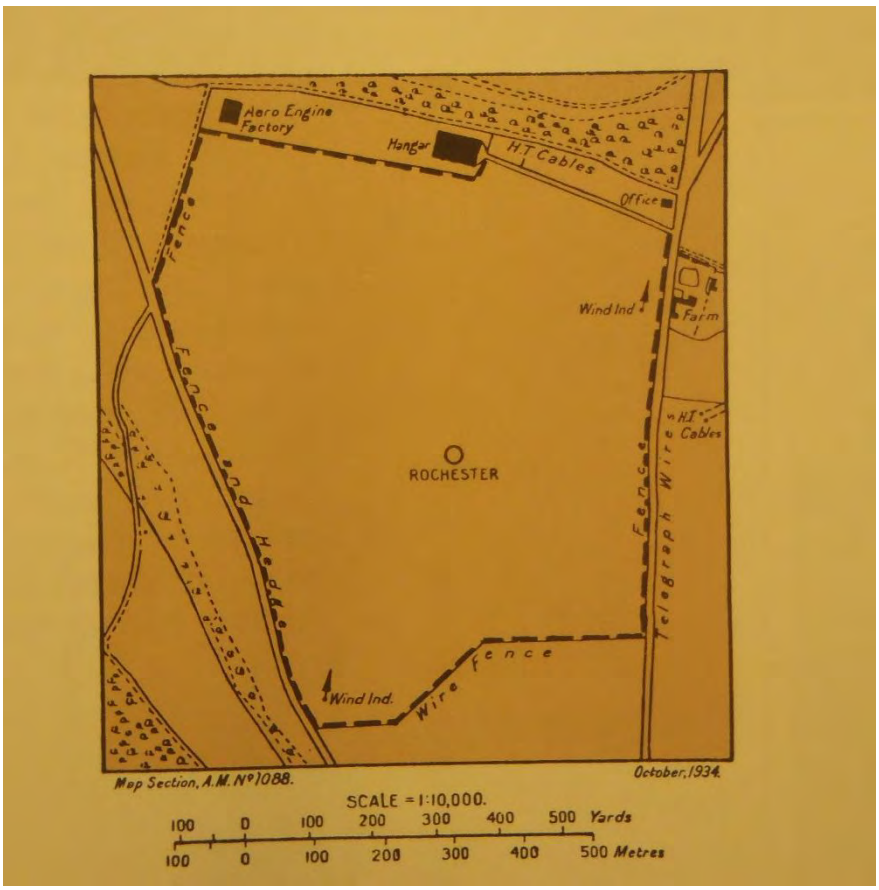
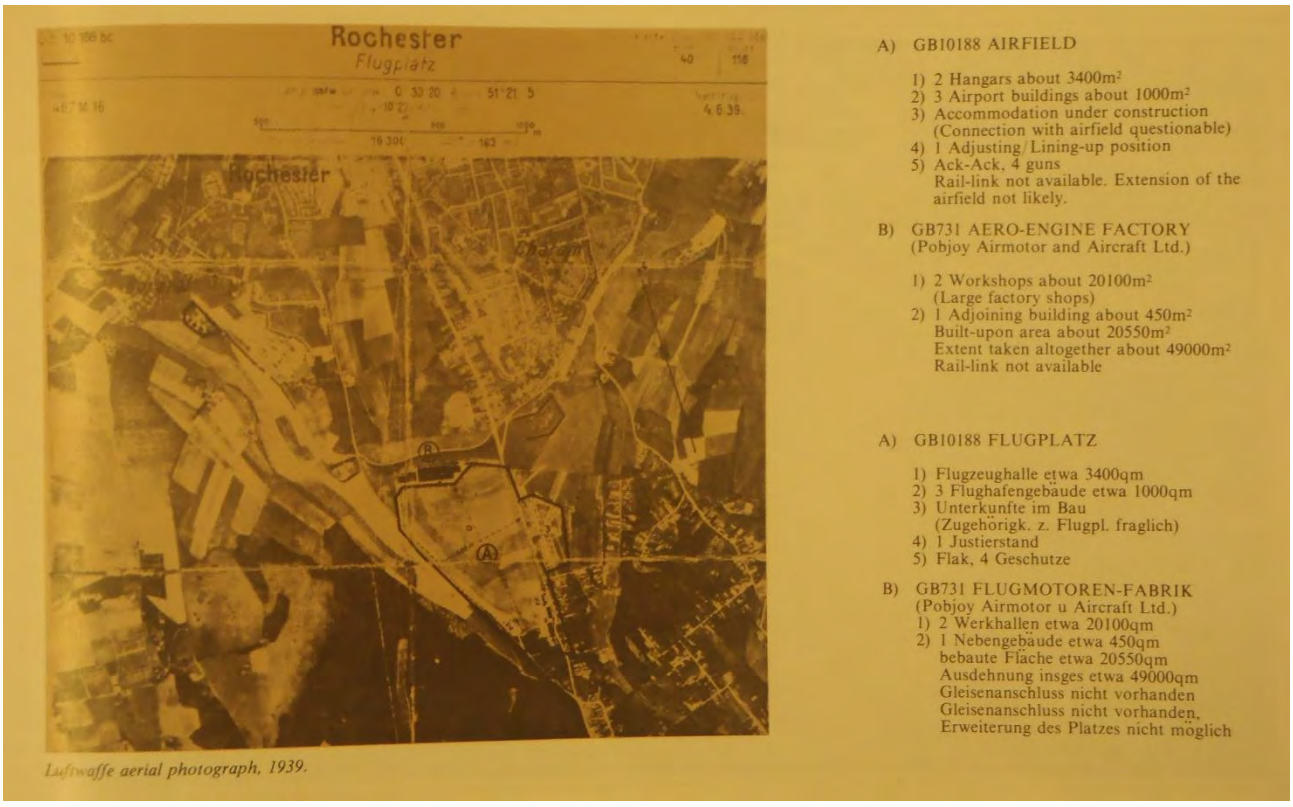


Figure 5: Luftwaffe Aerial Photograph of Rochester Airfield in 1939



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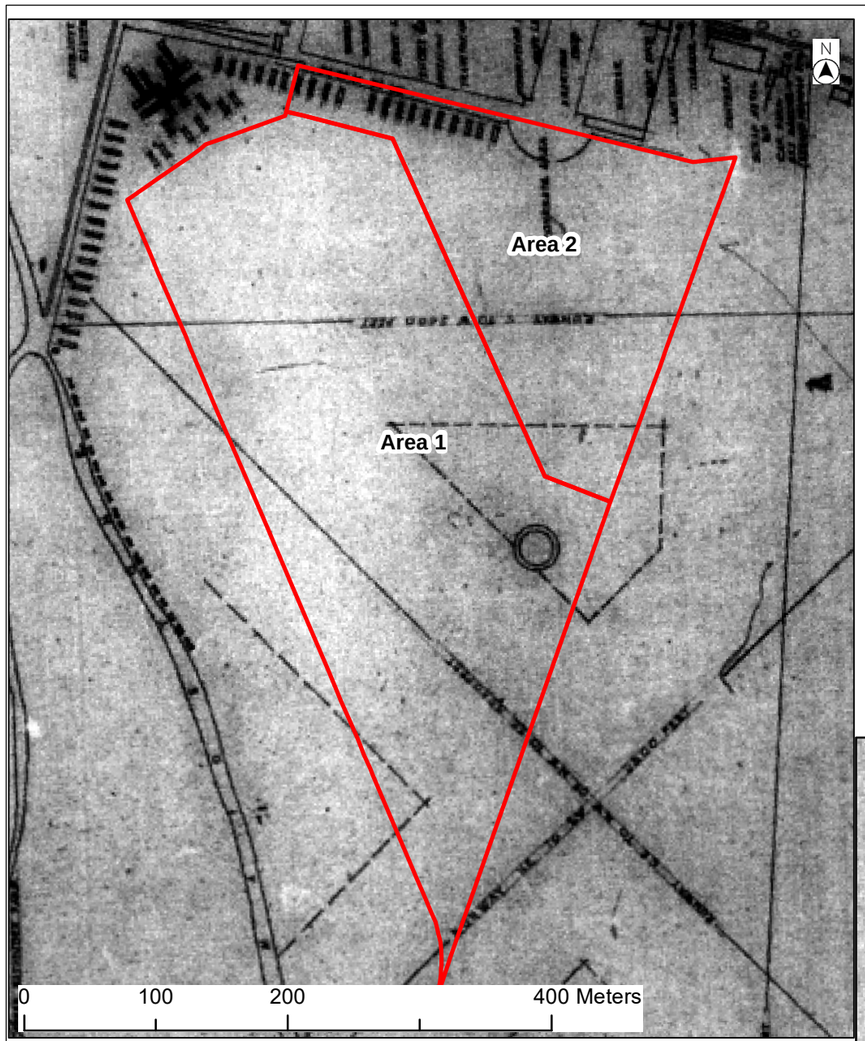
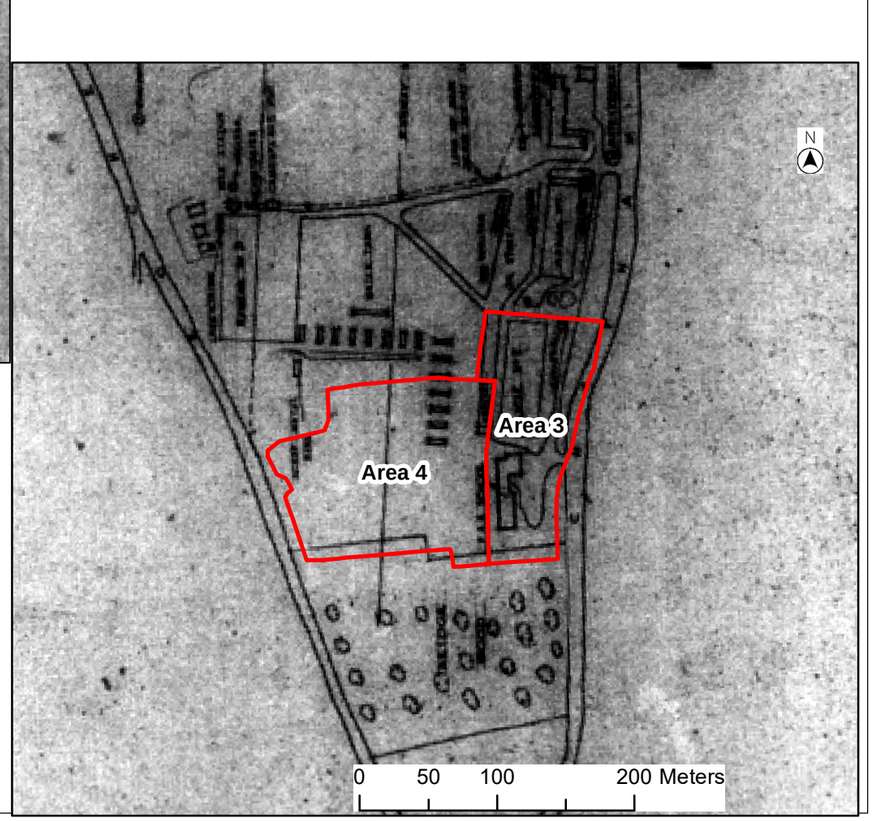


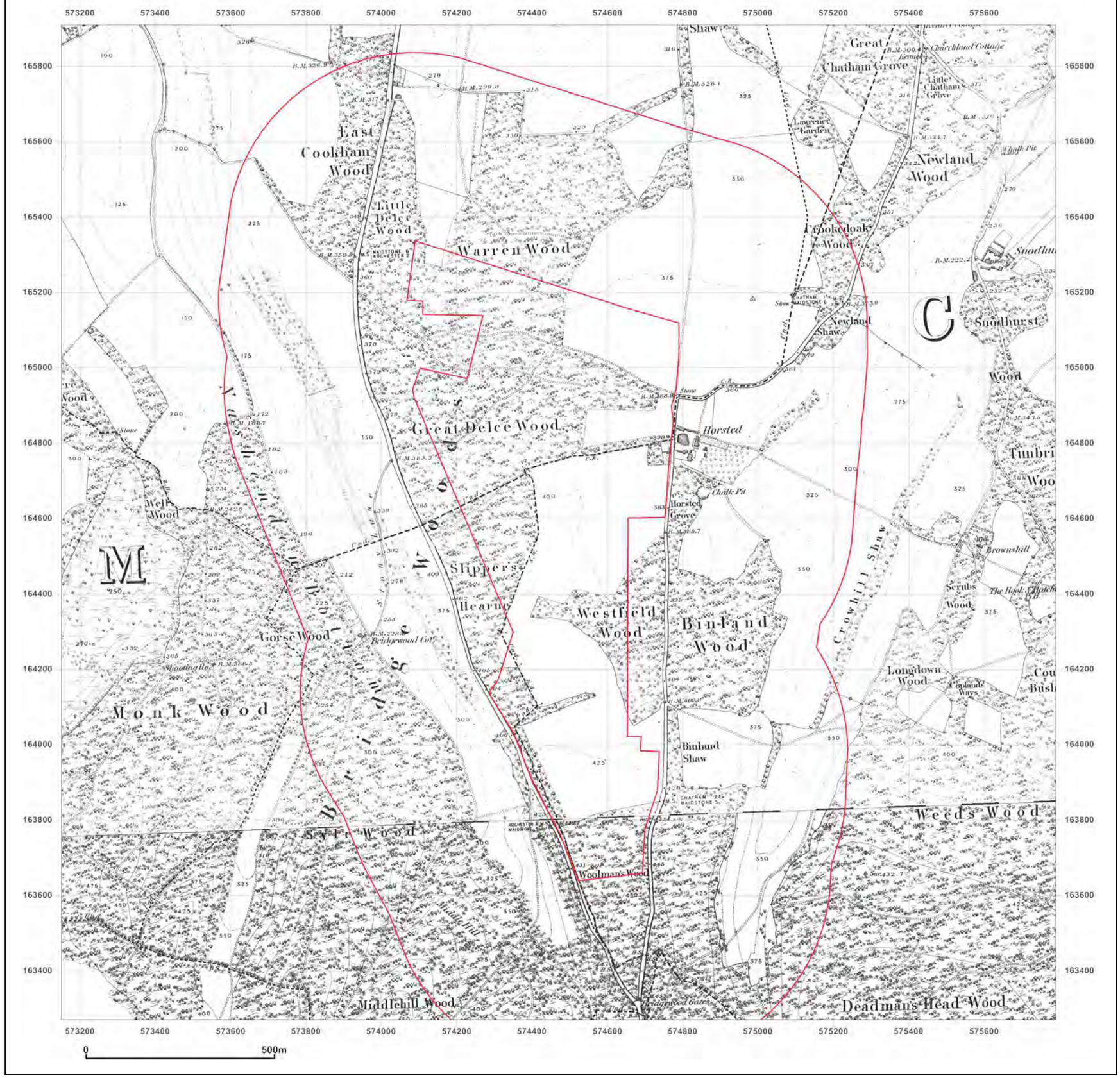


KEY

Masterplan areas

Figure 6: Extracts from 1953 plan of Rochester Airport (courtesy of RAF Museum)

APPENDIX 3: HISTORIC ORDNANCE SURVEY MAPPING



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Site Details:

Client Ref: EMS_193945_283301
Report Ref: EMS-193945_283301
Grid Ref: 574470, 164589

Map Name: County Series

Map date: **1865**

Scale: 1:10,560

Printed at: 1:10,560

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Surveyed 1865
Revised 1865
Edition N/A
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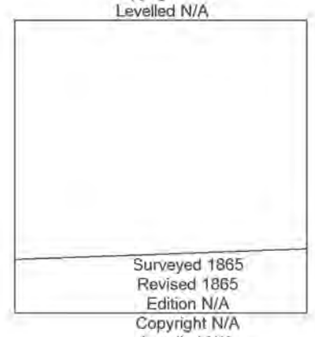

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Revised 1865
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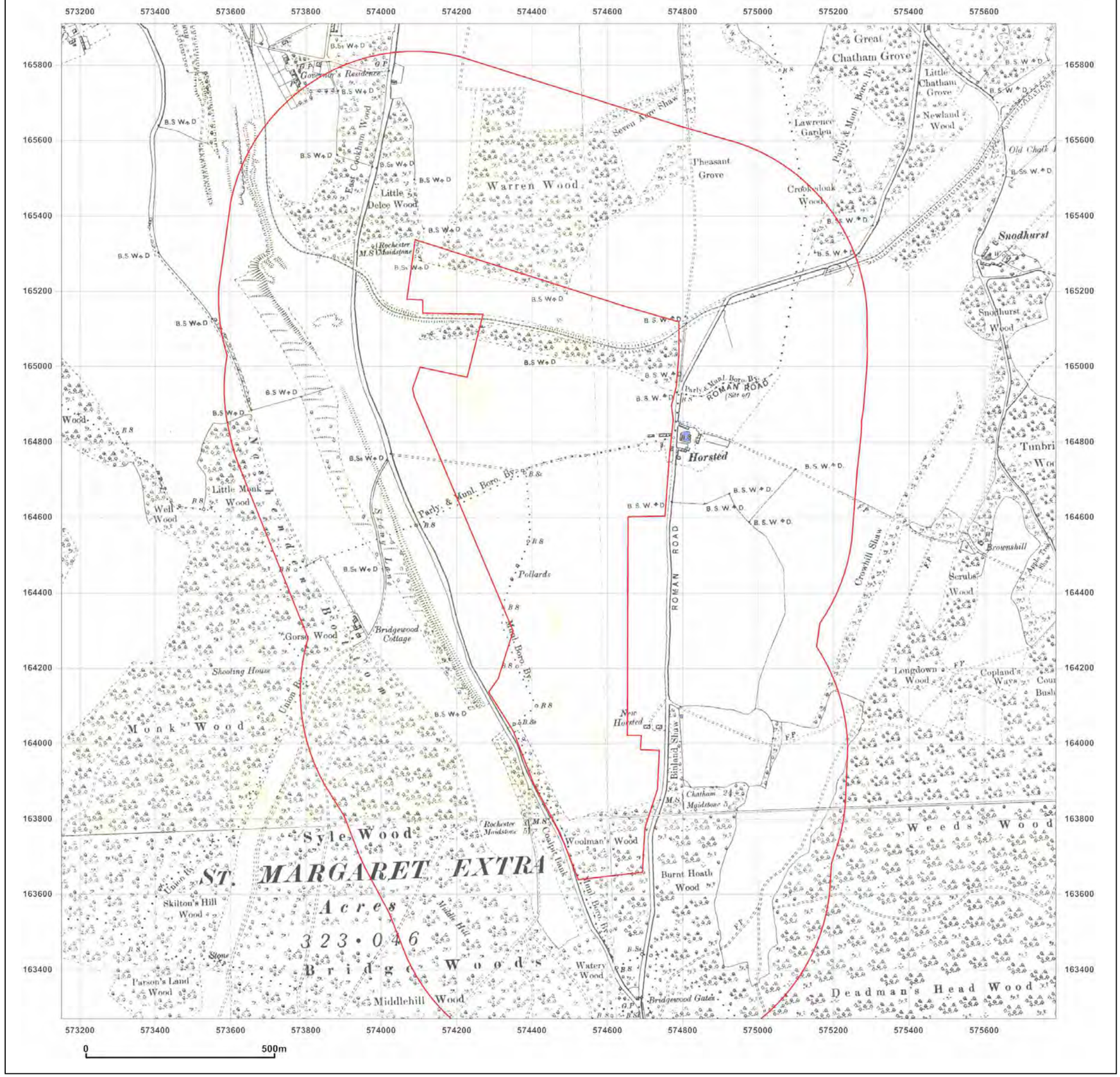

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Grid Ref: 574470, 164589

Map Name: County Series

Map date: **1895-1896**

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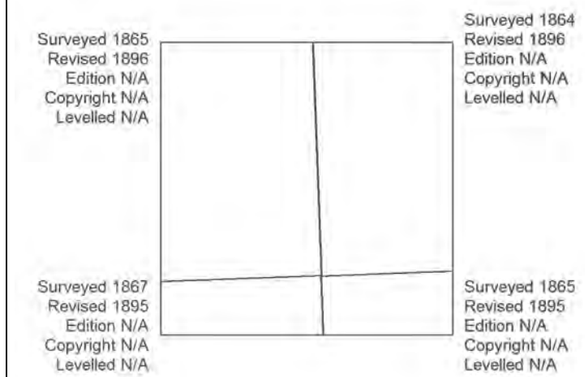

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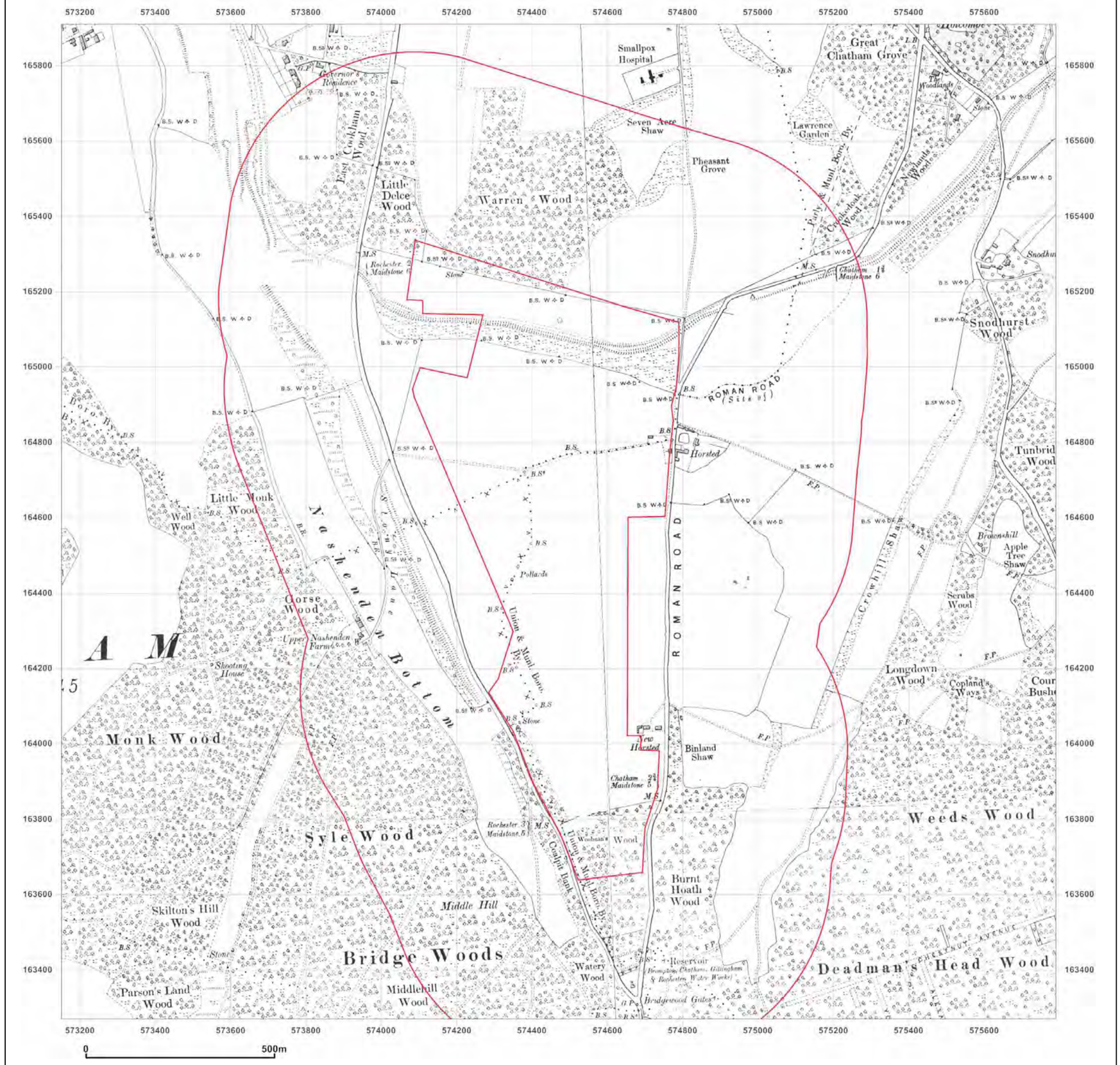

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Grid Ref: 574470, 164589

Map Name: County Series

Map date: **1907**

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Printed at: 1:10,560

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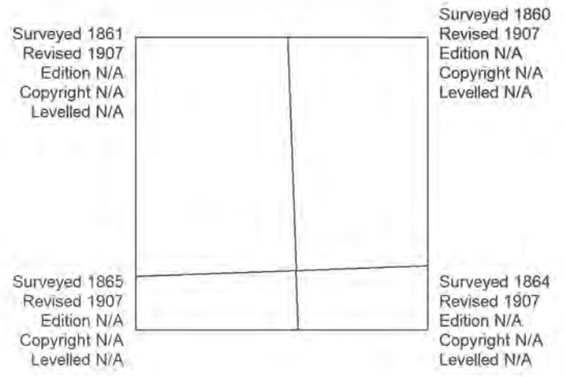

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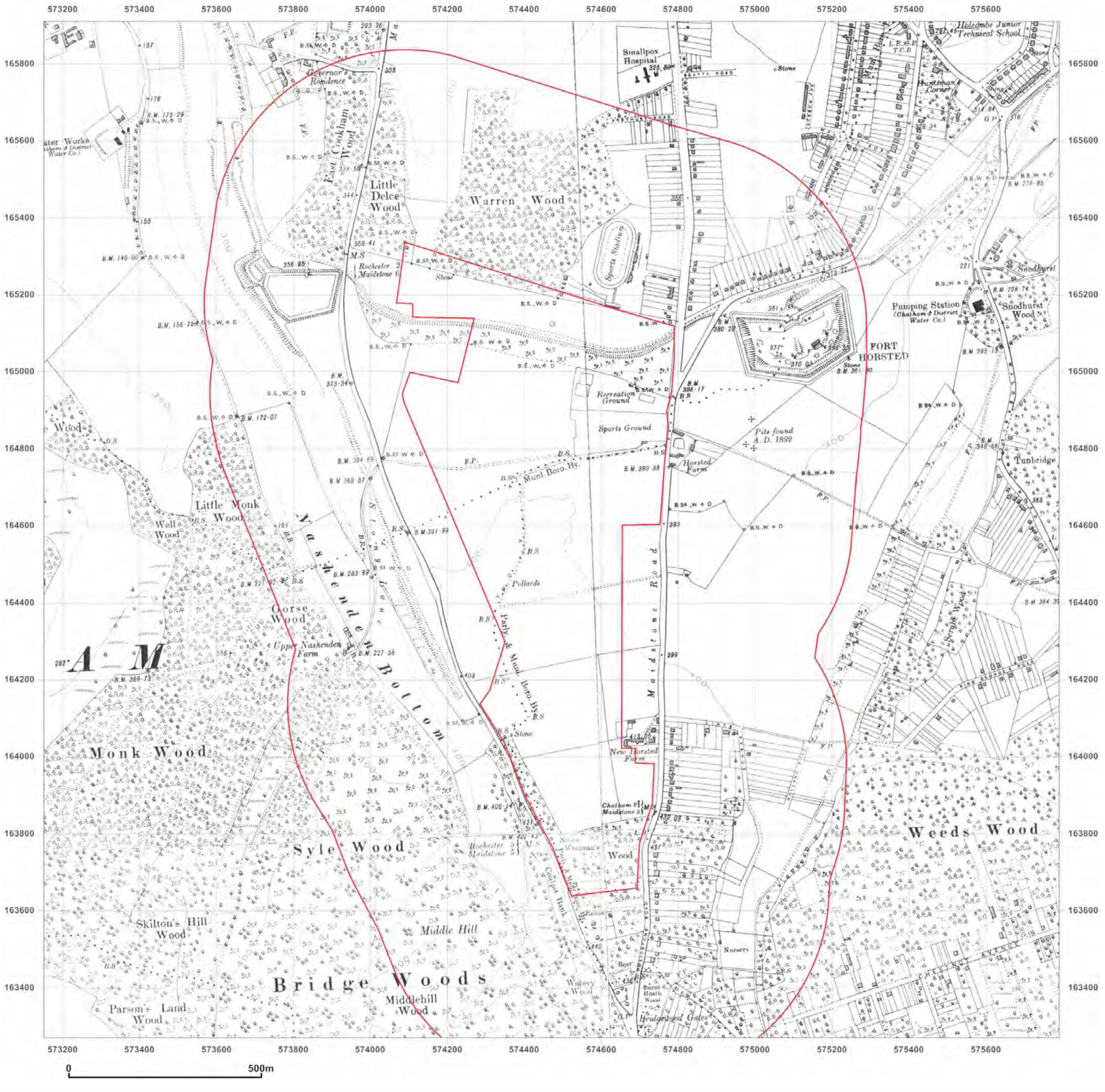

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Grid Ref: 574470, 164589

Map Name: County Series

Map date: **1932-1933**

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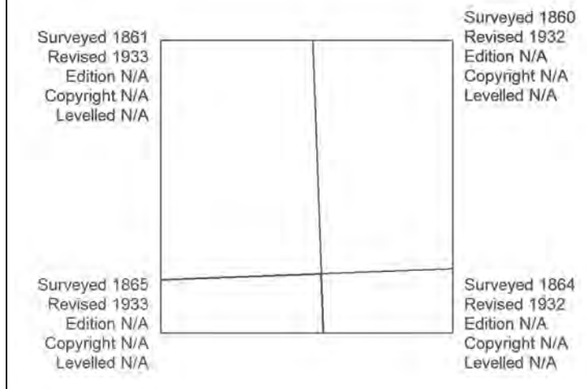

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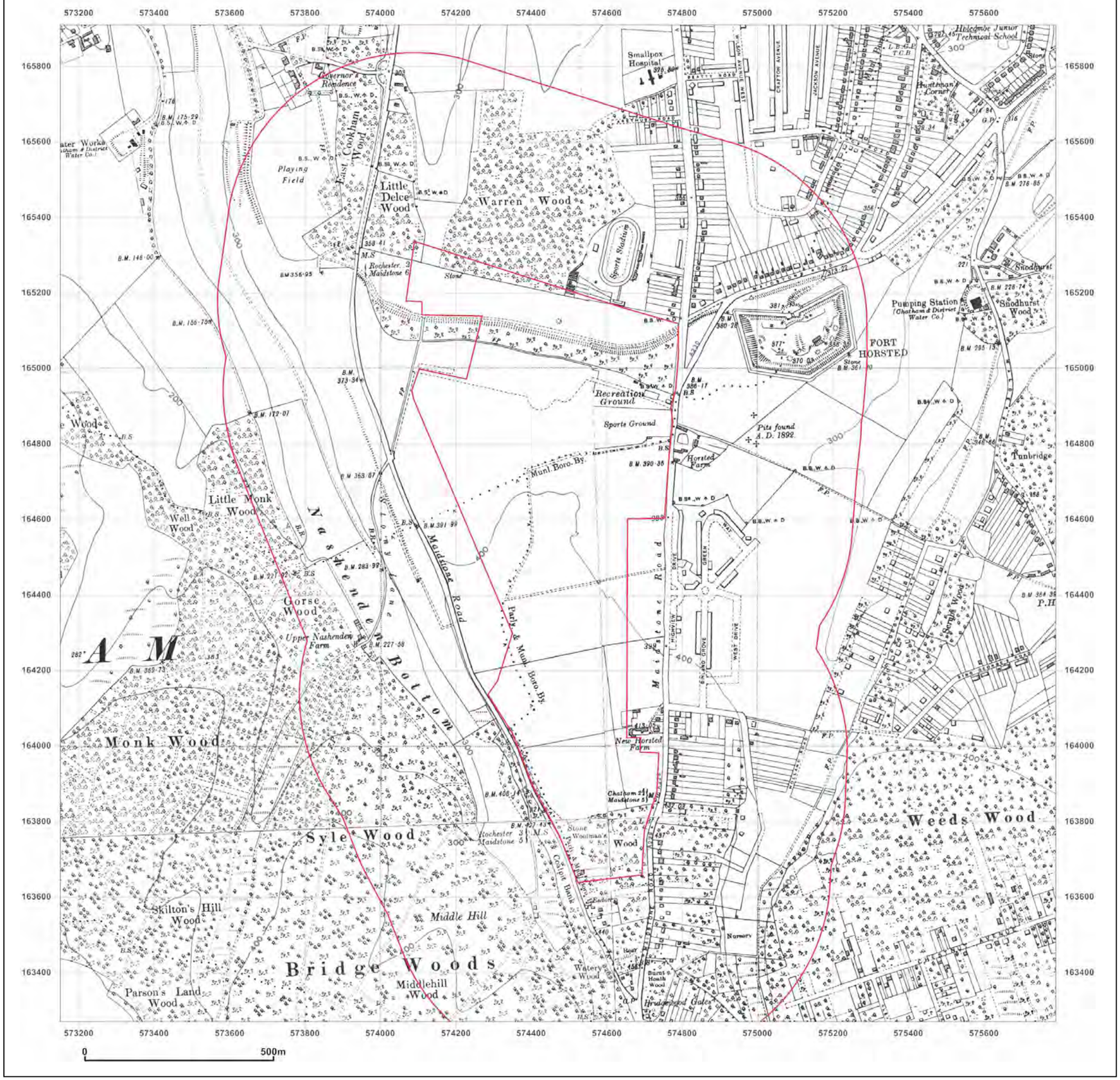

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Report Ref: EMS-193945_283301
Grid Ref: 574470, 164589

Map Name: County Series

Map date: **1938**

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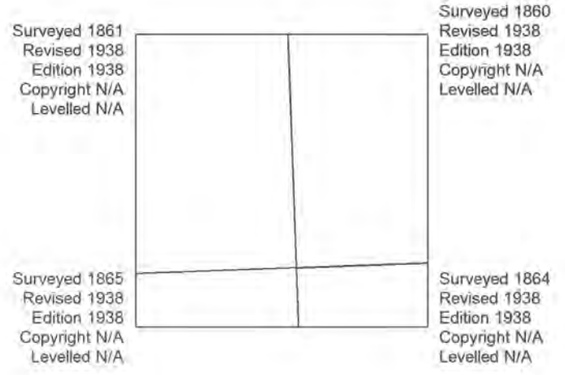

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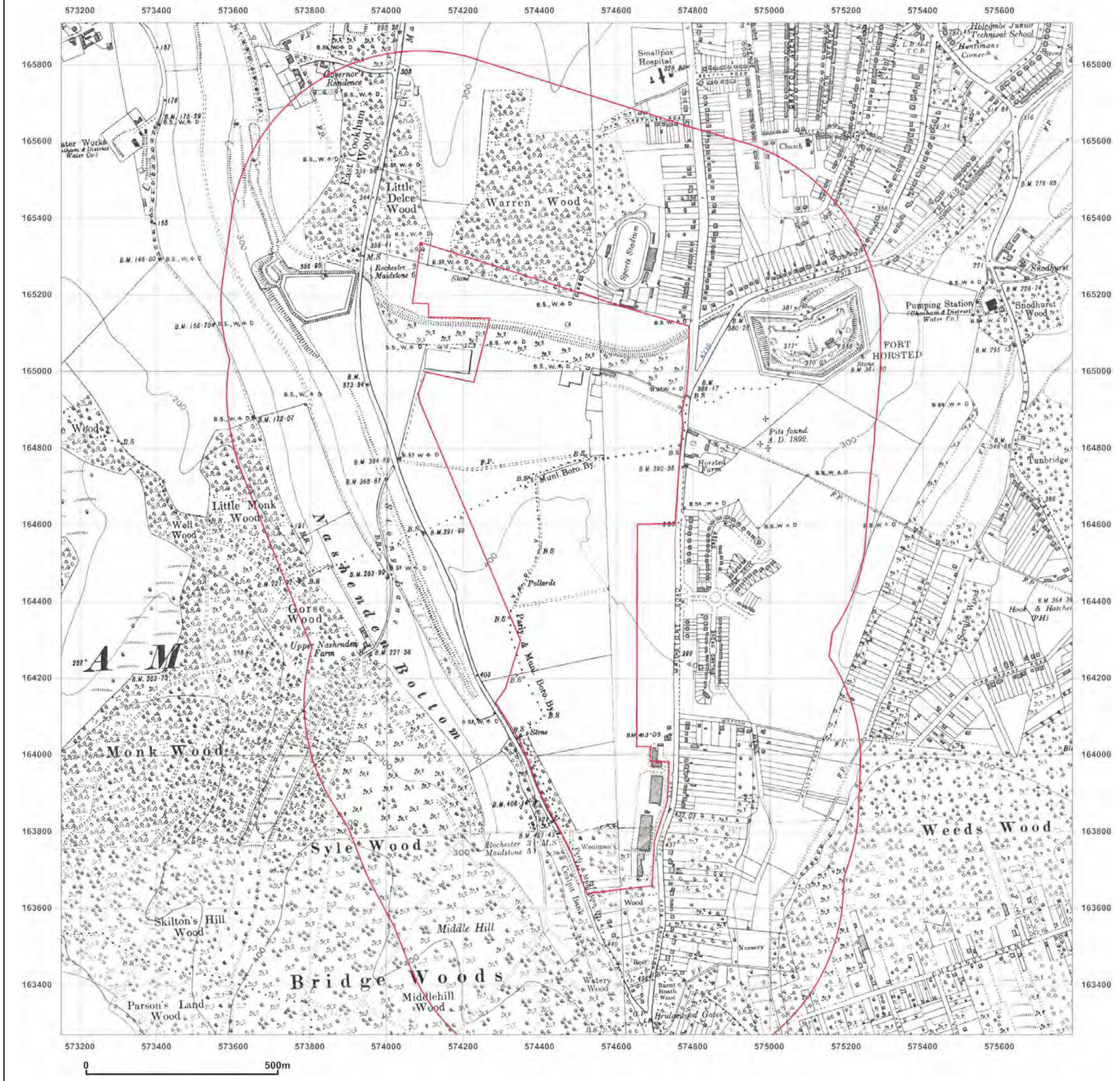

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Grid Ref: 574470, 164589

Map Name: County Series

Map date: **1938-1939**

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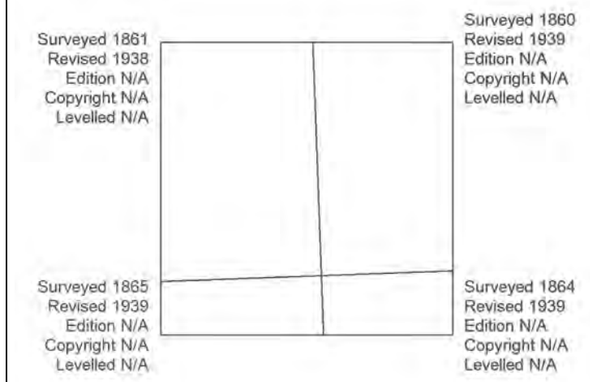

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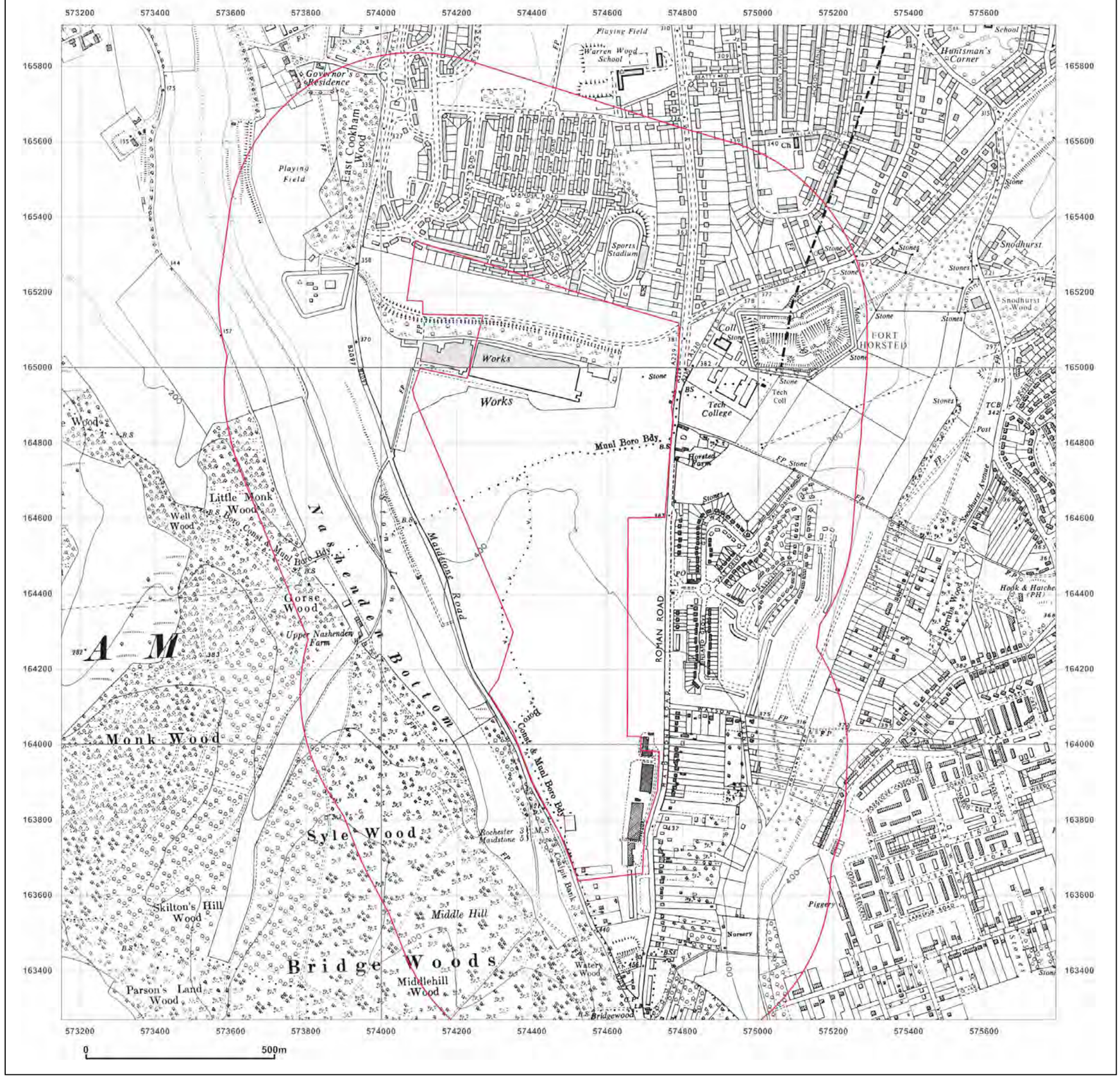

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Report Ref: EMS-193945_283301
Grid Ref: 574470, 164589

Map Name: Provisional

Map date: **1955**

Scale: 1:10,560

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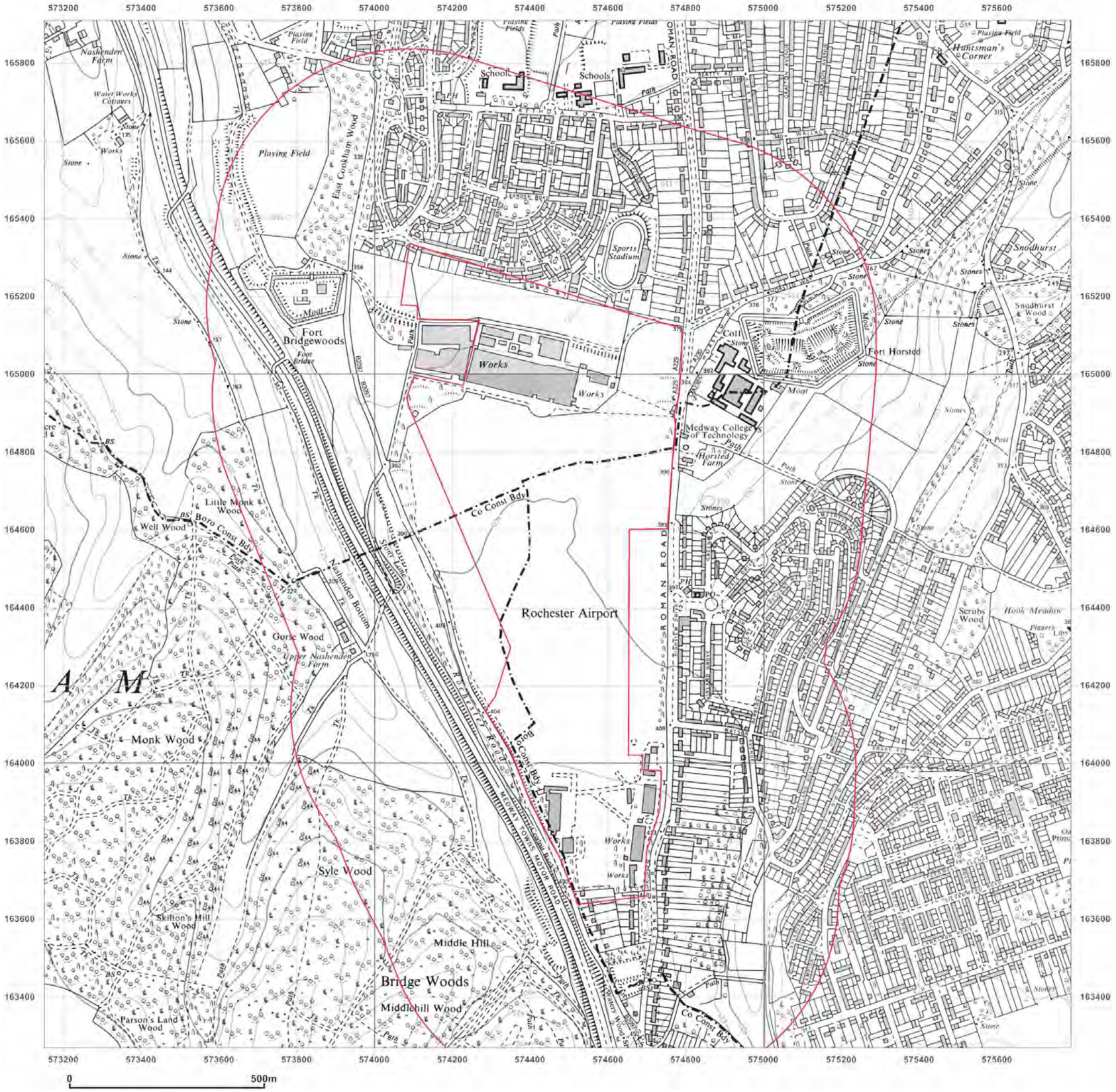

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Grid Ref: 574470, 164589

Map Name: Provisional

Map date: **1967-1970**

Scale: 1:10,560

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Map Name: National Grid

Map date: **1973-1975**

Scale: 1:10,000

Printed at: 1:10,000

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Grid Ref: 574470, 164589

Map Name: National Grid

Map date: **1979**

Scale: 1:10,000

Printed at: 1:10,000

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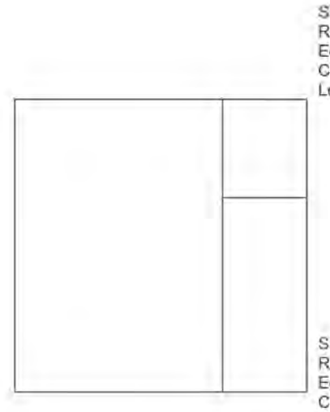

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Report Ref: EMS-193945_283301
Grid Ref: 574470, 164589

Map Name: National Grid

Map date: **1988-1989**

Scale: 1:10,000

Printed at: 1:10,000

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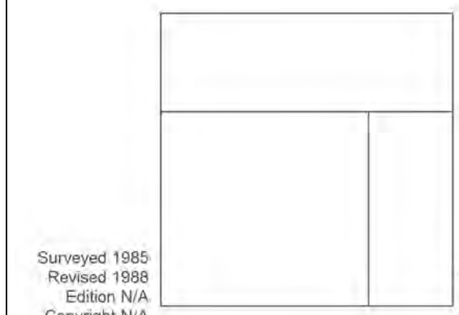

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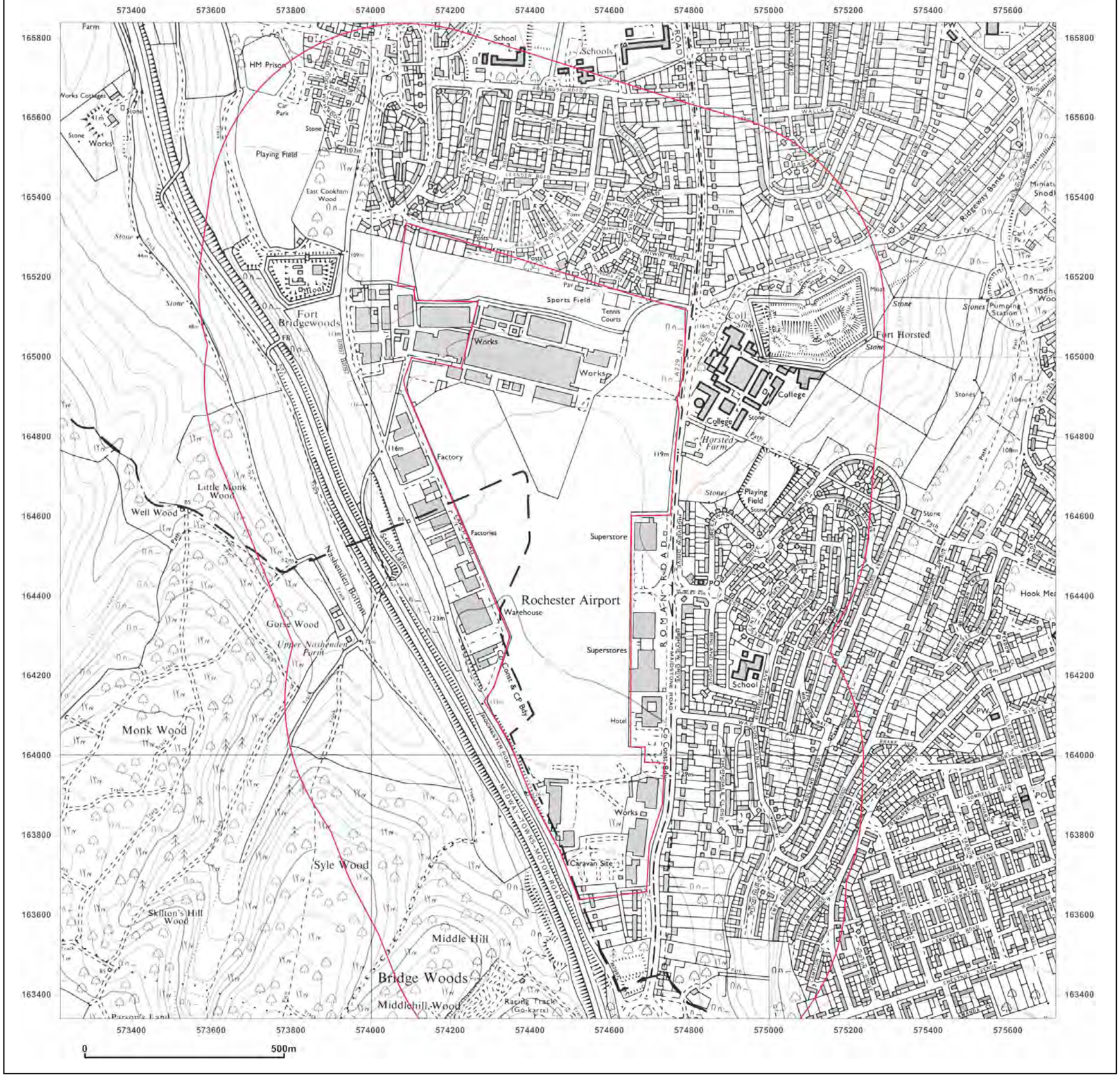

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Report Ref: EMS-193945_283301
Grid Ref: 574470, 164589

Map Name: National Grid

Map date: **1985-1990**

Scale: 1:10,000

Printed at: 1:10,000

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Surveyed 1988
Revised 1990
Edition N/A
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