

THE LONDON RESORT

The London Resort Development Consent Order

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The London Resort Company Holdings Limited

The London Resort

Environmental Statement

Document Reference 6.2.14.1

Appendix 14.1
The London Resort
Archaeological Desk-Based Assessment

Wessex Archaeology



London Resort

Archaeological Desk-Based Assessment



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69 College Road
Maidstone
Kent
ME15 6SX

www.wessexarch.co.uk

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Project management by Mark Turner
Document compiled by Marie Kelleher
Contributions from Andrea Hamel & Alex Brown
Graphics by Marie Kelleher/Kitty Foster

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Front cover Looking north from Swanscombe Peninsula



Summary

Wessex Archaeology was commissioned by London Resort Company Holdings (LRCH) to prepare an Archaeological Desk-Based Assessment of land for the proposed London Resort. The scheme consists of two project sites, the Kent Project Site located at Ebbsfleet and Swanscombe and the Essex Project Site located to the south of Tilbury (together referred to as the Project Sites). This study is intended to provide the archaeological baseline to inform the Environmental Statement Chapter and additional archaeological evaluation, assessment and mitigation. The scheme is a Nationally Significant Infrastructure Project (NSIP) and will be submitted to the Planning Inspectorate for examination.

The aims of this study were to assess the known and potential archaeological resource within the Project Site and the surrounding area, and to assess the likely impacts of the development proposals on this resource. The effect of the development proposals on the archaeological resource will be a material consideration in the determination of the NSIP application.

The Kent Project Site contains a small number of Scheduled Monuments of both national and international significance dating to the Palaeolithic, Neolithic, and Romano-British period. Other important remains have also been discovered within the Kent Project Site including the Anglo-Saxon watermill, a continuation of the sanctuary complex and settlement at springhead, and the remains of the 20th century Portland cement works.

The River Ebbsfleet has shaped the human interaction with the landscape surrounding the Kent Project Site from the earliest times and has influenced settlement patterns and the use of the area. Potential for non-designated archaeology has been identified in particular for the prehistoric periods, Romano-British period, Anglo-Saxon period and 19th century. A lower potential for medieval and post-medieval archaeology is expected within the Kent Project Site. The Kent Project Site also holds potential for palaeoenvironmental remains both on the Swanscombe peninsula and within the Ebbsfleet Valley.

Due to the archaeological sensitivity of the area surrounding the Kent Project Site a large number of archaeological investigations have been undertaken for both research purposes and in advance of development, as such the potential and significance for much of the Kent Project Site can be predicted in areas that have not been investigated. This assessment has characterised the Project Sites by their archaeological potential and significance to inform further archaeological work to be undertaken in advance of determination and will be used to inform a mitigation strategy for the development, post-consent. Any further assessment or archaeological works would be agreed through consultation with the statutory authorities.

The Essex Project Site lies to the south of Tilbury which is considered to be the type site for palaeoenvironmental and relative sea level studies evidencing the environmental history of the River Thames and as such there is expected to be a high potential for palaeoenvironmental remains to exist at depth within the Site. The Essex Project Site has been subject to previous development and as such the survival of archaeological features could have been affected by these activities. There is generally a relatively low potential for archaeological remains up to the post-medieval period as it is likely that this area remained marshland apart from a small ferry to Gravesend from the 14th century, however, there has been a suggestion of a Roman road in the area some finds of prehistoric date have been found close to the Essex Project Site.

At the edge of the Kent Project Site, modern marine heritage assets are limited to 'lifted' and 'dead' wreck records, where in-tact sites are no longer present but isolated or buried material from the wrecks may still be present. Undated records include two extant wrecks in Broadness Creek, which likely date to the post-medieval or modern period and a 'lifted' wreck. There are also areas of foul



ground, which could comprise modern debris, but have not yet been identified and therefore could still be of archaeological interest. Within the Essex Project Site, marine heritage assets are also related to a 'lifted' wreck and areas of foul ground comprising modern ground tackle. In addition, there is potential for: Palaeolithic land surfaces and discoveries of artefacts from the Palaeolithic to the Neolithic, which should be considered seamlessly with terrestrial deposits; evidence from shipwrecks, and material lost or thrown overboard; dating from the Neolithic to the modern period; material lost or jettisoned from piers, jetties and docks from the 19th and 20th centuries; and potential for aircraft crash site remains from the 20th century.

Acknowledgements

This project was commissioned by London Resort Company Holdings, and Wessex Archaeology is grateful to them in this regard. Wessex Archaeology would also like to thank Kent County Council and Essex County Council for supplying the Historic Environment Record data, and the United Kingdom Hydrographic Office for supplying wreck and obstruction data.



London Resort

Archaeological Desk-Based Assessment

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by London Resort Company Holdings (the Applicant), to prepare an Archaeological Desk-Based Assessment for the proposed London Resort. The Proposed Development consists of two Project Sites, the Kent Project Site and the Essex Project Site (**Figure 1**).

1.1.2 This study will support a Nationally Significant Infrastructure Project (NSIP) application to be submitted to the Planning Inspectorate (PINS) for examination and decision for an Entertainment Resort.

1.2 The Kent Project Site

1.2.1 The Kent Project Site comprises an irregular parcel of land of approximately 390ha located predominantly on the Swanscombe Peninsula and a corridor of land in a broadly north south direction between the peninsula and the A2, within the boroughs of Dartford and Gravesham. The Kent Project Site also includes a 3.5km length of the A2(T) corridor between the established junctions at Bean to the west and Pepper Hill to the East.

1.2.2 Due to the size of the area, the Kent Project Site currently operates under a variety of uses. The peninsula largely comprises open low lying former marshland with extensive former CKD tips and other brownfield former industrial land. A number of drains filtration system, aeration lagoons and other features are also present with much of the area revegetated naturally. A number of public footpaths also bisect the peninsula. The corridor of land to the south is occupied by the Ebbsfleet International Station, car parking and associated access and the A2.

1.3 The Essex Project Site

1.3.1 The Essex Project Site comprises approximately 26ha, located immediately to the east of the port of Tilbury with the borough of Thurrock. Tilbury Fort lies immediately to the east of the Essex Project Site and Tilbury's second Port, Tilbury 2 currently under construction, lies further east.

1.3.2 The Essex Project Site currently comprises a large hard surfaced area used for vehicle storage, a large logistics shed and storage area, area of vegetation and hardstanding and Tilbury Ferry Terminal.

1.3.3 A second area of the Essex Project Site is located to the north on an existing roundabout on the A1089.

1.4 Development proposals

1.4.1 The masterplan indicates that the Proposed Development will comprise of *Principal Development* which comprises all works within the Entertainment Resort and *Associated*



Development comprising all other development that has a direct relationship with the Principal Development and is required to support its construction or operation, and *Related Housing*, comprising housing for resort staff.

1.5 Scope of document

1.5.1 This assessment was requested by the Client in order to determine, as far as is possible from existing information, the nature, extent and significance of the archaeological resource within the Project Sites and their environs, and to provide an initial assessment of the potential impact of development on the archaeological assets that embody that significance. The effects of the finalised development proposals are assessed within the Environmental Statement (ES), Chapter 14: Cultural Heritage and Archaeology (document reference 6.1.14).

1.5.2 *Archaeological interest* is defined in the National Planning Policy Framework (NPPF 2019): Annex 2, thus:

'There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.'

1.5.3 NPPF Annex 2 defines a *Heritage Asset* as:

'a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).'

1.5.4 The Historic Landscape Character of the Project Sites has been assessed as part of a separate document (Wessex Archaeology 2020b; document reference 6.2.14.3). The significance of designated built heritage assets and undesignated built heritage will be assessed as part of the Built Heritage Statement (Wessex Archaeology 2020a; document reference 6.2.14.2) and within the ES, Chapter 14: Cultural Heritage and Archaeology (document reference 6.1.14).

1.6 Aims

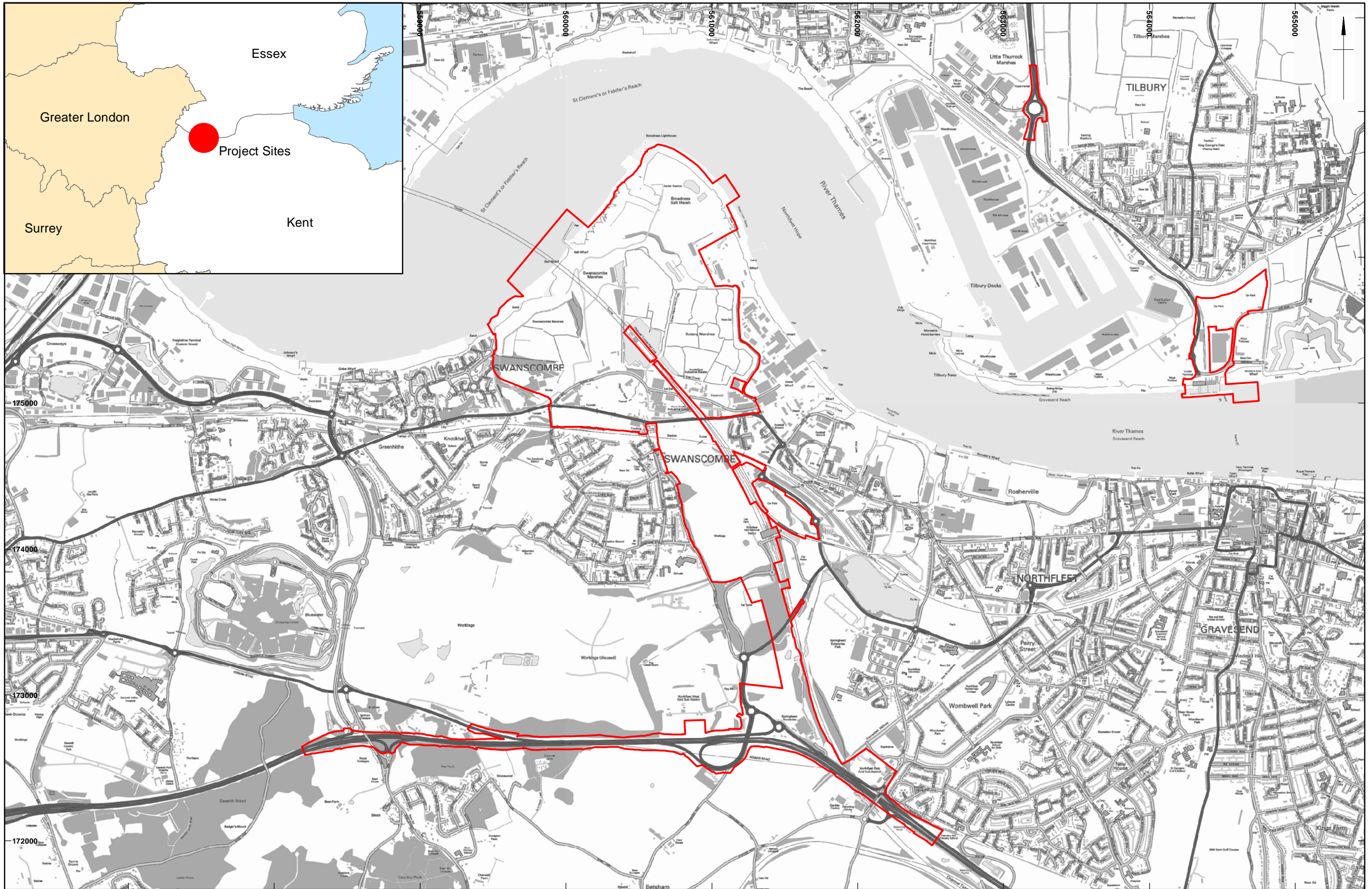
1.6.1 The specific aims of this assessment are to:

- outline the known and potential archaeological assets within the Project Sites based on a review of existing information within a defined study area;
- assess the significance of known and potential archaeological assets through weighted consideration of their valued components;
- identify designated archaeological assets whose significance could be affected by change within their setting; and
- characterise the Project Sites in terms of the potential and significance of known or predicted archaeological remains and make recommendations for further



evaluation/assessment or strategies to mitigate potential adverse impacts arising from the proposed development.

- 1.6.2 The detailed assessment of effects to below ground archaeological remains will be assessed within the ES once specific below ground impacts of the development are known. A separate Historic Environment Framework (document reference 6.2.14.9) has been prepared to set out measures for further assessment and mitigation (Wessex Archaeology 2020c).



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Site Location Plan (Kent and Essex Project Sites)

Figure 1



2 PLANNING BACKGROUND

2.1 Introduction

2.1.1 There is national legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations as 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 following section summarises the main components of the national and local planning and legislative framework governing the treatment of the historic environment within the planning process. Further detail is presented in **Appendix 2**.

2.2 Designated heritage assets

2.2.1 A designated heritage assets is defined in NPPF Annex 2 as:

'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.'

2.2.2 Designation can be defined as:

'The recognition of particular heritage value(s) of a significant place by giving it formal status under law or policy intended to sustain those values' (English Heritage 2008, p.71).

2.2.3 Statutory protection is provided to certain classes of designated heritage asset under the following legislation:

- *Planning (Listed Buildings and Conservation Areas) Act 1990;*
- *Ancient Monuments and Archaeological Areas Act 1979;*
- *Protection of Wrecks Act 1973; and*
- *Protection of Military Remains Act 1986.*

2.2.4 Further information regarding heritage designations is provided in **Appendix 2**.

2.3 The Protection of Military Remains Act 1986

2.3.1 In addition to vessels designated under the Act, all military aircraft crash sites in the United Kingdom, its territorial waters, or British aircraft in international waters, are controlled sites under the *Protection of Military Remains Act 1986*. It is an offence under this act to tamper with, damage, move or unearth any items at such sites, unless the Ministry of Defence (MOD) has issued a licence authorising such activity.

2.4 National Planning Policy Framework

2.4.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and updated in February 2019 and sets out the government's planning policies for England and how these are expected to be applied.



- 2.4.2 Section 16 of the NPPF, entitled '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.
- 2.4.3 The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers and owners of heritage assets adopt a consistent and holistic approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.
- 2.4.4 To summarise, government guidance provides a framework which:
- recognises that heritage assets are an irreplaceable resource;
 - requires applicants to provide proportionate information on the significance of heritage assets affected by the proposals and an impact assessment of the proposed development on that significance;
 - takes into account the desirability of sustaining and enhancing the significance of heritage assets and their setting;
 - places weight on the conservation of designated heritage assets, in line with their significance; and
 - requires developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and impact, and to make this evidence (and any archive generated) publicly accessible.
- 2.4.5 A selection of excerpts from NPPF Section 16: Conserving and enhancing the historic environment is presented in **Appendix 2**.
- 2.4.6 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the Planning Practice Guidance (PPG) web-based resource. The Planning Practice Guidance was updated on 23 July 2019 to reflect changes to NPPF since the guidance was first published in 2014. The resource provides additional guidance intended to accompany NPPF. It includes a section entitled 'Conserving and enhancing the historic environment' (ID: 18a), which expands upon the corresponding sections of the NPPF.
- ## 2.5 Marine Policy
- 2.5.1 Under the Marine and Coastal Access Act 2019, the UK was divided into marine policy regions, with an associated planning authority responsible for preparing a marine plan for that area. The Marine Policy Statement (Department for Environment, Food and Rural Affairs 2011) sets out the framework for preparing Marine Plans and taking decisions affecting the marine environment. In England, marine licensing and marine planning was made the responsibility of the Marine Management Organisation (MMO), and inshore and offshore waters have been divided into 11 plan area. The intertidal and marine parts of project study area are within the South East Marine Plan, which underwent statutory public consultation between 14 January and 20 April 2020. The MMO is not a decision making body in relation to the London Resort DCO but is a statutory consultee.
- ## 2.6 Port of London Authority
- 2.6.1 The Port of London Authority (PLA), under the Port of London Act 1968 has jurisdiction over the Tidal Thames from Teddington to the outer limits of the Thames estuary up to the High
-

Water Mark. The proposed development falls within this jurisdiction of the PLA. The PLA is not a decision making body in relation to the London Resort DCO but is a statutory consultee.

2.7 Local planning policy

2.7.1 The Kent Project Site falls partly within two local planning authority areas within north Kent: Dartford Borough and Gravesham Borough. The Essex Project Site falls within Thurrock Borough within south Essex. Relevant Local Planning documents consist of:

- Dartford Local Plan Core Strategy (adopted September 2011);
- Dartford Development Policies Plan (adopted July 2017);
- Gravesham Local Plan Core Strategy (adopted September 2014);
- Gravesham Local Plan First Review Saved and Deleted Policies (2007); and
- Thurrock Local Development Framework, Core Strategy and Policies for Management of Development (as amended) (adopted January 2015).

2.7.2 Local planning policies that relate to the historic environment and may be relevant to the proposed development are presented in **Appendix 2**.

3 METHODOLOGY

3.1 Introduction

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

3.2 Study Area

3.2.1 A Study Area was established around each of the Project Sites extending c.1km from the Project Site boundaries for the consideration of archaeological remains (**Figure 1**).

3.2.2 The marine study area comprises the Mean High Water (MHW) area of the Thames, from the western-most boundary of the principal study area to the eastern-most boundary (**Figures 18 & 19**).

3.2.3 The recorded historic environment resource within the Study Area was considered in order to provide a context for the discussion and interpretation of the known and potential resource within the Site.

3.3 Sources

3.3.1 Several publicly accessible sources of primary and synthesised information were consulted. These comprised:

- The National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets;

- The Kent Historic Environment Record (KHER) and Essex Historic Environment Record (EHER), comprising a database of recorded archaeological sites, find spots, and archaeological events within the county;
- South East Research Framework (Kent County Council 2019);
- Research and Archaeology Revisited: A Revised Framework for the East of England (Medlycott 2011);
- The Greater Thames Estuary Historic Environment Research Framework (Essex County Council 2010);
- National heritage datasets including the Archaeological Data Service (ADS), Heritage Gateway, OASIS, PastScape and the National Record of the Historic Environment (NRHE) Excavation Index;
- The National Record for the Historic Environment (NRHE) for maritime data including known wrecks, obstructions and recorded losses;
- The UK Hydrographic Office (UKHO) for maritime data including known wrecks and obstructions;
- Rapid Coastal Zone Assessment Surveys for North Kent and Essex;
- Historic manuscripts, surveyed maps, and Ordnance Survey maps held at the National Archives and Kent History and Library Centre; and
- Relevant primary and secondary sources held at the National and Local Archives and in Wessex Archaeology's own library. Both published and unpublished archaeological reports relating to excavations and observations in the vicinity of the Site were studied.

3.3.2 Sources consulted during the preparation of this assessment are listed in the references section of the report.

3.4 Guidance and Best Practice

3.4.1 In addition to the sources outlined above, this assessment has been carried out in accordance with the following guidance and best practice documents.

- Standard and Guidance for Historic Environment Desk-Based Assessment (Chartered Institute for Archaeologists 2017; updated October 2020);
- Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England 2008);
- The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) (Historic England 2017);
- Kent Farmsteads Guidance (Kent County Council and English Heritage 2014);
- Planarch: Evaluation of Archaeological Decision-making processes and Sampling Strategies (Oxford Archaeology 2001);

- Planarch 2: Review of Cultural Heritage Covering in Environmental Impact Assessments (Oxford Archaeology 2005);
- Specification for a standard desk-based assessment and walkover survey (Kent County Council; Draft);
- Scheduled Monuments and Nationally Important Non-Scheduled Monuments (DCMS 2013);
- Statements of Heritage Significance: Analysing Significance in Heritage Assets (Historic England 2019)
- Managing Significance in Decision-Taking in the Historic Environment: Good Practice Advice in Planning Note 2 (Historic England 2015a);
- JNAPC Code of Practice for Seabed Development (Joint Nautical Archaeology Policy Committee and The Crown Estate 2008);
- The Assessment and Management of Marine Archaeology in Port and Harbour Development (Historic England 2016);
- Ships and Boats: Prehistory to Present: Designation Selection Guide (English Heritage 2012);
- People and the Sea: A Maritime Archaeological Research Agenda for England (Ramsey et. al. 2013); and
- North Sea Prehistory Research and Management Framework (Peeters et al. 2009);
- Tilbury Fort Conservation Plan Draft V1 (Alan Baxter Associates 2018); and
- Assessment of Settings, Thurrock Scheduled Ancient Monuments (Place Services, Essex County Council 2019).

3.5 Assessment criteria – Significance

3.5.1 Significance (for heritage policy) is defined in NPPF Annex 2 as:

'The value of a heritage asset to this and future generations because of its heritage interest. The 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.'

3.5.2 Current national guidance for the assessment of the significance of heritage assets is based on criteria provided by Historic England in Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (English Heritage 2008). Within the guidance, significance is weighed by consideration of the potential for the asset to demonstrate differing 'values'.

3.5.3 These values are broadly analogous to the 'interests' defined by NPPF, which are used within this report, as per Statements of Heritage Significance: Analysing Significance in Heritage Assets (Historic England 2019). These are:

- Archaeological Interest: there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point;
- Architectural and Artistic Interest: these are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture;
- Historic Interest: An interest in past lives and events (including prehistoric). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity;

3.5.4 This assessment was also informed by the advice published by Historic England in the document entitled *Managing Significance in Decision-Taking in the Historic Environment: Good Practice Advice in Planning Note 2 (2015b)*.

3.6 Consultation

3.6.1 Consultation with stakeholders resumed in June 2020 and comments upon the Scoping Report for the EIA were received in July 2020. Comments received through the Scoping Opinion have been incorporated into this document. Ongoing consultation has taken place throughout the EIA process.

3.7 Site Visits

3.7.1 The Kent Project Site was visited on 15th December 2015, 5th and 8th February 2015 and 8th and 15th April 2015 for the previous iteration of the desk-based assessment. Tilbury was visited on the 30th July 2020 and the Kent Project Site was revisited on 31st July 2020. The aim of the visits were to assess the general aspect, character, condition and setting of the Site and to identify any prior impacts not evident from secondary sources. The Site visit also sought to ascertain if the Site contained any previously unidentified features of archaeological, architectural or historic interest.

3.8 Assumptions and limitations

3.8.1 Data used to compile this report consists of secondary information derived from a variety of sources, only some of which have been directly examined for the purposes of this Study. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.

3.8.2 The records held by the KHER and EHER are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within it is not complete and does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown.

3.8.3 The UKHO and NRHE datasets do not provide a record of all surviving marine heritage assets, but a record of known shipwrecks, aircraft crash sites, obstructions and recorded losses. The information held is not complete and is generally biased towards 19th century to modern shipwrecks, particularly those that pose navigational hazards. Additionally,

positional information associated with recorded losses are generally vague, and do not, except by chance, correlate to material on the seabed. Therefore the existing data does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown.

- 3.8.4 Exact details on construction methodology and design are currently unknown and as such broad parameters have been used, with a worst case scenario adopted where information is currently unavailable. The EIA for the London Resort is applying the Rochdale Envelope approach, and as such will retain a degree of flexibility. The assessment of effects will be undertaken for the ES Chapter 14: Cultural Heritage and Archaeology (document reference 6.1.14) based on the development proposals prepared for submission.

3.9 Copyright

- 3.9.1 This report may contain material that is non-Wessex Archaeology copyright (e.g., Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which Wessex Archaeology are able to provide for limited reproduction under the terms of our own copyright licences, but for which copyright itself is non-transferable by Wessex Archaeology. Users remain bound by the conditions of the *Copyright, Designs and Patents Act 1988* with regard to multiple copying and electronic dissemination of the report.

4 BASELINE RESOURCE

4.1 Introduction

- 4.1.1 The following section provides a summary of the recorded historic environment within the Study Area, compiled from the sources summarised above and detailed in the references section of this report. The aim is to identify the known and potential components of the archaeological resource that could be affected by the proposed development.

- 4.1.2 Heritage assets identified within the Study Area are listed in **Appendix 3**. The HER entries are assigned a unique number within the text and given a **WA** prefix for ease of reference. Archaeological Designated Heritage Assets are referred to by their NHLE number. Built Heritage Assets (both designated and undesignated) are considered within the Built Heritage Statement (Wessex Archaeology 2020a; document reference 6.2.14.2).

4.2 Archaeological designated heritage assets

Kent Project Site

- 4.2.1 Archaeological designated heritage assets within the Kent Project Site comprise (**Figure 2**):

Three Scheduled Monuments:

- **Palaeolithic Sites near Bakers Hole (List Entry 1003557)**. Located within the central corridor of the Kent Project Site and comprises two Scheduled areas. This area is also designated as a Site of Special Scientific Interest (SSSI) for its archaeological and geological value.
- **Neolithic Sites near Ebbsfleet (List Entry 1004206)**. Located within the central corridor of the Kent Project Site near to Ebbsfleet International Station and comprises two Scheduled areas, the western of which lies within the Kent Project Site, the eastern area lies outside DCO Order Limits, 85m to the east at its closest point.

- **Springhead Roman Site (List Entry 1005140)**. Located partially within the southern extent of the Kent Project Site adjacent to the A2. This comprises two scheduled areas adjacent to one another.

Essex Project Site

4.2.2 There are no archaeological designated heritage assets within the Essex Project Site.

Study Area

4.2.3 Scheduled Monuments within the 1km Study Area surrounding both the Kent and Essex Project Sites comprise (**Figures 2 & 3**);

Five Scheduled Monuments:

- **Roman enclosure SE of Vagniacis (List Entry 1004226)**. Located 140m to the south of the Kent Project Site.
- **Tilbury Fort (List Entry 1021092)**. Located 90m to the east of the Essex Project Site.
- **Aspdin's Kiln (List Entry 1004227)**. Located 420m to the east of the Kent Project Site.
- **Gravesend Blockhouse (List Entry 1005120)**. Located 650m to the south east of the Essex Project Site.
- **New Tavern Fort, Gravesend, including Milton Chantry (List Entry 1013658)**. Located 880m to the south east of the Essex Project Site
- **Medieval Woodland Boundary in Darenth Wood (List Entry 1013378)**. Located adjacent to the western boundary of the Kent Project Site, close to the A2.

4.2.4 Archaeological designated heritage assets located within the Study Area are depicted in **Figure 2**. Designated heritage assets that constitute built form are considered within the Built Heritage Statement (WA 2020a). There are no designated marine heritage assets within the Study Area.

4.3 Previous studies within the Kent Project Site (Figures 3-5)

4.3.1 A very large number of previous studies have been undertaken within the Kent Project Site. These are summarised below and details of archaeological remains are discussed further in **section 4.5**. For ease of reference archaeological events have been referenced using the identification number given by KHER.

19th century and early 20th century investigations

4.3.2 There has been an archaeological interest in the Ebbsfleet area for over 100 years. The extensive quarrying of the area led to chance discoveries of Palaeolithic artefacts which were followed up by archaeological investigation. Due to the date of the excavation and the methods used some of the recording is incomplete and below modern standards of archaeological recording. These early investigations were focussed largely on prehistoric discoveries and included;

- *Archaeological excavation by W.H. Steadman between 1909 and 1911 at the eastern edge of the Kent Project Site east of Ebbsfleet Station (EK3932);*

- *EKE3931 & EKE4706, Excavations by J.P.T Burchell in 1930s and 1950s at a Mesolithic and Neolithic Site, now a Scheduled Monument (List Entry 1004206). Reinvestigated by G Sieveking in 1960s;*
- *EKE3929 & EKE3930, Excavation at Rickson's Pit before quarrying took place. Revealed a large assemblage of Clactonian and Levalloisian remains (Tester 1955);*

4.3.3 A large number of Palaeolithic discoveries were made during the late 19th and early 20th centuries. Rather than being deliberate investigations most of this material was discovered as part of finds recovery during quarrying activity. Such material was recovered by Spurrell in the 1880s, by J Cross in 1906-08, and by Smith and Dewey in 1910.

Springhead Roman Town

4.3.4 The Roman settlement and ritual site of *Vagniacis* at Springhead has been known since at least the 19th century and has been investigated since this time. In the mid-20th century works associated with the construction of the A2 (EKE8919) led to the excavation of a large area of the Roman town. Following this smaller excavations for services were undertaken which also encountered Roman remains. A large number of investigations were undertaken within the Kent Project Site in advance of the construction of High Speed 1 (HS1). This included fieldwalking, geophysics, borehole surveys, trial trench evaluation, excavations, test pitting and watching brief. Previous works undertaken in the Springhead area within the Kent Project Site prior to the HS1 works are as follows;

- *EKE8919, Excavations at Springhead Roman Town between 1950 and 1965 by Gravesend Historical Society to the north and south of A2.*
- *EKE8929, evaluation and geophysics undertaken in advance of A2 widening. Confirmed the presence of Roman Road. Followed up with a watching brief.*
- *EKE8243 fieldwalking, EKE8245 Geophysics, watching brief EKE8906 and EKE8396 undertaken within the Scheduled Monument of Springhead between 1993 and 1997.*
- *EKE8910 & EKE8143 Evaluation at Springhead Garden Centre discovered a metalled surface, pits and possible structures.*

Investigations for High Speed 1 (HS1)

4.3.5 A detailed programme of archaeological evaluation, excavation and mitigation was undertaken prior to the construction of the High Speed 1 railway line and associated infrastructure. This included the area for the railway line, the Ebbsfleet International Station and a junction with the A2. These works included fieldwalking, geophysics, borehole surveys, trial trench evaluation, excavation, test pits and watching brief. Principle Sites included ARC SPH00 (sanctuary site), ARC ERC01 (Ebbsfleet River Crossing), ARC SHN02 (roadside settlement), ARC WCY02 (walled cemetery), ARC 324E02 (Watching Brief), WA 51724 (part of roadside settlement) ARC ESG00 (Ebbsfleet Sports Ground), ARC EBB01 (villa/mill site; western complex wetlands) ARC NKL 02 (North Kent Line and ARC 342W02 (watching brief).

Further work at Ebbsfleet and on Swanscombe Peninsula

4.3.6 Outside of the works for HS1 other investigations have been undertaken on the Swanscombe Peninsula. These have included a number of watching briefs predominantly upon geotechnical works, evaluation for the South Thameside Development Route (STDR), and monitoring of test pits and boreholes for a sewerage pipeline. The North Kent Coast



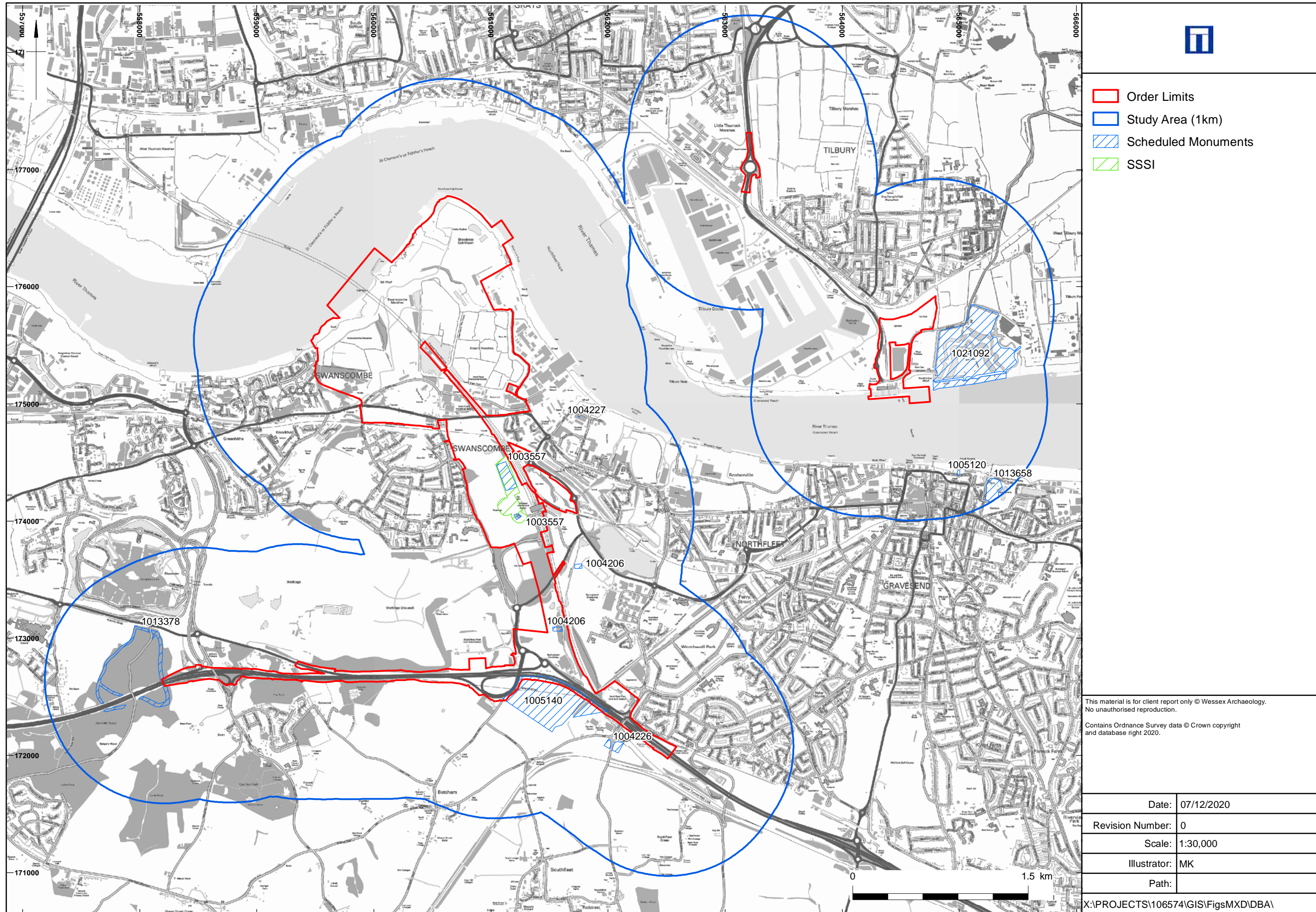
Rapid Coastal Zone Assessment covered the Peninsula which comprised field survey and visual assessment of the coastline. Recently work has been undertaken on the banks of the Ebbsfleet for the Springhead Bridge Works (Wessex Archaeology forthcoming).

Further work around the A2

- 4.3.7 Adjacent to the CTRL site of ARC SHN02 was an evaluation, excavation and watching brief undertaken for the relocation of the Glasshouses at Springhead Nursery (EKE8527, EKE8582) (Wessex Archaeology 2004) and a watching brief was undertaken at Springhead service station (EKE8398).
- 4.3.8 Ahead of the A2 widening scheme an archaeological excavation was undertaken (EKE12173 & EKE5405).
- 4.3.9 Investigations have also been undertaken at Northfleet East Substation (EKE8535) and immediately to the north of the Kent Project Site at Wingfield Bank (EKE12988) in advance of the construction of a superstore.

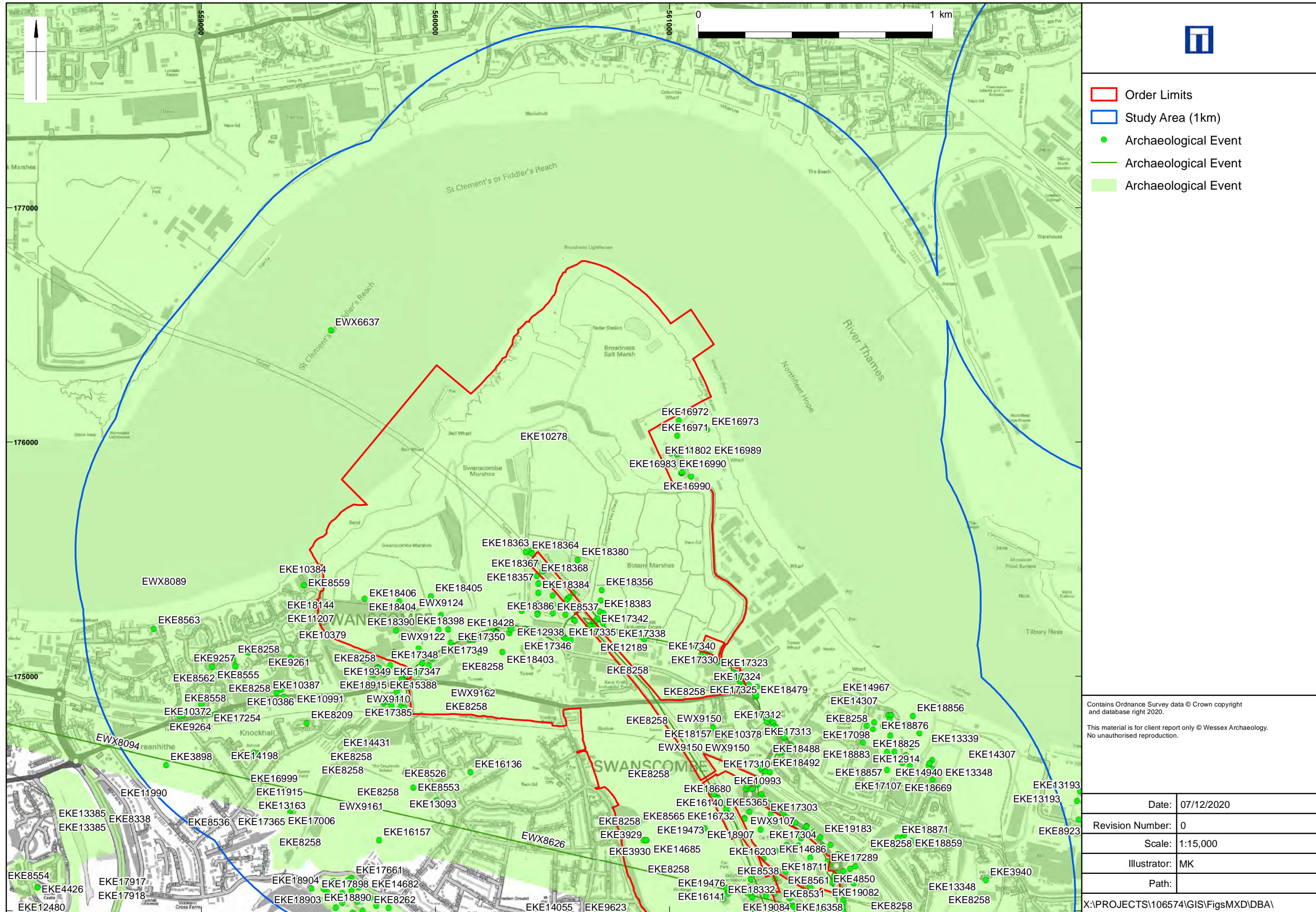
Archaeological Work Undertaken for the London Resort

- 4.3.10 Archaeological investigation has been undertaken for the London Resort, to date these investigations have comprised;
- *Geophysical Survey, Land South of the A2, Detailed Gradiometer Survey (Wessex Archaeology September 2016), (this area now lies outside of the Kent Project Site to the south);*
 - *Archaeological Evaluation (trial trenches and test pitting), Land North of Springhead Nursery (Wessex Archaeology 2017);*
 - *Geophysical Survey, Swanscombe Peninsula, Electrical Resistivity Tomography (ERT) and Electromagnetic Induction (EMI) Survey (Wessex Archaeology September 2017)*
 - *Monitoring of Geotechnical Boreholes (2015) by a geoarchaeologist.*



The Project Sites and Scheduled Monuments within 1km Study Area (based on NHLE)

Figure 2



- ▭ Order Limits
- ▭ Study Area (1km)
- Archaeological Event
- Archaeological Event
- ▭ Archaeological Event

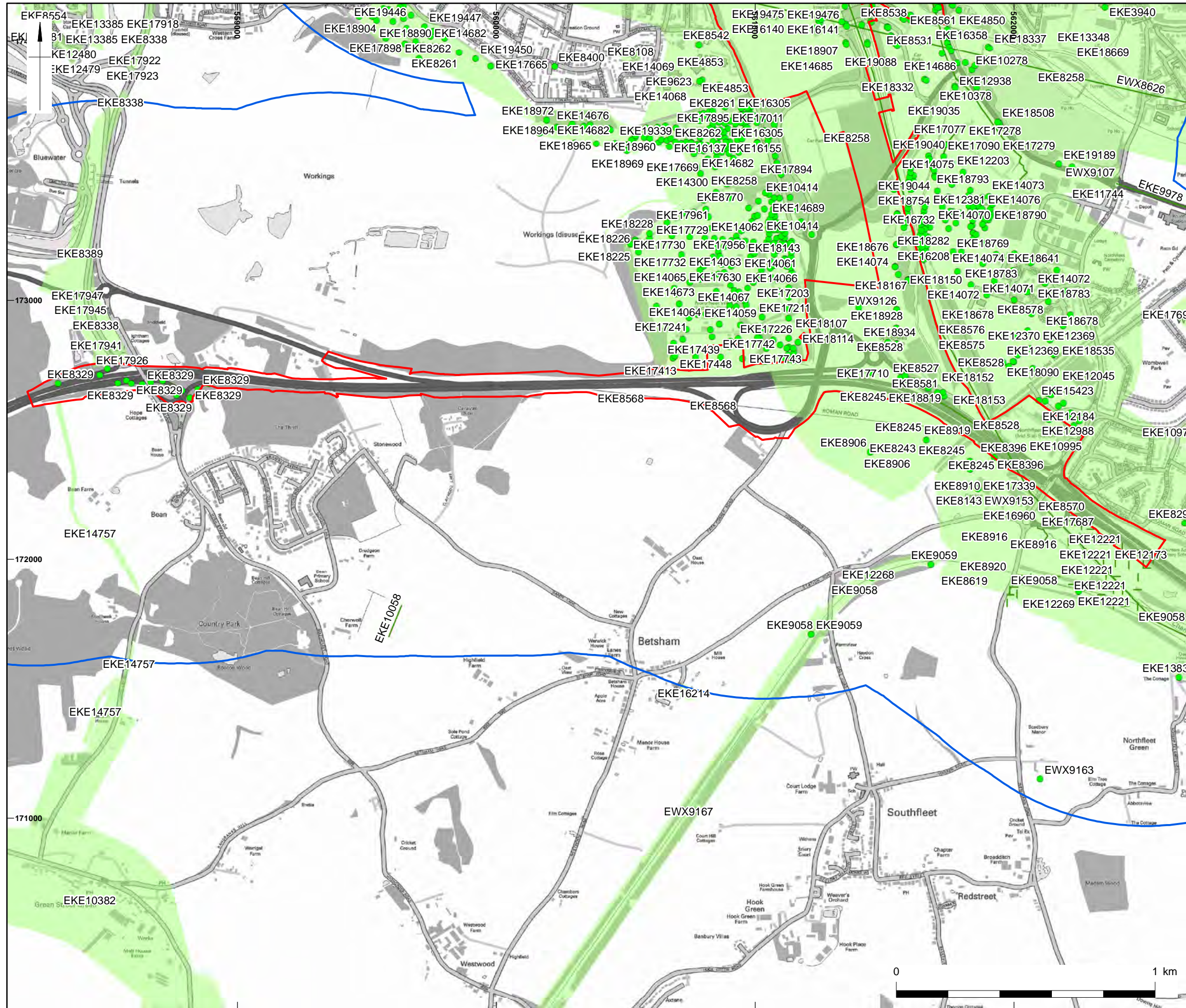
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Archaeological Investigations within the Kent Project Site (north)

Figure 3



- ▭ Order Limits
- ▭ Study Area (1km)
- Archaeological Event
- ▬ Archaeological Event
- Archaeological Event

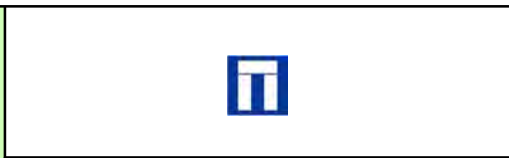
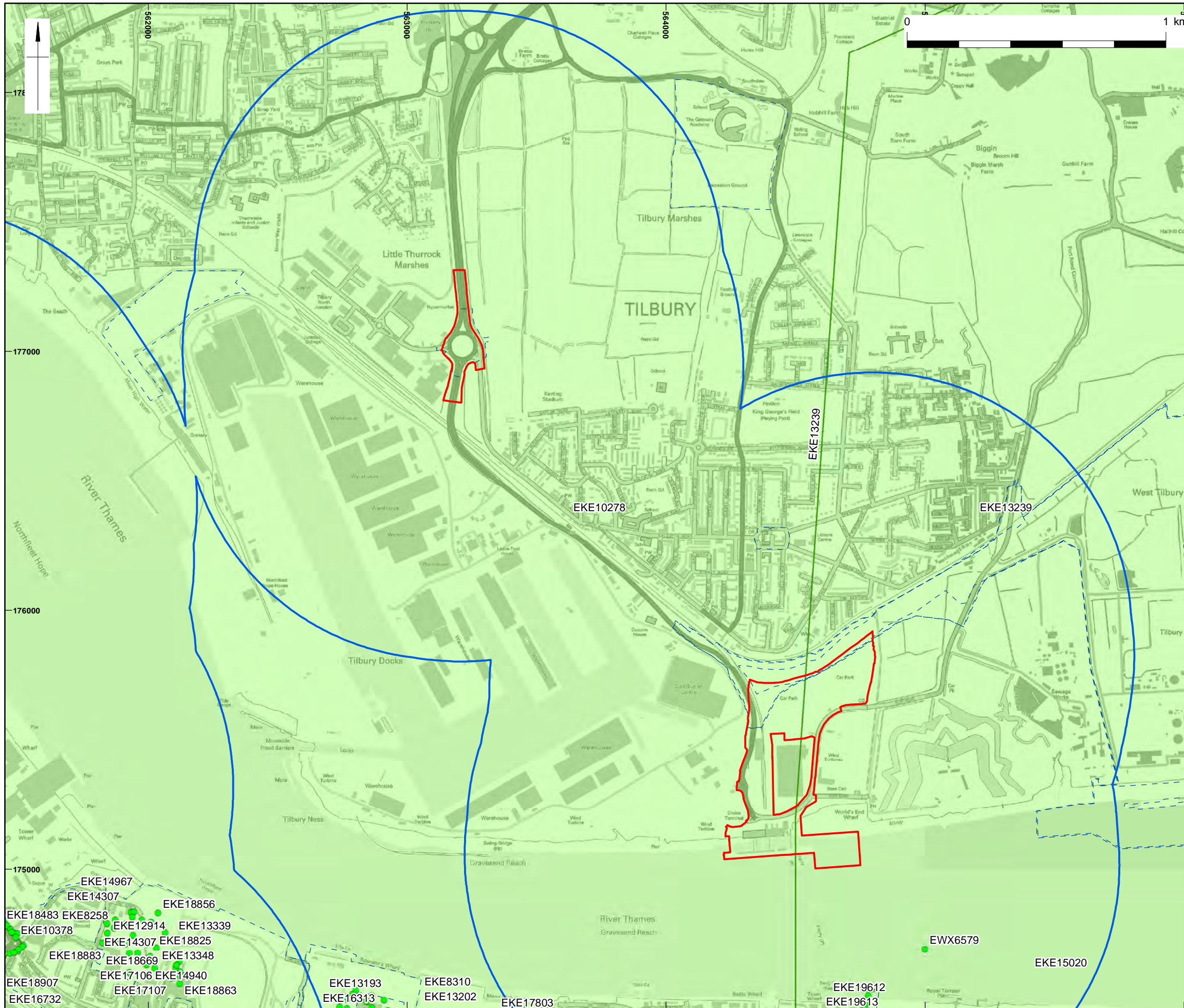
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Archaeological Investigations within the Kent Project Site (south)

Figure 4



- ▭ Order Limits
- ▭ Study Area (1km)
- Archaeological Event
- Archaeological Event
- ▭ Archaeological Event
- - - Previous WA Site

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Archaeological Investigations within the Essex Project Site

Figure 5

4.4 Previous studies within the Essex Project Site (Figure 5)

- 4.4.1 No previous intrusive archaeological investigations have been undertaken within the Essex Project Site. A non-intrusive earthwork survey is known to have taken place within the Essex Project Site in 1989 which identified linear earthworks associated with ridge and furrow (WA1086).

4.5 Topography, Hydrology and Geology

Kent Project Site

- 4.5.1 The Kent Project Site comprises distinct topographical areas, the low lying peninsula in the north, the developed area on the top of the chalk cliff and the area to the south around the A2 and the Ebbsfleet Valley. The Swanscombe Peninsula is a low lying area of land situated on the River Thames floodplain. Due to previous industrial works on the peninsula the topography is varied. Botany Marsh on the east of the peninsula lies at a height between 1.09m above Ordnance Datum (aOD) and 2.5m aOD. Broadness Marsh on the tip of the peninsula is varied between 3.00 aOD and 13m aOD. Swanscombe Marsh in the western part of the peninsula varies between 2.00-5.00m aOD. Due to the previous cement works established on the peninsula, tips of Cement Kiln Dust (CKD) are present across this area.
- 4.5.2 The central area of the Kent Project Site, to the south of the peninsula lies at an elevation of 9m at its northern extent rising to 18m at Ebbsfleet Station and lowering to 7m at the Ebbsfleet Valley. The Ebbsfleet river valley lies between Swanscombe and Northfleet. The Ebbsfleet is a small partly tidal stream which feeds into the Thames Estuary. Today it is partly dried up, but it rises at Springhead and continues 2km north to the estuary. In the past the Ebbsfleet and the spring have shaped the settlement pattern and use of the area.
- 4.5.3 The underlying geology within the Kent Project Site is mapped by the British Geological Survey (BGS) as predominantly comprising chalk bedrock but some areas within the southern part of the Site are recorded as Thanet Formation Sand (Figure 6). A small pocket of Lambeth Group Sand Silt and Clay is recorded at the A2 with a small pocket of London Clay.
- 4.5.4 Superficial deposits of alluvium are mapped across the peninsula, forming part of the Thames floodplain sequence, largely comprising fine-grained alluvium interbedded with layers of peat. In other areas of the Kent Project Site, small patches of head deposits and river terrace deposits have also been recorded (Figures 5 & 6).

Essex Project Site

- 4.5.5 The Essex Project Site is situated on the River Thames floodplain immediately to the north of the modern course of the River Thames. The northern part of the Essex Project Site lies at an elevation of approximately 1.7m aOD which rises to the south to approximately 4m aOD, likely due to land reclamation and flood defences closer to the river.
- 4.5.6 In times of marine transgression (sea level rise) the Essex Project Site would have become increasingly prone to regular flooding by seasonal and tidal high water. However in times of marine regression the area is likely to have been able to support seasonal grazing. Over time and through the efforts of human intervention the area became more stable for pasture through flood defences and drainage efforts and eventually stable enough to be developed for industry in modern times.
- 4.5.7 The British Geological Survey records the Site to be underlain by Cretaceous Seaford and Newhaven Chalk Formation Bedrock. The bedrock is overlain by Late Devensian sands and gravels of the Shepperton Gravel Member, and in turn by a deep sequence of Holocene

estuarine alluvium, in places approximately 18m thick and preserving a series of interbedded peats variously dating from the Mesolithic to Iron Age (**Figures 5 & 6**).

4.6 Geoarchaeological Background

4.6.1 The superficial geological deposits present across the Site primarily reflect the influence of periglacial riverine and estuarine processes occurring during successive cold and warm stages. The key superficial deposits present across the Site are summarised below and considered in relation to both the Kent and Essex Project Sites (**Figure 6**).

- **River Terrace Deposits** – representing former floodplain deposits of Middle-Late Pleistocene date. Deposits can include coarse-grained fluvial sands and gravels and solifluction deposits laid down during cold stages, and fine grained organic rich units formed during interglacial and interstadial phases. River terrace deposits across the scheme are likely to belong to the Shepperton Gravel Member but obscured beneath overlying Holocene deposits. The Shepperton Gravel Member represents the final phase of Pleistocene fluvial deposition (17-12 Kya ‘thousand years ago’), laid down in a cold climate braided river environment. The Shepperton Gravels may contain Palaeolithic archaeology and fossiliferous organic deposits with palaeoenvironmental potential. Deposits of the East Tilbury Marsh Gravel may also be locally preserved, equivalent to the Kempton Park terrace and dating to between MIS6 and early MIS2 (~160-25Kya), laid down in a braided river and with potential to preserve late Middle Palaeolithic archaeology.
- **Head** – can be formed through different processes and include aeolian, alluvial, colluvial and soliflucted material. Deposit sequences can encompass units deposited during the Pleistocene and also include Holocene colluvium. These deposits may also contain eroded and redeposited artefacts and seal underlying stratigraphy including archaeology and palaeoenvironmental remains.
- **Alluvium** – fine grained deposits volumetrically representing the primary component of the ‘Thames floodplain sequence’ mapped along the floodplain of the Lower Thames Estuary (defined as the area between central London and the Isle of Sheppey). The alluvium comprises variable sequences of clays, silts and sands, representing channel fills, mudflats and saltmarsh forming under rising post-glacial sea-levels. Although alluvium has a low geoarchaeological potential it may contain or mask archaeology.
- **Peat** – comprises partially decomposed organic matter preserved within waterlogged anaerobic (oxygen-free) conditions. Peat represents distinct phases of lowering and/or stable sea-level rise when semi-terrestrial plant communities (e.g. tall-herb swamp and carr-woodland) replaced tidal mudflats and saltmarsh. Peat units vary in thickness from a few centimetres to over a metre or more, forming laterally and horizontally variable deposits in alluvium, typically dating to between the late Mesolithic and Iron Age. The geoarchaeological and archaeological potential of peat is high, containing a range of botanical remains (e.g. pollen and plant macrofossils) representing important archives on past palaeoenvironmental change and human land-use. Numerous prehistoric timber structures have also been recorded from peat across the Lower Thames Estuary.

Kent Project Site

4.6.2 Geoarchaeological investigations were undertaken within the southern and central area of the Swanscombe Peninsula in advance of construction of the Channel Tunnel Rail Link

(CTRL). These investigations identified a sequence of late Pleistocene Gravels belonging to the Shepperton Gravel Member, overlain by Holocene deposits (Bates and Stafford 2013).

- 4.6.3 The Holocene deposits comprise alluvial sediments forming part of the Thames floodplain sequence of deposits encountered widely across the Lower Thames Estuary. The Thames floodplain deposits comprise a range of sediments that have variously accumulated over the last approximately 11,500 years under the influence of rising post-glacial sea-levels.
- 4.6.4 Devoy (1979) investigated the deposits on Broadness Marsh (northern Swanscombe Peninsula) through four boreholes, identifying a sequence of alluvial silty clays interbedded with three peat layers overlying Pleistocene sands and gravels at -9.5mOD. The peats dated from the late Mesolithic to Late Bronze Age (5970-5560, 4440-4000 and 1220-810 cal. BC); the second peat was recorded up to 2m thick, with thinner basal and upper peats.
- 4.6.5 Geoarchaeological work to the south along the line of the CTRL identified a variable sequence of peats and alluvium, with between one to three peats recorded along the route, including a thick peat consistently present in boreholes across the Peninsula. Peat deposits along the line of CTRL produced radiocarbon dates from the late Mesolithic date to Bronze Age (from c. 6600 to 1500 cal. BC) (Bates and Stafford 2013).
- 4.6.6 A recent ERT survey across the peninsula (Wessex Archaeology 2017) detected a wide range of deposits. The aim of the geophysical survey was to provide information on the stratigraphic units across the peninsula, in particular the locations of any raised sand and gravel islands, major channels, and alluvium/ peat deposits and, thus characterise the landscape in terms of archaeologically relevant topographic features.
- 4.6.7 Made ground is present across the peninsula including two large mounds of Cement Kiln Dust (CKD) with the centre of the Kent Project Site. Between 4-6m of made ground is suggested within the centre of the Kent Project Site.
- 4.6.8 The ERT surveys suggest significant variation in the upper surface of the river terrace sands and gravels in the form of undulations that could represent the location of former channels. The surface of the gravels appears higher in the centre of the Kent Project Site (Wessex Archaeology 2017). These channels have the potential to preserve localised thin peat units dating to the Mesolithic. Laterally more expansive peat units are present across the Peninsula reflecting the expansion of semi-terrestrial plant communities across the expanding floodplain of the Thames during periods of reduced and/ or stable sea-level tendencies.
- 4.6.9 Previous work undertaken in the Ebbsfleet Valley also identified complex alluvial deposits within the base of the valley consisting of clay-silt and organic silts/peats. A peat forms the main sediment between two clay-silt units and forms a basal woody peat and an upper reed peat. At Freemasons Road, a double post alignment was recorded preserved in the peat, dated to 1410-1220 cal. BC and interpreted as the remains of a timber trackway (Goodburn and Stafford 2012) At the valley sides it is likely that these deposits meet colluvial deposits washed from the valley sides. The Holocene sediments overlie sand and gravel units of late Pleistocene age which overlie chalk bedrock in many places (Bates and Stafford 2013).

Essex Project Site

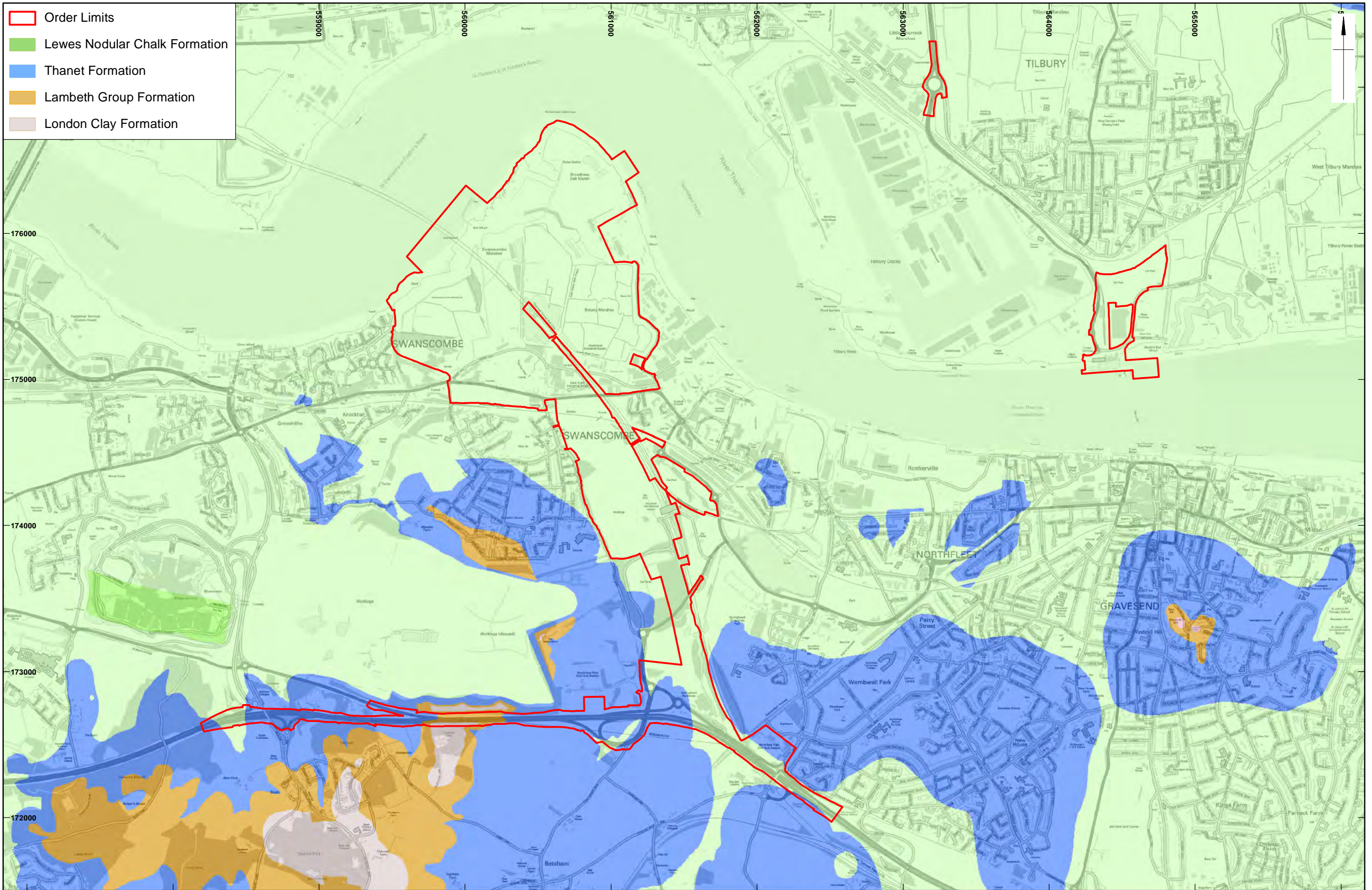
- 4.6.10 Tilbury is considered to be the type site for palaeoenvironmental and relative sea level studies evidencing the environmental history of the River Thames. Geoarchaeological work within the area surrounding the Essex Project Site has been undertaken since 1889 when

Spurrell identified a thick sequence of alluvial and peat deposits during the construction of Tilbury Docks.

- 4.6.11 The sequence of peat and alluvial deposits in the Tilbury area was studied extensively by Devoy (1979) who developed a stratigraphic framework for the Holocene sequence using data from sites throughout the lower Thames Estuary from Crossness to the Isle of Grain. Devoy's framework remains important for the examination of the peat deposits and can form a useful basis for assessing organic sediments identified during ground investigations.
- 4.6.12 The Holocene peat and alluvium at both the Kent and Essex sites forms part of the wider Thames Floodplain sediments, but exhibiting variation in response to topography, land-use, hydrology and also the significant role of sediment autocompaction in the lateral and horizontal deformation of deposits.
- 4.6.13 Devoy (1979) identified five regressive phases represented by peat deposits (termed Tilbury I-V), forming the stratigraphic framework for the Holocene sequence in this area, investigated during more recent work at Tilbury Fort, the London Distribution Park, the former Tilbury Power Station, and for the Tilbury 2 development.
- 4.6.14 The upper of these five peats (Tilbury IV and V) were only locally preserved, with the basal peats (Tilbury I-III) most widely developed. At Tilbury these peat deposits occur between c. -16.5 to 0mOD and date from between the late Mesolithic and Iron Age (broadly from c. 7300–500 cal. BC) (Devoy 1979; Wessex Archaeology 2015). Many of the deepest and earliest peats (Mesolithic) are likely to have formed within channels incised into the underlying Pleistocene sands and gravels (Shepperton Gravel), with later peats (Neolithic and Bronze Age) forming extensive beds extending across the broad mid-Holocene floodplain.
- 4.6.15 The boreholes and subsequent deposit modelling have identified Late Devensian Shepperton gravel overlain by a sequence of Holocene alluvial sediments (including peats) buried beneath modern made ground. The Shepperton Gravels in the area represent a cold-climate braided river channel, representing the final phase of Pleistocene fluvial deposition (17-12 Kya).
- 4.6.16 The surface of the gravel is relatively even, although there is thought to have been an area of higher gravel to the west of the Tilbury 2 Site which may have been elevated from the surrounding floodplain in the Mesolithic/Neolithic period.
- 4.6.17 Thin short-lived peats are likely to represent reed swamp environments forming between phases of estuarine saltmarsh and mud flats, but where peat formation occurs over longer timeframes these reed swamps are often succeeded by sedge fen and wet carr woodland (containing boggy pools and pockets of sedges and reeds).
- 4.6.18 Palaeoenvironmental investigations at the London Distribution Park indicated episodes of burning and changes to vegetation during the prehistoric period which may indicate human modification of the surrounding vegetation.
- 4.6.19 The dynamic wetland environment of the floodplain, both of the Kent and Essex Project Sites, will have offered numerous opportunities for human exploitation. This was most likely focused on channel edges and adjoining higher ground in the Mesolithic. As the floodplain expanded activity is likely to be concentrated along the floodplain edge with more specialised activities occurring with the wetland related to hunting, fowling and fishing.



Isolated persistent islands of elevated dry ground in the wetland may have acted as continued foci for human activity.



- Order Limits
- Lewes Nodular Chalk Formation
- Thanet Formation
- Lambeth Group Formation
- London Clay Formation

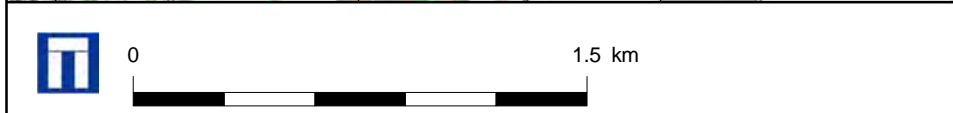
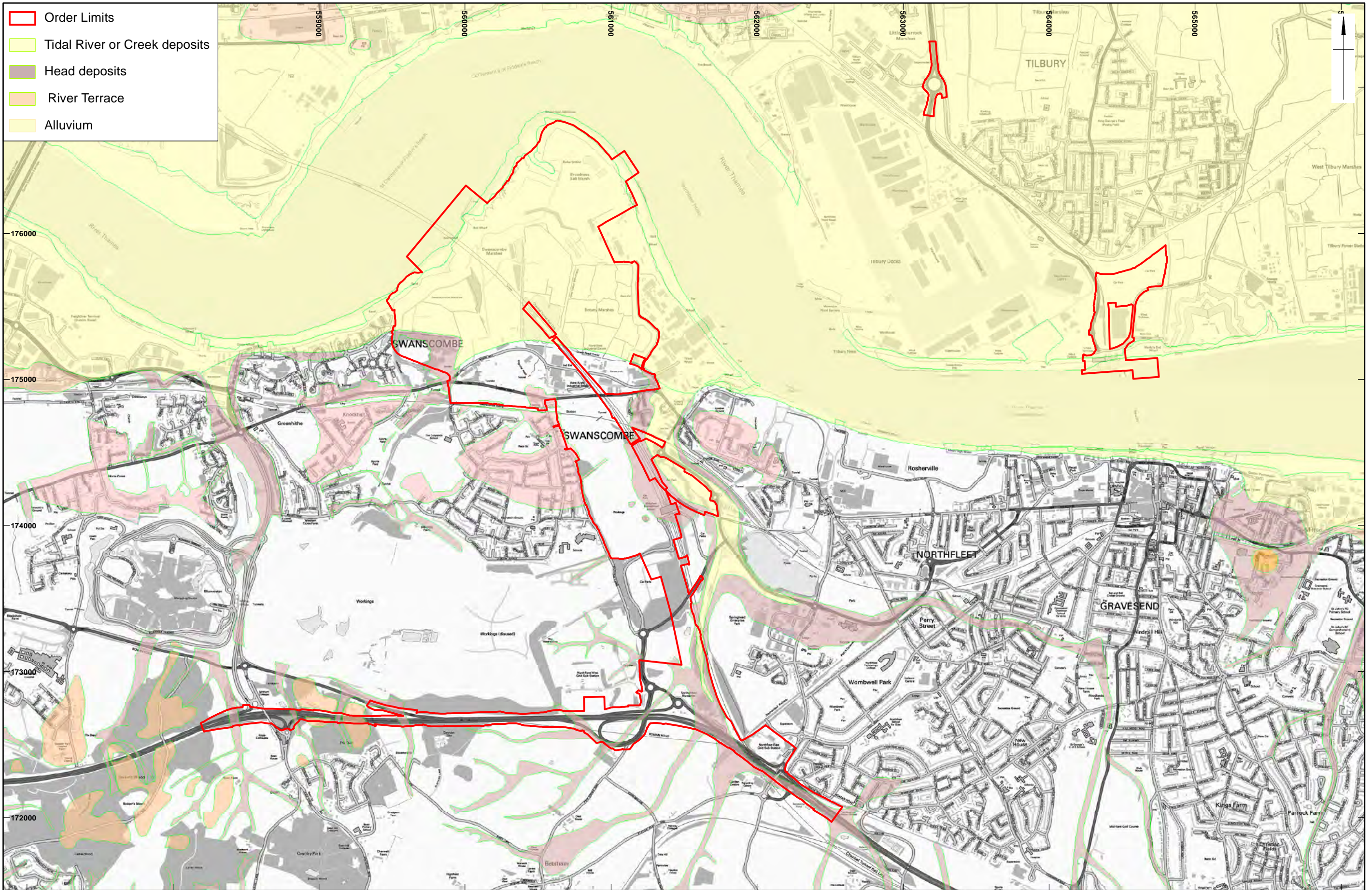


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Kent and Essex Project Sites and bedrock Geology (based on British Geological Survey)

Figure 6



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Kent and Essex Project Sites and Superficial Geology (based on British Geological Survey)

Figure 7

4.7 Archaeological and historical context

- 4.7.1 The following section is a summary of the archaeological and historical development of the Project Sites and the Study Area (as described in **section 3.2** above), compiled from the sources listed above. The likelihood of as yet unrecorded archaeological remains within the Project Sites is informed by the consideration of the known heritage assets within the Study Area, in conjunction with the geology and topography of the area described above.
- 4.7.2 The Kent Project Site and Essex Project Sites are divided by the River Thames, for ease the Project Sites have been separated below under each period heading. Records obtained from the NHLE, KHER, EHER and other sources are listed in **Appendix 3** and illustrated in **Figures 8–17**.
- 4.7.3 For the marine Study Area, records obtained from PastScape that refer to known, located sites and findspots are compiled, by period, in **Appendix 4**. UKHO records of wrecks, obstructions and fouls are listed in **Appendix 5**. These sites are illustrated in **Figures 18–19**. The NRHE data also includes Recorded Losses, records of lost vessels whose remains have not been found on the seabed, and are grouped together into 'Named Locations'; the Recorded Losses have been compiled in date order in **Appendix 6**, but are not included in the figures, as they are not, except by chance, located at the co-ordinates listed in the data.

Palaeolithic (970,000–9500 BC) (Figure 8)

Kent Project Site

- 4.7.4 The Palaeolithic potential of the Kent Project Site in particular Baker's Hole is considered within the Palaeolithic Desk-Based Assessment and the Palaeolithic Characterisation of the Site (Wenban-Smith & Wessex Archaeology 2017). As such a brief summary of the Palaeolithic potential of the Kent Project Site is provided below.
- 4.7.5 Boyn Hill/Orsett Heath deposits found between Dartford Heath and Northfleet have produced internationally significant Lower Palaeolithic Hominin remains, archaeology and associated environmental datasets. At Barnfield Pit an early human fossil skull, extensive Lower Palaeolithic archaeological assemblages and wide-ranging environmental datasets have been recovered from these sediments (Conway et al 1996).
- 4.7.6 The earliest known deposits within the Ebbsfleet Valley are associated with the Ebbsfleet Elephant Site, Southfleet Road, located immediately to the west of the Kent Project Site. The deposits here are found between 25-28m aOD and primarily consist of fluvial and lake marginal units dating to MIS 11 (424-344 KA). These deposits have produced Lower Palaeolithic artefacts associated with extensive remains of a straight tusked elephant (*Palaeoloxodon antiquus*). The lithology of the fluvial gravels within this sequence demonstrate that they belong to an early course of the Ebbsfleet and are not part of the Boyn Hill/Orsett Heath terrace of the River Thames. Excavations in the surrounding area have shown that these deposits extend to the west, east and the south.
- 4.7.7 The Ebbsfleet valley is also associated with nationally significant historic early middle Palaeolithic artefact and faunal collections (Smith 1911, Burchell 1933, 1935, 1936). Recent analysis of the historic lithic collections demonstrates that the bulk of this material can be attributed to the early Middle Palaeolithic and reflects the emergence of early Neanderthal behaviour adaptations in Britain (Scott 2011, Scott et al 2010, 2011). Later Middle Palaeolithic archaeology may also be associated with late Pleistocene fluvial and slope deposits in the valley (Wenban-Smith et al 2020).

- 4.7.8 The Kent Project Site contains two areas that are designated Scheduled Monuments known as Palaeolithic Sites near Bakers Hole which are located within the central corridor of the Site (**Figure 2**; 1003557) and are also within the Site of Special Scientific Interest (SSSI) which is designated for its geological and archaeological value. This is considered in detail in the Palaeolithic Desk-Based Assessment for this area (Wessex Archaeology & Wenban-Smith 2017).
- 4.7.9 Quarrying and archaeological research have produced flint artefacts, faunal remains and other biological evidence relating to climate and environment at numerous locations. The sequence identified at Barnfield Pit contained lithic and faunal remains incorporated in stratified fluvial sand and gravel units accompanied by biological palaeoenvironmental evidence. Undisturbed archaeological horizons preserving intact evidence of Lower Palaeolithic activity were present in one of the lower deposits and one horizon within the middle phase of the Barnfield Pit sequence produced an early human fossil skull (the Swanscombe skull), making it one of only two sites in England with Lower or Middle Palaeolithic hominid skeletal evidence.
- 4.7.10 Deposits within the Ebbsfleet valley have also produced significant quantities of Middle Palaeolithic material. In particular these contain lithics of a distinctive technology associated with early Neanderthals known as 'levalloisian' technique. The Ebbsfleet valley deposits have produced unique records in Britain of abundant well-provenanced Levalloisian lithic remains associated with deposits rich in a range of faunal remains.
- 4.7.11 Late Upper Palaeolithic material has also been recovered from deposits within the Ebbsfleet Valley, most notably from Ebbsfleet Green (North West Substation), where an important *in situ* assemblage of terminal Upper Palaeolithic (Long Blade) artefacts associated with a Palaeo-landsurface with colluvial deposits was found (MOLA 2017). Though these finds are nationally rare they seem to be particularly prevalent in the Thames basin. In the 19th century Henry Stopes retrieved surface finds from the Swanscombe area comprising two large blades and a core. A prolific long blade scatter was recovered from a site near springhead known as 'Burchell's lower floor' close to the head of the Ebbsfleet (Jacobi 1982). Further evidence of Long Blade material was discovered between Springhead Nursery and Pepperhill.
- 4.7.12 A large number of findspots dating to the Palaeolithic period have been recorded on the Historic Environment Record which are reproduced on **Figure 8**.

Essex Project Site

- 4.7.13 The lower Thames valley is rich in archaeological evidence dating the Palaeolithic period with many finds of flint hand-axes and other flint tools recovered from gravel terrace deposits bordering the Thames (Wymer 1999). However, there are the occasional sites where artefacts have occurred in sufficient quantity or in a state of preservation that suggests a primary context (Bridgland 2000: 1299). Due to the predominance of Holocene sediments in the marine Study Area, there is little potential for pre-Holocene archaeological artefacts to remain *in situ*. However, it is possible that derived or secondary artefacts which were transported by Holocene marine transgression could be present.
- 4.7.14 Prior to the Devensian glaciation, the marine Study Area was subject to somewhat extensive environmental changes. During periods when sea level fell, vegetation and fauna would colonise the exposed land close to the shoreline (Flemming 1996), providing a landscape suitable for hominid exploitation. River valleys such as the Thames provided particularly attractive environments for occupation during interglacial periods, as there was

ready access to fresh water, exposed raw materials for tools, open grassy floodplains and access to a variety of habitats up the valley sides (Wymer 1999: 41).

- 4.7.15 A number of Palaeolithic artefacts have been recovered from within the vicinity of the Essex Project Site including a collection of flint implements (**WA1047**), hand axe (**WA1046**), a worked flint recorded to have been found at Tilbury Dock (HER point is at Tilbury Fort) (**WA1048**) and a hand axe (**WA1049**). Numerous Palaeolithic flakes and hand axes have been dredged from the Thames (see **Appendix 4**).
- 4.7.16 The isolated finds recovered from within the area surrounding the Essex Project Site are indicative of at least sporadic low-level human activity during the Palaeolithic period in the areas. It is possible that additional flint artefacts dating to this period could be recovered from within the Essex Project Site from the gravel deposits, at depth, should such deposits be present beneath the Essex Project Site (see para 4.5.7 above).

Mesolithic (8500–4000 BC) (Figure 9)

Kent Project Site

- 4.7.17 Prehistoric evidence dating to the Mesolithic and Neolithic periods surrounding the Kent Project Site is generally comprised of a large number of findspots and isolated discoveries (**Figure 8**). Much of the Mesolithic evidence is comprised of residual finds within later contexts as such it is difficult to interpret the exploitation of the landscape from these finds.
- 4.7.18 During the Mesolithic period the Ebbsfleet was a meandering freshwater channel and the vegetation comprised open scrubby deciduous woodland with birch and hazel and an understorey of grasses, and ferns growing on the banks of the river around Springhead. More closed mixed deciduous woodland probably grew in the wider area. There is very little evidence of human impact on the landscape at this time (Bates and Stafford 2013). In the Lower Valley the floodplain environment would have become increasingly unstable and over time wetland environments began to expand at the expense of the drier areas. Saltmarsh and reedswamp are likely to have dominated these areas.
- 4.7.19 A Mesolithic scatter is recorded within the Kent Project Site scheduled as a Neolithic site (**WA101**; NHLE 1004206). The Mesolithic working floor was first recorded by Burchell in 1938 and then the uppermost floor was recorded again in 1960. The floor was found to contain a small proportion of microliths, a large collection of flint waste and some later artefacts including coarse pottery and two arrowheads.
- 4.7.20 During construction work for HS1 a concentration of unstratified struck flint were recovered around the head of the Ebbsfleet. Some of the flints were recorded as Mesolithic, earlier flints of Palaeolithic date and later disturbance from the Bronze Age was also recorded (**WA93 & WA90**). An assemblage of 755 flints from Springhead roman town were recorded.
- 4.7.21 Mesolithic evidence has been recorded outside of the Kent Project Site boundary with three Thames Picks found at Swanscombe (**WA92**). Flint implements found at Swanscombe were recorded 940m to the west of the Site. These included blades, flakes, cores, tranchet axes, scrapers and other axe types (**WA94**). A possible Mesolithic pit was recorded during excavation (**WA95**). Other Mesolithic finds were recorded to the west of the Site at **WA91** and **WA92**.
- 4.7.22 The presence of Mesolithic artefacts within and surrounding the Site suggest that the area was being utilised by transient groups at this time, perhaps attracted to the area by the combination of woodland, a natural spring and access to the Thames making it a favourable place for utilisation or temporary settlement. The Mesolithic finds discovered during the HS1

excavations were considered to be typical of other Mesolithic finds from the area comprising mainly of residual worked flints from later contexts. It has been suggested that the exact size of the Mesolithic group frequency of use of the site or the time that the site was occupied is difficult to ascertain from the finds assemblage (Wenban-Smith et al 2020).

Essex Project Site

- 4.7.23 Boreholes at various sites across the Lower Thames Valley have recorded deep deposits of Holocene alluvium interbedded with up to five peat layers variously dating from the Mesolithic to Iron Age. The alluvium represents saltmarsh and mudflat habitats accumulating under phases of sea-level rise with peat layers representing intervening periods of stable and/ or falling sea-levels when semi-terrestrial peat-forming habitats (swamp and carr-woodland) spread across the floodplain. To date no prehistoric settlement has been found within the Tilbury area however human interaction with the local environment is demonstrated by the recording of Palaeolithic and Neolithic flint artefacts found during the construction of Tilbury Docks. A watching brief at Tilbury Fort found a prehistoric scraper and three boreholes recorded alluvial marshland silts.
- 4.7.24 A partial skeleton was found in 1883 within a peat deposit 10m below ground level at the Tilbury Docks site and recent analysis has revealed that the skeleton is of Late Mesolithic date for which human remains are a very rare find. The depth of the find indicates that the Mesolithic landsurface is buried beneath several meters of alluvium. The layer is thought to equate to the late Mesolithic layer identified by Devoy (1977; 1979; 1980; 1982). The discovery represents a human presence at this time and potential utilisation of the landscape in this period. A Mesolithic tranchet axe is recorded as having been dredged from the Thames (**WA1052**).

Neolithic (4000–2400 BC) (Figure 9)

Kent Project Site

- 4.7.25 In the upper Ebbsfleet Valley a peaty land surface was discovered which contained well preserved pollen suggesting a predominantly wooded landscape during the early Neolithic dominated by lime, oak and hazel on drier ground with wet alder carr woodland on and along the fringes of the floodplain with an understorey of reed swamp. During the late Neolithic and early Bronze Age environmental evidence suggests increased woodland clearance on the higher drier areas and arable cultivation (Bates and Stafford 2013).
- 4.7.26 Two scheduled areas known as 'Neolithic Sites near Ebbsfleet' are located within and close to the Kent Project Site as mentioned above as Mesolithic evidence has also been recovered from the scheduled areas (NHLE 1004206). These areas were excavated by Burchell in the 1930s and due to the way in which the site was recorded there has been some difficulties interpreting what was found. However, as well as the Mesolithic evidence mentioned above, Burchell recorded artefact bearing horizons and other occupational evidence within Holocene Ebbsfleet alluvium. A fine assemblage of Ebbsfleet Ware pottery was discovered at Site 1 which lies 120m to the east of the Kent Project Site. This was later reinvestigated by Sieveking which produced similar artefactual evidence but also revealed the presence of waterlogged horizontal timbers of Neolithic date (**WA117**; Wenban-Smith et al 2020). The two sites were scheduled as a result of Sieveking's work in the 1960s.
- 4.7.27 Human remains interpreted as being of Neolithic date were discovered at Galley Hill, and later became known as Galley Hill Man (**WA110**). Discoveries of burials dating to the Neolithic period are relatively rare in Britain, however no further information is known about the discovery. A Neolithic polished axe was also found close by at Galley Hill (**WA118**) within the Kent Project Site.

- 4.7.28 Excavations undertaken at the Ebbsfleet Sports Ground, in the area of the existing Ebbsfleet Station, recovered flint tools dating to the Neolithic and Bronze Age and pottery of Neolithic date and in a similar area evaluation for CTRL (ARC EFT97) recovered a low level of residual Neolithic pottery (**WA115 & WA125**).
- 4.7.29 To the east and south of the sports ground investigation, evaluation for the South Thames-side Development Route 4 (STDR 4) was undertaken along the eastern edge of the Kent Project Site boundary. Artefactual material was recovered from deposits rather than from archaeological features. An Ebbsfleet Ware bowl was found upon the surface of a peat deposit in conjunction with burnt and worked flint, which was interpreted as possibly representing an *in situ* Neolithic land surface. From trench 9 large oak timbers at the base of the trench were thought to represent a Neolithic trackway although no evidence of working could be identified. Another section of Neolithic log and pole trackway was also discovered elsewhere within the STDR works (Area 4 Cofferdam) which comprised a NW-SE linear arrangement with clearly defined edges (Bates and Stafford 2013). A rim sherd of an early Neolithic bowl and a flint assemblage are also recorded from the STDR 4 investigations slightly north of these discoveries at the edge of the Kent Project Site (**WA122**).
- 4.7.30 Investigations undertaken as part of CTRL works for the Ebbsfleet river crossing to the east of the Kent Project Site encountered two concentrations of features dating to the Neolithic period including a group of pits and two hearths in a line adjacent to the river's edge (**WA130**) and a pit, a gully and postholes sealed by a spread of charcoal and burnt flint (**WA129**).
- 4.7.31 To the south of the Kent Project Site, close to the A2, features possibly dating to the Neolithic and Bronze Age periods were recorded, indicating settlement evidence along the edge of the natural spring-line. A number of postholes containing struck and burnt flint were identified and interpreted as possibly forming a structure. Contemporary pits nearby were interpreted as being used to collect water. It was interpreted that occupation of this site may have been seasonal during the drier months of the year (**WA109**).
- 4.7.32 Investigations for the Springhead Quarter development to the east of the Kent Project Site revealed Neolithic pits containing pottery as well as other residual finds of pottery and flint within later features (**WA102, WA104, WA107**). To the north of this, investigations at the Northfleet Water Treatment Works found Neolithic and early Bronze Age flints (**WA108**). A large number of Neolithic flint tools were recovered from the excavation area at the Northfleet Water Treatment Works and it is thought that this material had been washed downslope and that it had originated on the higher-ground to the south west which would have been more favourable for habitation (CAT 2008).
- 4.7.33 Activity during the Neolithic period appears to be concentrated around the river Ebbsfleet and the Ebbsfleet Valley. Similar to the Mesolithic period the dry-land activity of the early Neolithic is represented by residual artefacts in later archaeological deposits, in particular from the Ebbsfleet River Crossing (ARC ERC01). Late Neolithic and early Bronze Age evidence on the dry land around the Ebbsfleet valley is represented by clusters of pits and spreads of burnt flint also found at ARC ERC01 located adjacent to the former course of the Ebbsfleet (Wenban-Smith et al 2020).
- 4.7.34 A deposit of worked flint was discovered in the colluvial sequence at Springhead overlying the Mesolithic layers. The deposit was within a natural feature and is thought that springhead was the focus of the procurement and knapping of flints for use elsewhere (Wenban-Smith et al 2020).

- 4.7.35 Evidence dating to the Neolithic period across the area suggest a slightly more settled lifestyle with hearths and postholes suggesting that communities were staying in the area for longer periods. The inner basin of the Ebbsfleet was relatively dry during the Neolithic period and it is here that the possible in situ land surface was identified. There is also evidence for small scale vegetation clearance on the higher ground, possibly for domestic animals also indicating a more settled lifestyle. The knapping site found at Springhead also suggest the use of this area for tool industry in addition to the settlement areas further east. Investigations have found that habitation is likely to have occurred on the higher ground and the lower lying areas and the Ebbsfleet were used as a water source (Bates et al 2013).

Essex Project Site

- 4.7.36 A number of Neolithic finds have been recorded within the area surrounding the Essex Project Site which comprise a Neolithic flint axe head (**WA1055**), a Neolithic flint flake and Neolithic flint pick both found at Tilbury Dock (**WA1058, WA1057**) and a Neolithic flint axe head found at West Tilbury marsh (**WA1056**). Other findspots in the marine Study Area, recorded in the NRHE database, include Neolithic axes, a flint dagger, a pick and a flake (**Figure 17**). The proximity of these finds to the Essex Project Site, suggest that there is limited potential for further finds to be discovered within the Essex Project Site boundary, although any settlement is likely to have been located on the higher drier ground to the north.

Bronze Age (2400–700 BC) (Figure 9)

Kent Project Site

- 4.7.37 The Bronze Age brought about substantial changes to the landscape of the Ebbsfleet Valley. As communities became well settled, deforestation took place on a wider scale. Over time, this level of deforestation began to impact upon the slopes of the valley, eventually leading to the accumulation of colluvial deposits at its base. Similar deposits and at least one Bronze Age settlement were found at Springhead Quarter and it would suggest that there were well settled communities within the valley (Wenban-Smith et al 2020).
- 4.7.38 The sequence of 'ritual' use of the Ebbsfleet Valley may have begun in the Bronze Age with two Bronze Age barrows located next the springs. Within the CTRL site ARC SHP00, evidence for two overlapping ring ditches interpreted as middle Bronze Age barrows were recorded within the Kent Project Site. The earliest barrow lay entirely within the excavation area; however, its northern extent had been eroded by the spring. The central cremation had been truncated by the later Roman Road, however parts of the base of the pot and other fragments survived as well as flecks of burnt bone. Much of the later ring ditch lay outside of the excavated area and a contemporary hearth and pit were located adjacent to the ring ditch. The position of the barrows so close to the Ebbsfleet suggest that this area may have had a ritual/religious function as early as the Bronze Age (**WA145**). The barrows would not have been visible within the landscape when the Roman ritual site was established as they had been buried beneath a layer of colluvium by this time. To the north of these features a group of late Bronze Age pits were uncovered but these appeared to be isolated. Two gullies identified to the north of ARC SHP00 were assigned a Late Bronze Age to Iron Age date and were thought to have formed part of an enclosure or field system (Wessex Archaeology 2003c).
- 4.7.39 During excavations within ARC EBB01 another two possible ring ditches were found, surrounded by an enclosure (1.6km to the north of those at Springhead). These were situated further down the valley on the higher dryer ground and would have overlooked the wetland area. One of the ring ditches contained a central cremation of Bronze Age date and two other cremations were found nearby. HS1 investigations within the area also discovered

a series of lightweight wooden structures thought to represent temporary trackways or walkways along the former wetland edge, linking the areas of high ground. This is thought to represent a prehistoric routeway through the lower valley. A more substantial structure was found during the HS1 watching brief comprising a double row of timber piles. The size and layout suggest that it could have supported a walkway or even a bridge across an ancient watercourse (Wenban-Smith et al 2020).

- 4.7.40 There was a notable absence of any early or middle Iron Age finds or features at the head of the Ebbsfleet during the HS1 excavations suggesting almost a millennia between the late Bronze Age and the Late Iron Age use of the area, with no evidence for settlement in the upper part of the valley either. It seems that the focus in the early and middle Iron Age moved further south east to the area of Northumberland Bottom, where Late Bronze Age to early Iron Age settlement has been discovered (Andrews et al 2011).
- 4.7.41 Works for the Ebbsfleet River Crossing (ARC ERC01) were undertaken close to the eastern boundary of the Kent Project Site and worked flint assemblage of early Bronze Age date. Seven small pits were identified in the south of the area adjacent to the former edge of the river channel, as well as two possible hearths. A second phase of activity interpreted as a possible 'sauna' or features used for cooking were identified further north east within the Kent Project Site (Wenban-Smith et al 2020; 365-369).
- 4.7.42 A well-preserved middle Bronze Age (1410-1220 cal. BC) trackway was recorded within waterlogged deposits at the edge of the peninsula within the Kent Project Site. Two rows of double parallel stakes within exposures of brushwood and probably a wattle track were aligned NE-SW (**WA162**; Goodburn and Stafford 2012).
- 4.7.43 A possible Bronze Age surface was recorded during excavations close to Ebbsfleet Station at the edge of the Kent Project Site. This comprised a manmade surface of well sorted cobbles which covered a surface of wood and peat (**WA144**). A Bronze Age fence or fish trap was also discovered at Ebbsfleet Station close to the Kent Project Site boundary. Bronze Age pottery was found associated with the preserved wood and the peat deposit and was dated to the middle Bronze Age (**WA146**).
- 4.7.44 Work undertaken by Wessex Archaeology in 2008, 300m to the east of the Kent Project Site, revealed early Bronze Age activity comprising two small clusters of Bronze Age beaker pits containing a large number of worked flints and sherds of pottery. A possible placed deposit was found within one. In addition to the pit group other features included postholes and a triangular arrangement of clay lined pits (**WA134**; Wessex Archaeology 2008a). The same excavation encountered a middle and late Bronze Age field system; however part of the system may have been laid out in the Early Bronze Age and reorganised later. A fence line followed the line of the field system but no structural evidence was found. Other placed deposits were found within the later pits but no cremated remains were found within either of the pits. A deposit of finds within the terminal of a ditch contained a concentration of finds that was interpreted as perhaps being another placed deposit (**WA151**).
- 4.7.45 An excavation at the Northfleet Water Treatment Works to the east of the Kent Project Site, revealed a large number of artefacts dating to the Neolithic and Bronze Age periods however most of these were within secondary contexts and were considered to have been moved from their original place by fluvial processes and gravity. This suggests a settlement of Neolithic or early Bronze Age date somewhere within the area perhaps on the higher ground to the south west. Cut features comprising an enclosure ditch and a series of small features were dated to the Late Bronze Age, this could indicate some agricultural activity or animal enclosure away from the main settlement (CAT 2008).

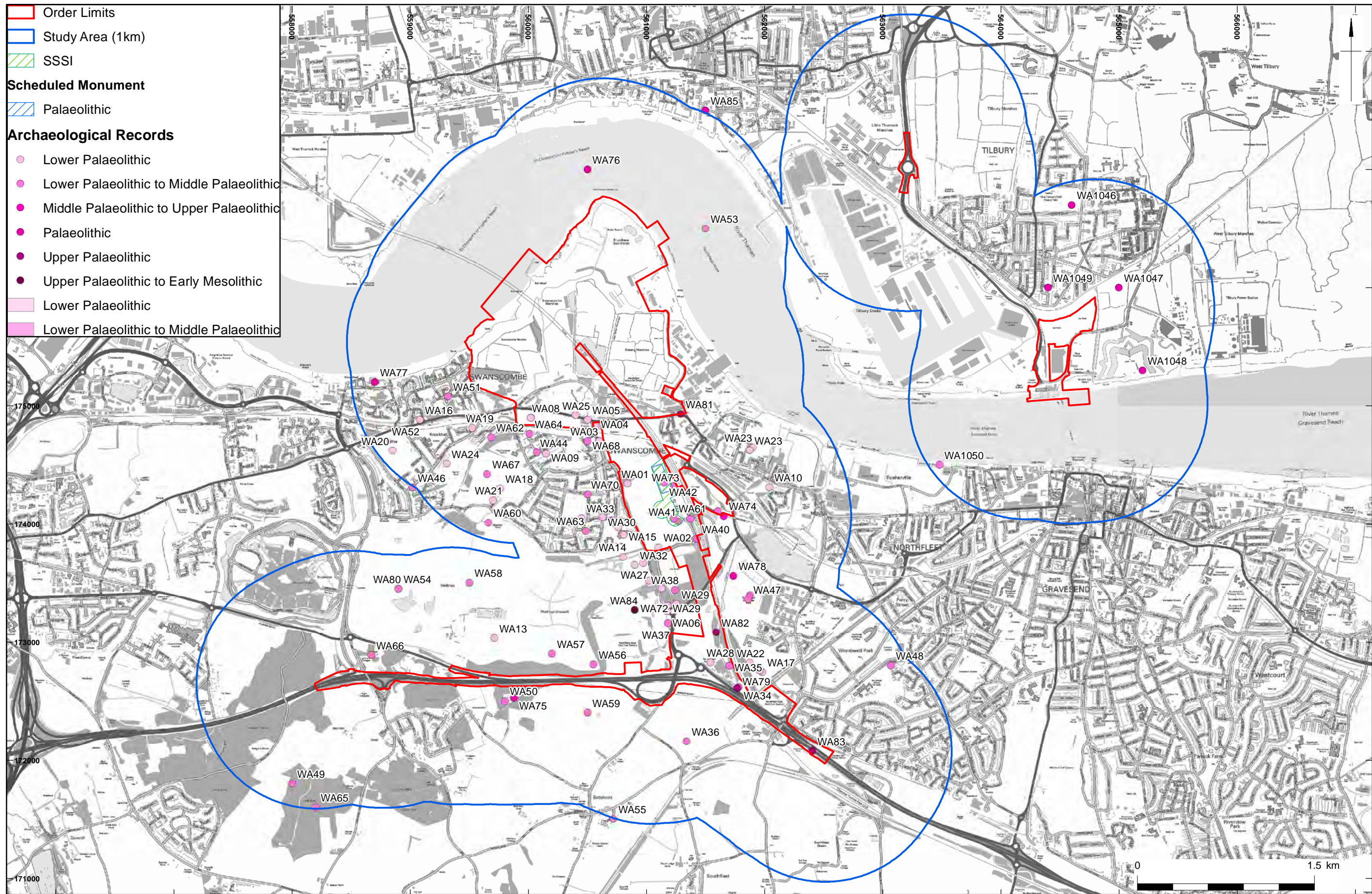
- 4.7.46 A Bronze Age ditch was found during excavations at Wingfield Bank, located close to the Kent Project Site in advance of the construction of a superstore at Pepperhill, thought perhaps to be an enclosure or boundary ditch (**WA152**). As this feature was truncated it is possible that other associated features could also have been lost (OA 2008).
- 4.7.47 Marine transgression within the Ebbsfleet Valley during the Bronze Age resulted in increasing wetness in the valley. At this time the tidal river was surrounded by mudflats and fringing saltmarsh, fen and reedswamp environments. As the woodland cover decreased in the surrounding area (likely due to human activity), the landscape is likely to have comprised open grassland with arable cultivation and some areas of oak and hazel wood (Bates et al 2013).

Essex Project Site

- 4.7.48 A borehole survey carried out for the installation of a biosolid dryer at Tilbury encountered paleoenvironmental remains which indicated the possibility for survival of Bronze Age features at a depth of 4m below ground level biosolid dryer site.
- 4.7.49 The NRHE data includes two Bronze Age findspots in the marine study area. One comprises the 'Broadness hoard' – a late Bronze Age hoard of 38 bronze barbed spearheads, two small knives, a tanged trunnioned chisel, a decorated flanged axe, and several hundred possibly Neolithic flints, that was dredged from the Thames in 1892 off the west side of Broadness, Swanscombe (NRHE 413528). The other is a Late Bronze Age fish hook (NRHE 413592), indicating the exploitation of marine resources during this period.

Prehistoric (970,000 BC–AD 43) (Figure 8)

- 4.7.50 A number of entries in the HER are given a non-specific prehistoric or later prehistoric date. During the North Kent Rapid Coastal Survey undertaken on the foreshore and inter-tidal area, natural brushwood was exposed upon the foreshore within peat or organic layers and was assigned a prehistoric date. Similar remains were found further north upon the foreshore consisting of organic clay containing roundwood, roots and animal bone.
- 4.7.51 Close to Ebbsfleet Station a ring gully and cremation burial were found and nearby linear features and burnt flint were also discovered, which are evidence of prehistoric activity in the area at this time. Close by at Bakers Hole a later prehistoric human skull is also recorded to have been found, outside the Kent Project Site boundary (**WA163**).
- 4.7.52 The NRHE data within the marine study area also includes a record of non-specific prehistoric date: a flint scraper dredged from the River Thames at Grays.



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The Project Sites and Archaeological Records dating to the Palaeolithic period (based on the KHER and EHER)

Figure 8

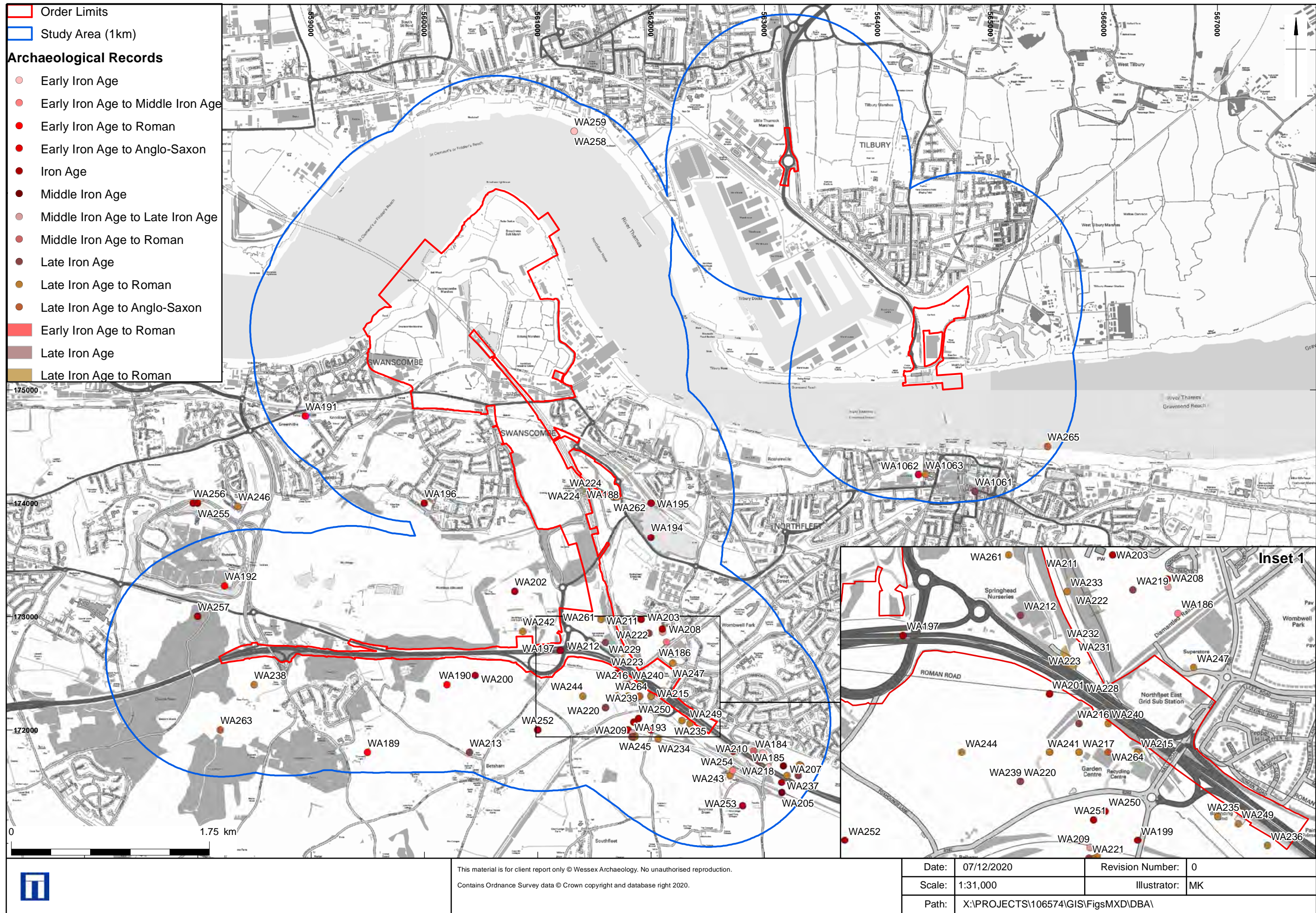


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The Project Sites and Archaeological Records dating to the Prehistoric periods (based on the KHER and EHER)

Figure 9



The Project Sites and Archaeological Records dating to the Iron Age (based on the KHER and EHER)

Figure 10

Iron Age (700 BC–AD 43) (Figure 10)

Kent Project Site

- 4.7.53 Comparative to the Late Bronze Age activity within the Ebbsfleet Valley there appears to be a contrast of apparent inactivity at Springhead in the early Iron Age. An enclosure found on the eastern side of the Ebbsfleet Valley suggests a slightly earlier (still Late Iron Age) occupation of the area prior to the activity at Springhead. It has been suggested that there was late Iron Age settlement perhaps spanning the period from 50BC to the conquest as well as a possible precursor to the temples here. Rather than the Iron Age activity representing an oppidum (which was a common pre-cursor to a Roman town), it is thought to represent an earlier sanctuary site. Excavations for CTRL (ARC SHP00), immediately to the north of the A2 revealed remains of what is thought to have been of ritual or ceremonial origin, just outside of the Kent Project Site. A processional way was recorded in this area flanked by two parallel ditches 15m apart, for a distance of 450m close to the crest of the slope overlooking the head of the Ebbsfleet. The processional way (**WA211**) led from the edge of the Ebbsfleet to a terrace which was a sunken feature which may have had a turf roof (**WA232**). The exact function of the terrace is unclear but it has been suggested that it may have been used as a viewing platform for observing rituals. Close to the processional way were a number of pits containing animal bone and pottery which may have been related to ritual (**WA229, WA231**). The pits cut into the processional way were thought to have defined its edge after the main ditch had silted up (Andrews et al 2011). Rather than the ritual focus being sited at the head of the springs, the Iron Age ritual focus appears to be further east overlooking the springs.
- 4.7.54 Groups of pits to the south of the processional way are also thought to have had a ritual function. Placed deposits were identified in two of the pits containing substantial parts of several pottery vessels and another which contained a horse burial. Much of the animal bone from the pits had been burnt and was perhaps suggestive of feasting activity overlooking the springs (**WA229, WA231**; Andrews et al 2011).
- 4.7.55 A rectilinear Iron Age enclosure was identified upslope from the processional way which contained a large number of postholes, however nearly all of these were undated or of a later date than the enclosure (**WA222**). Due to erosion it was unclear whether there was any direct access between the processional way and the enclosure. Part of a separate enclosure was identified in the area excavated to the south. Due to its position within a ritual landscape it has been suggested that the enclosure may have had some ritual function. Evidence for Iron Age settlement has been suggested to the south of the A2 by ditches, pits and gullies (Andrews et al 2011). A large number of coins were identified during the excavations at ARC SHP00. It is likely that some of them were ritually deposited as the deposition seems to have been focused around the Ebbsfleet although casual loss would have also played a part.
- 4.7.56 Additional Iron Age features were discovered to the east to the CTRL excavation at Springhead Quarter. The initial evaluation revealed a concentration of prehistoric features. During the phase 1 excavations a small number of late Iron Age to Roman ditches and gullies were identified. Phase 1A to the south of this revealed a large D shaped enclosure with smaller sub enclosures on its northern side. Two large pits were situated within the main enclosure. Phase II excavations revealed a continuation of the enclosure identified in the CTRL excavation, and showed that it had an extension to the east. Within the main enclosure were a moderate number of pits and postholes and a possible roundhouse. Another Iron Age enclosure was identified at the eastern extent of the excavated area which contained an entrance to the west and a six post rectangular structure (Wessex Archaeology 2008).

- 4.7.57 Just over 1km to the east of Springhead at Northumberland Bottom evidence of a large Late Iron Age/early Roman enclosure, associated structural remains and richly furnished high status burials have been discovered which is thought to relate to the activity at Springhead at this time. It is thought that Springhead was an important place and perhaps even a tribal centre in the late 1st century BC and the early 1st century AD. Many settlements along the north Kent coast which had good trade links and navigable rivers or estuaries became important due to increasing links between Britain and Gaul.
- 4.7.58 A natural hollow enclosed by a late Iron Age ditch was found in the northern part area excavated at Wingfield Bank (**WA247**; OA 2008) and it was thought that denser occupation could lie to the north of this area. Woodland continued to decrease throughout the Iron Age and Roman periods suggesting further clearance of the area for growing crops and keeping animals.
- 4.7.59 A series of 12 possible prehistoric pits were found containing burnt flint in the area to the east of the Roman villa site to the east of the Kent Project Site. These are assigned a Late Iron Age to Roman date (**WA262**). Three early Roman gullies were found nearby (**WA227**). At Ebbsfleet Station Late Iron Age remains were limited to three pits and a gully

Essex Project Site

- 4.7.60 There are no records from the Essex HER of Iron Age date recorded close to the Essex Project Site. It is likely that the area continued to be marshy throughout this time and unfavourable for habitation. It is likely that any settlement of this date would have been located on the higher drier ground to the north.
- 4.7.61 Finds from the Thames, and recorded in the NRHE data, comprise two Iron Age spearheads (NRHE 413544) and an early Iron Age bowl (NRHE 413583), both of which were found near Grays.

Romano-British (AD 43–410) (Figures 11 & 12)

Kent Project Site

- 4.7.62 The Site contains the Roman Town at Springhead known as *Vagniacis* during the Roman period. A Roman site at Springhead was referred to as early as the 18th century and a Roman milestone is recorded by Hasted between 1797 and 1801. The name *Vagniacis* is mentioned in the Antonine Itinerary and is thought to have meant 'estate of' or 'by the marshy place' (Andrews et al 2011).
- 4.7.63 The discovery of the walled cemetery at Pepperhill was one of the first excavations undertaken within the vicinity of Springhead. Reverend Rashleigh records the accidental discovery of two cremation urns and part of a glass vessel by men ploughing a field in 1801. Subsequent discoveries by Rashleigh included the walled enclosure around the cemetery (18m square), a stone tomb containing two lead coffins with skeletal remains of children. Found in conjunction with these burials was a gold chain bracelet and two other bracelets and a finger ring. At least six cremation burials were found as well as a stone sarcophagus, two large glass urns, a gold forehead pendant, and a pair of shoes decorated with gold leaf. The quality of the grave goods and the wall surrounding the burials indicate that these were high status individuals and that this was likely to have been a private family burial ground dating to around 2nd-3rd centuries (Davies 2001). More recent geophysical survey has indicated the presence of an outer walled enclosure surrounding the one that Rashleigh had found that he had been unaware of. Both walled enclosures are now included within the Scheduling 'Roman Enclosure SE of Vagniacis' (NHLE List Entry 1004226).

- 4.7.64 In the mid Roman period a Sanctuary Complex was established at Springhead. The head of the Ebbsfleet was modified in the early Roman period and so it is difficult to know exactly how it appeared in the preceding period. Calcium rich water welled up to the surface and formed a pool, likely to have been fringed in places by reeds and rushes which is where it may have got its name 'marshy place'. It is thought that the concentration of shrines and temples at what was a relatively small settlement suggests that it was an important religious centre during this period. The temple complex spanned the 1st to late 3rd century, with its abandonment in the mid-4th century. One of the earliest excavations undertaken at Springhead was in 1951-52 when the bakery was discovered (**WA306**). The earliest phase consisted of a wooden structure which was then replaced by a walled building interpreted as a bakery. The walled structure contained three rooms one interpreted as the shop and two containing ovens for baking. The 'shop' fronted the metalled road surface and there was also evidence for the grinding of grain within the working rooms (Penn 1957, 63). A shop was recorded in 1957 also fronting the Roman road (**WA310**) (Penn 1965). To the west of the shop was the temple complex also close to Watling Street. This comprised five temples of varying size, to the east of the temples was another structure thought to be another temple or gateway (**WA285**). This structure had a centrally placed altar or statue base (**WA311**).
- 4.7.65 Within the scheduled area to the south of the A2 works in 1993 revealed gravel surfaces perhaps representing a yard and associated finds were recorded (**WA299**). A geophysical survey identified a probable Roman Road and possible building remains and the intensive settlement evidence to the south of the temple complex (**WA395**). In 2003 an evaluation within this area encountered occupation evidence comprising pits, occupation layers, a surface and finds (**WA300**). Cabling works encountered a series of metal working pits dating to 2nd to 3rd centuries (**WA304**).
- 4.7.66 Recent geophysical survey within the scheduled area of the roman town revealed two large linear features which were interpreted as being ditches flanking a trackway. Their alignment (NE-SW) leads them in the direction towards the roman roads located to the north east although the features couldn't be identified in the north eastern part of the area closest to the known roads. As these features have not been intrusively excavated their exact nature, function and date cannot currently be ascertained. On the eastern boundary a complex of linear features were identified which could relate to an enclosure or building, and an area of possible burning or debris could represent occupation. This would correspond with the other evidence of buildings and occupation located to the north east (Wessex Archaeology 2017).
- 4.7.67 CTRL excavations within the Kent Project Site at ARC SPH00 revealed a large amount of evidence dating to the Romano-British period (**WA373-375**). The earliest remains consisted of part of a Roman Road leading from the waterfront in a south eastern direction with a roadside ditch on either side and part of an enclosure ditch. Contemporary with the road or immediately post-dating it were a group of six burials (**WA372**) on the southern side of the road and a further three on the northern side. A clay floored structure, two ovens and several pits were also located to the north of the road. Two later phases of clay floors with associated hearths and pits overlaid the earliest clay floor layer. Another three phases of early Romano-British structures such as a two domestic structures and a smithy were located to the south of the Roman Road. To the north of these features was a group of eight pits, one of which had a mid Roman burial cut into the top of it. To the south of this another pit group was identified. Amongst these features were a few pits that may have been postholes and also a neonate buried with a small pot. A group of chalk quarry pits of early Romano-British date were also recorded within the southern part of the area excavated for HS1 (**WA297**). A rectangular vertical sided pit was also excavated containing a dog, a

chicken, a pot and a beaker and a possible box probably dating to 65-70AD. The pit was interpreted as a possible cenotaph (**WA374**).

- 4.7.68 Two viewing platforms/terraces were identified, one from within the Kent Project Site and one at the boundary to the east (**WA420 & WA421**). They were positioned approximately 30m apart and both overlooked the Ebbsfleet. The viewing platform within the Kent Project Site had been heavily eroded but three phases of use could be identified. The earliest phase remained as a series of gullies with internal features including five neonate burials and a series of postholes and a section of cobbled wall. The viewing platform just outside the Kent Project Site boundary was better preserved and contained a substantial oven or crop dryer in its base. Also within the Kent Project Site was an early Roman timber building close to the viewing platform. Pits and three fence lines were identified as being related to the building but the function of the building remained unclear.
- 4.7.69 Just beyond the eastern boundary of the Kent Project Site a number of other early Romano-British features were recorded including trackways and quarry pits. To the south of the trackway remains of chalk foundations of a building were found with probable associated features including several pits and a neonate burial. To the north of the trackway was a timber structure interpreted as a shelter as well as a crop dryer, associated trackway, structure, deneholes, pits, gullies and postholes.
- 4.7.70 A possible defended Romano-British enclosure was identified during the HS1 excavations. This was thought to be of military origin and comprised two parallel ditches of Romano-British date and a re-used Iron Age ditch. The western side of the enclosure was not found and no internal features were identified (**WA296**).
- 4.7.71 The temple identified in the HS1 excavation lay close to the head of the Ebbsfleet. Associated features included drainage gully and a tank, postholes defining screens or fences, a trackway, quarry pits, hearths and a neonate burial. The structure would have had a clay floor with a hearth in one corner. Foundations for another building were identified to the north of the main fence line, which was thought to be contemporary with it. To the north of the main temple a portico structure was recorded consisting of a wall and five opposing postholes spaced, with another posthole at a 90 degree angle to the line. It was interpreted that the postholes would have held the front of the roof structure with the wall supporting the back, suggesting that the front was open to the water whereas the back was enclosed by the wall. In the area immediately in front of the Portico a number of pits and postholes were identified. Some of the postholes were interpreted as forming and enclosed fence line. To the north of the Portico structure was an alignment of pits (NE-SW) and another fence line (N-S) (Andrews et al 2011).
- 4.7.72 At ARC SHN02 a large part of the roadside settlement was uncovered including a temple, a shrine (**WA1042**), buildings, and parts of Watling Street. Twelve buildings were recorded fronting the Roman Road in this area. One was interpreted as a temple, one as a bath house, another as an aisled barn, a smithy and circular structures were also recorded. Some of the remaining buildings were interpreted as waterfront buildings perhaps for storage, a bakery and dyeing and brewing complex were also suggested as possible functions (Andrews et al 2011).
- 4.7.73 An excavation at Station Quarter South revealed further Romano-British evidence to the north of the ARC SPH00 excavated area. The evaluation identified a gully and postholes perhaps forming a fence line, a metalled road surface with an associated ditch (**WA383**), a quarry, a cremation cemetery (**WA385**) and indications of structural remains (**WA384**) (Wessex Archaeology 2005).

- 4.7.74 Excavations at Branton's Brickfield between Bluewater Shopping Centre and the A2, encountered two pits, lined with flint and thought to have been burnt and perhaps used as a kiln and later backfilled. The second pit contained pottery but no evidence of burning (**WA364**). A Romano-British pottery kiln was discovered within the Site in 1904 (**WA277**). The site of a possible ritual pit was recorded in 1950 within the central part of the Site. The feature is described as a shaft with an oval shaped chamber at its base. The fills contained a range of animal bone from fox badger, dog and sheep some of which had been decapitated. The bones of a dismembered horse and sheep were also found. The majority of the animal bone was thought to have been purposefully placed (**WA282**). At the edge of the Site a Roman tile cist burial was found, the inhumation was laid within a wooden coffin (**WA280**).
- 4.7.75 To the south east of the scheduled area of Springhead further settlement remains were discovered through various phases of work. A metalled road, masonry building, chalk block corn dryer, cemetery, enclosure, gullies, ditches and discreet features were identified. The cemetery was within an enclosure, comprising three inhumations and three cremations. The cremations were interred generally with a larger number of grave goods, including numerous pottery vessels and metal objects (**WA268**).
- 4.7.76 Just outside the Kent Project Site boundary to the east of Springhead a Romano-British cemetery is recorded consisting of both inhumation and cremation burials (**WA287**). Another cemetery is recorded at Downs Road to the south east of the Site. This comprised eight inhumation graves, one of which was a triple burial. One grave contained a coffin with associated vessels and three others had hobnail boots, only one of which was wearing them (**WA357**). At the Springhead Quarter excavations to the east of the Site three other inhumation burials were discovered each had grave goods of pottery vessels and one was contained within a coffin (**WA361**) (Wessex Archaeology 2008a). Other Romano-British features found during this excavation was a small late Iron Age/early Romano-British enclosure (**WA360**) and a field boundary ditch (**WA321**). An excavation to the north of this at the North Kent Community Church found a pit (**WA445**).
- 4.7.77 Pepperhill Roman Cemetery was excavated in 1998 as part of the HS1 works this contained 326 inhumation burials and 235 cremation burials dated to the late 1st to mid to late 3rd century (**WA260**). This is the largest cemetery to have been found at Springhead to date and represents both richly furnished and unfurnished graves. This cemetery was thought to have served the majority of the population of Springhead as well as visitors to the religious complex that may have died here. Another three cemeteries are recorded on the western side of the Ebbsfleet within the Kent Project Site (Andrews et al 2011).
- 4.7.78 During the excavations for CTRL the Northfleet Roman Villa was discovered within the Kent Project Site (**WA432**). A timber building constructed in the late 1st century preceded the villa. Associated features such as gullies and pits were interpreted as being used for malting and brewing. Other gullies and ditches are likely to have been used for the control of water and drainage. The western complex which lies to the west was agricultural in the early Roman period and a number of enclosure ditches were found relating to this. Linking the complex with the villa was an early Roman metalled surface (Andrews et al 2011; Chapter 3).
- 4.7.79 The timber phase of the villa was abandoned in AD120 and a new building (Phase 2) with stone foundations and wattle and daub walls was constructed on a slightly different alignment. Wells and cisterns were excavated as brewing continued to be an industry associated with this villa and a limekiln and quarry are likely to have been associated with the construction of the building. In the second half of the 2nd century a new entrance and

range of rooms were added to the north and western sides of the existing building (Phase 3). To the north a bath house was also constructed and a gravel surface was laid to create a courtyard (Andrews et al 2011; Chapter 3).

- 4.7.80 Phase 4 of the villa was a change in style into a large aisled building and a quay was constructed at the edge of the Ebbsfleet. Phase 5 included the construction of an additional range constructed during the first part of the 3rd century, to the west of the phase 4 villa. The bath house was also extended consisting of three additional rooms. Villa phase 6 of the late Romano-British period suggests that a fire damaged the southern part of the eastern range. Its rebuilding included a hypocausted room or bath suite attached to the east range and a small room attached to its southern end. The quay was also extended and a malting oven was constructed close to the bath house. The villa is thought to have been abandoned by c.380 (Andrews et al 2011; Chapter 3). Environmental evidence in the area surrounding the villa was a mixed of rough grassland and cultivated ground for crop growing and grassland used for grazing animals. Evidence for saltmarshes and saline pools were also found.
- 4.7.81 Excavations to the north west of the villa encountered Iron Age and Romano-British activity. A gully and three pits were accompanied by a small number of late Iron Age and early Roman pot sherds. During the early/middle Roman period the area was more densely used with a series of small enclosures and a trackway being established. Later a large enclosure with a north facing entrance was established. By the late Roman period activity in the area was reduced to several pits and ditches.
- 4.7.82 To the north east, to the west of the peninsula, a Romano-British military encampment at Ingress Abbey has been recorded. A series of three parallel ditches were interpreted as being of military origin perhaps representing a military enclosure. The finds from these features were dated to the early 1st to 2nd centuries (**WA295**) (AOC 1999). Close to the possible military encampment other features such as a two cremation burials were discovered (**WA365** and **WA355**). To the east of these and south of the Site boundary a ritual pit was excavated containing human and animal bone and 2nd/3rd century pottery (**WA366**). Also located to the west of the Site but further south was another ritual shaft with three human skeletons laid side by side in the base of the pit, 35ft deep (**WA367**).
- 4.7.83 Excavations close to the western Kent Project Site boundary at the Thameside Community School revealed a walled enclosure surrounded by a ditch. Within the enclosure were postholes perhaps relating to timber buildings, rubbish pits, a corn dryer, kiln and a cremation (**WA293**). To the south west of the enclosure was a metalled surface with associated ditch, interpreted as part of a road (**WA298**).
- 4.7.84 Recent investigations undertaken over land to the north of Springhead Nursery encountered the Roman Road R2 in one of the trenches and its associated roadside ditches/hollows in another three of the trenches. A walled cemetery which was previously recorded in 2005 was also found to continue into one of the trenches along with other masonry structures and evidence of up to at least 11 cremations along with one possible inhumation. A second possible inhumation indicated by grave goods was identified along with a probable enclosure ditch which may also be associated with the mixed cemetery identified to the west. Occupation evidence continues predominantly along/adjacent to the east of R2 although limited evidence is also recorded to the west in the form of a refuse pit and large posthole. A possible demolition/occupation layer was identified and excavations through this deposit recovered an abundance of dating material within the layer, placing this activity around the 3rd century AD, the layer also appeared to be sealing potential structural remains. Of the eight trenches that encountered archaeology, seven were confidently dated

to 1st-3rd centuries AD. A single sherd of Anglo-Saxon pottery was recovered from a buried soil deposit (Wessex Archaeology 2017).

- 4.7.85 Early Roman field boundaries and two isolated structures were found during excavations at Wingfield Bank. It was interpreted that the two ditches probably defined the limits of fields associated with a settlement to the north west. A possible cellar pit was identified in the south east of the site and it was interpreted that this once lay beneath a superstructure (**WA389 & WA294** OA 2008).
- 4.7.86 A large Roman feature was found during a small excavation at Northfleet Water Treatment Works located to the east of the Kent Project Site (**WA358**). The large regular feature was interpreted as being a water tank of some kind. The feature contained a series of peat deposits (that had dried) however the regularity of the feature suggests that the area was dry when it was cut. It is thought that it connected with the Brook Vale to supply the water however the exact purpose of the water tank is unclear. Medieval finds were recovered from the upper fills of the feature and the loss of a medieval leather shoe suggests that the area was wet and boggy at this time (CAT 2008).
- 4.7.87 To the south of the Northfleet Water Treatment works site an investigation was undertaken in advance of the water culvert and cascade which revealed an Iron Age to Romano-British ditch (Wessex Archaeology 2008).
- 4.7.88 The NRHE notes that a Roman tile was found in the Thames off Broadness Creek, Swanscombe (NRHE 413529) and a fragment of Roman amphora (NRHE 413556) was also found in the marine Study Area.

Essex Project Site

- 4.7.89 A small number of Roman finds have been recorded within the Study Area surrounding the Essex Project Site. One findspot is recorded within the south eastern corner however information on what was found is limited to 'RB remains' and a reference to a worked object (**WA1064**). Other finds from within the surrounding area include roman coins (**WA1069**), and roman finds (**WA1066, WA1068**). Samian ware, a vessel and brooch are recorded at **WA1065**, however the exact provenance of these is unclear. A series of finds were recovered from Tilbury Dock at a depth of 7-9ft below ground level, these included tile, flint, pottery, animal bone and oyster shell (**WA1067**).
- 4.7.90 It has been suggested that there was a Roman Road which extended from the settlement and Brentwood to the north, down to the waterfront at Tilbury. There has not been any evidence found within the Study Area for this road to date, however its postulated route is aligned through the eastern part of the Essex Project Site (Allen et al 2016). Roman settlement (and a possible landing place) is thought to have been focussed beyond the limits of the Study Area located approximately 4km to the east of the Site. Salt production of roman date has also been found within the area surrounding this.

Anglo-Saxon (AD 410–1066) (Figure 13)

Kent Project Site

- 4.7.91 The earliest occupation at Northfleet occurs by the middle of the 5th century when a number of Sunken-Featured Buildings (SFB) had been constructed close to the site of the Roman villa, scattered along the higher drier ground south of the Ebbsfleet Channel. Each building probably had a suspended wooden floor set over a square pit which was used as a storage space and for ventilation. Within one of these buildings was a collection of seven lead loom weights. The walls of the buildings are thought to have been light wooden screens plastered

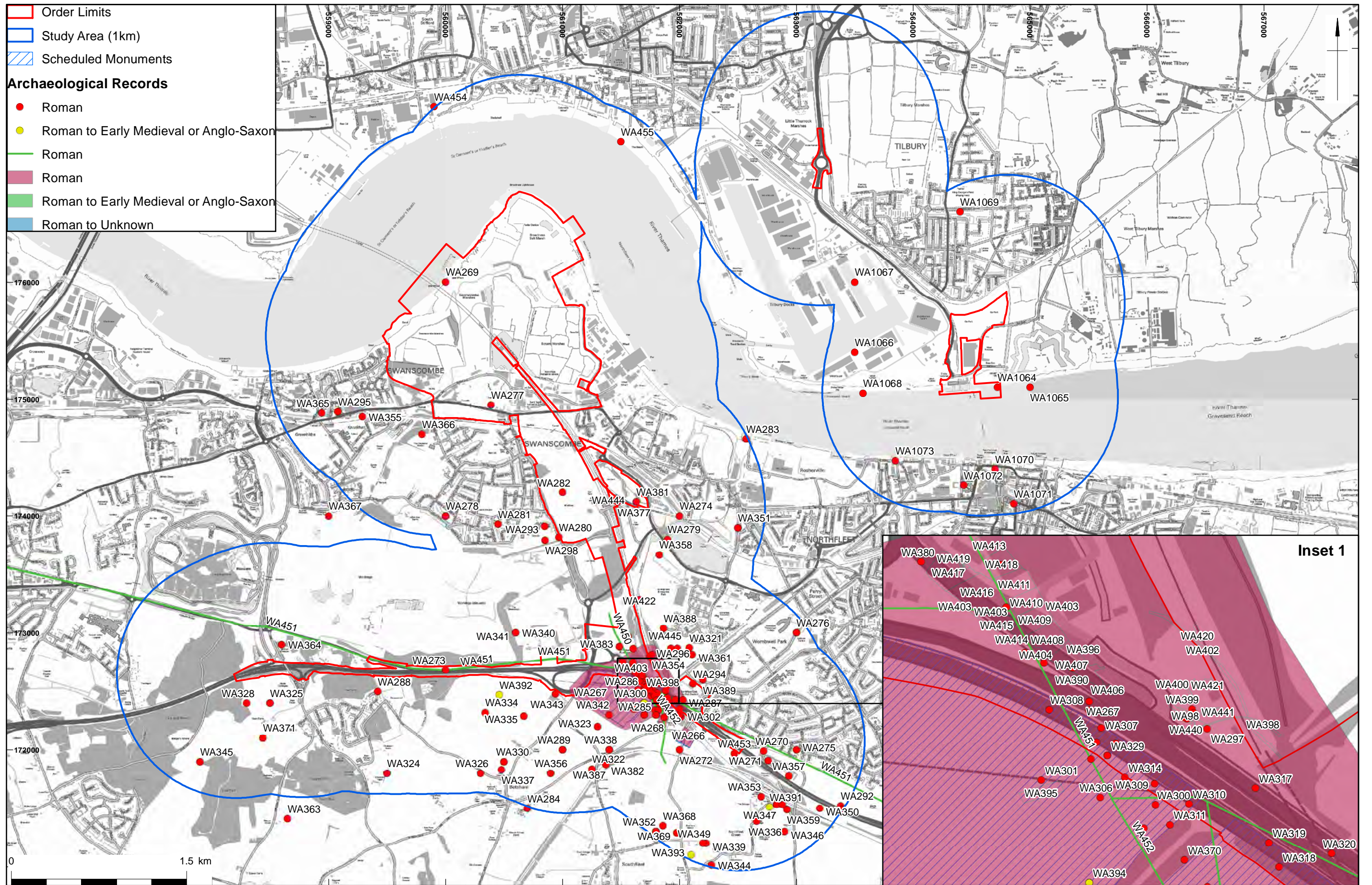
with clay and a thatched roof. There were no associated divisions of land or property boundaries but there is evidence that spelt wheat continued to be cultivated in the surrounding fields. After a century the settlement was abandoned and it is possible that this was due to the area becoming wetter and less attractive for settlement (Andrews et al 2011; Bates et al 2013).

- 4.7.92 The CTRL excavations at Springhead revealed Anglo-Saxon remains within the Kent Project Site boundary. A Sunken-Featured Building (hereafter SFB) was found in towards the eastern extent of the Site (**WA461**). Identified close to this were two early medieval corn dryers one of which contained a 9th century coin (**WA457**). From the same excavation but located outside the boundary of the Kent Project Site, two mid Saxon inhumation cemeteries were discovered lying upon the high ground in the eastern part of the excavated area (**WA484** and **WA485**). One cemetery consisted of 10 burials and two other features. The majority of the burials were aligned east west with one exception that was aligned north south (Andrews et al 2011; Chapter 5).
- 4.7.93 The second cemetery partly laid within the area excavated for HS1, but subsequent excavations to the east (Springhead Quarter Phase II) of this revealed many more burials (Wessex Archaeology 2008a). The 26 excavated as part of HS1 comprised only a third of the total number of burials. Apart from one burial which was aligned north south within a ring ditch, the remaining graves were aligned north south and 18 out of the 26 contained grave goods. The Springhead Quarter excavations adjacent to this uncovered a further 122 Anglo-Saxon burials within this cemetery. 80 of the graves were aligned within poorly defined rows and another 19 burials were arranged within a U shaped enclosure formed by parallel ditches, with a small ring ditch added at the northern end. The burials within this enclosure were tightly packed with only 0.30m gap between them, and some intercutting. A penannular ditch with an east facing entrance was located immediately to the south west. As with the graves found in the CTRL excavation most of the graves were aligned east west and had a poor preservation of the skeletal remains. 44 of the 122 graves lacked grave goods, the remaining 78 had a variety of assemblages ranging from single to multiple items (**WA484**). Other remains of Anglo-Saxon date recovered during this excavation were two large pits and one silver *sceat* **WA458**, **WA459**, and **WA480**.
- 4.7.94 Investigations undertaken to the north of the Springhead Quarter Site for the cascade and culvert identified another Anglo-Saxon SFB close to the Kent Project Site (Wessex Archaeology 2008). Although only one SFB was found it is unlikely to have existed in isolation and it is quite possible that additional SFBs lie to the north or to the south perhaps forming part of a shifting settlement pattern along the River Ebbsfleet. The presence of a 5th/6th century pit also suggests additional activity. It is likely that the Anglo-Saxon settlements associated with the substantial Saxon cemetery would have been located in the more sheltered valley bottoms as is the case here (Wessex archaeology 2008). Recent investigations nearby for the Springhead Bridge revealed a large Anglo-Saxon ditch which ran parallel to the river Ebbsfleet for 34m (Wessex Archaeology forthcoming).
- 4.7.95 Another Anglo-Saxon burial was recorded in 1922 to the south of the Site, buried with a glass bowl and a spearhead (**WA470**). In the late 19th century a number of cremation and inhumation graves were found 500m to the east of the Site (**WA469**). Settlement evidence can also be seen closer to the A2 as two SFBs were discovered during the A2 widening works, one of which contained a large oven (**WA481**). The building also contained a complex sequence of floors containing pottery dating to the 11th-12th centuries. Other features surrounding it were of a similar date (**WA494**). Another phase of the road widening revealed two truncated ditches of Saxo-Norman date (**WA495**).

- 4.7.96 Within the Kent Project Site to the east of Ebbsfleet Station, a mid Saxon mill was discovered during the HS1 works. Timber remains of the mill and associated features such as a spillway, revetments, and sluice gates were uncovered thought to date to the late 7th century. The dual chuted construction of the mill and the size of the wheel-pit suggests that it was a horizontal wheeled mill (Andrews et al 2011; Chapter 6) (**WA483**). The Ebbsfleet mill is one of the best-preserved pre-medieval structures ever found in Kent and as such is thought to be of national and regional importance. The mill at Ebbsfleet appears to be earlier and better preserved and has the earliest intact double chute and sluice assembly than either of the other two Anglo-Saxon mill sites that have been found in mainland Britain. The topographical context may indicate that the mill was tidally powered, which would make it unique within mainland Britain. Its proximity to the Roman villa and early Saxon settlement offer potential for studies into the continuity and change from the Roman to Saxon period. Nine SFB's were found within the area surrounding the mill thought to date to the 5th-6th centuries which were occupied prior to the construction of the mill. Due to the lack of waste deposits and no evidence for re-building the SFBs, it is thought that these particular buildings were only in use for a short time, as the predicted lifespan for an SFB was thought to be between 10 and 15 years. The Ebbsfleet Valley is key to understanding the early Anglo-Saxon settlement of the region, with excavations at Springhead revealing both burial and settlement evidence, and an early Anglo-Saxon cemetery near Northfleet church. The presence of the mill raises questions over the status of Northfleet villa in the Saxon period. Other examples of watermills have been found at middle to late Saxon manors with the mills sited close to the palace complex. It is possible that Northfleet villa continued in use as a Saxon royal manor, however there is no documentary evidence to support this. Excavations close by at the Ebbsfleet Valley Sports ground also uncovered evidence for another SFB which had a mortared tile based oven associated with it (**WA462**; Andrews et al 2011).
- 4.7.97 Evidence for marine regression in the mid-late Saxon period is thought to have been due to local factors. The Ebbsfleet Valley is thought to have acted like a sump and it is thought that the accumulation of silts may have choked the flow of tidal waters into the upper reaches. The increase in arable activity in the period and the reduction in woodland over time would have increase the sediment run off from the surrounding areas (Bates and Stafford 2013).
- 4.7.98 The listed church of St Peter and St Paul, Swanscombe is located 400m to the west of the Kent Project Site boundary is thought to have originally been of Anglo-Saxon construction as the bottom part of the tower dates to the late 10th century. The church was altered and extended throughout the medieval and post-medieval periods. In 1902 it was severely damaged by fire (List Entry 1085788).

Essex Project Site

- 4.7.99 Tilbury is first recorded as *Tilaburg* in 731 (Mills 2011) and the name is thought to have derived from an Old English personal name (*Tila*) combined with *burh* meaning stronghold/settlement and could be translated as 'stronghold of a man called Tila'. There have also been suggestions that *Tila* could related to a lost stream name (Mills 2011).
- 4.7.100 A single find of Anglo-Saxon date has been recorded within the Study Area surrounding the Essex Project Site comprising and Anglo-Saxon bronze bowl found at Tilbury in 1925 although the exact location of the find is ambiguous (**WA1074**).
- 4.7.101 It is likely that the area remained prone to flooding in the absence of any river defences at this time. It is unlikely that the Essex Project Site was suitable for habitation at this time but may have been used seasonally for grazing.

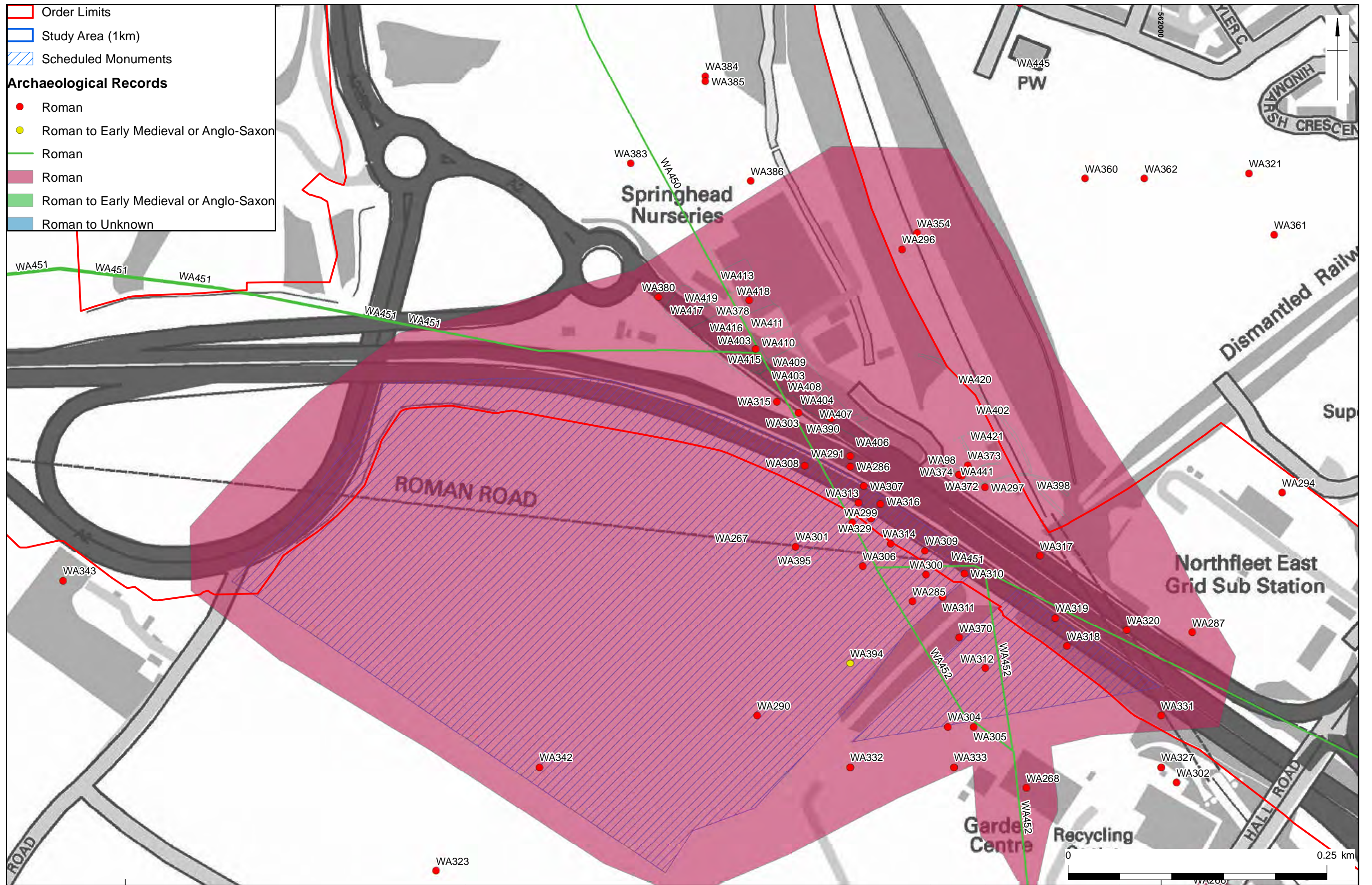


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The Project Sites and Archaeological Records dating to the Romano-British period (based on the KHER and EHER)

Figure 11

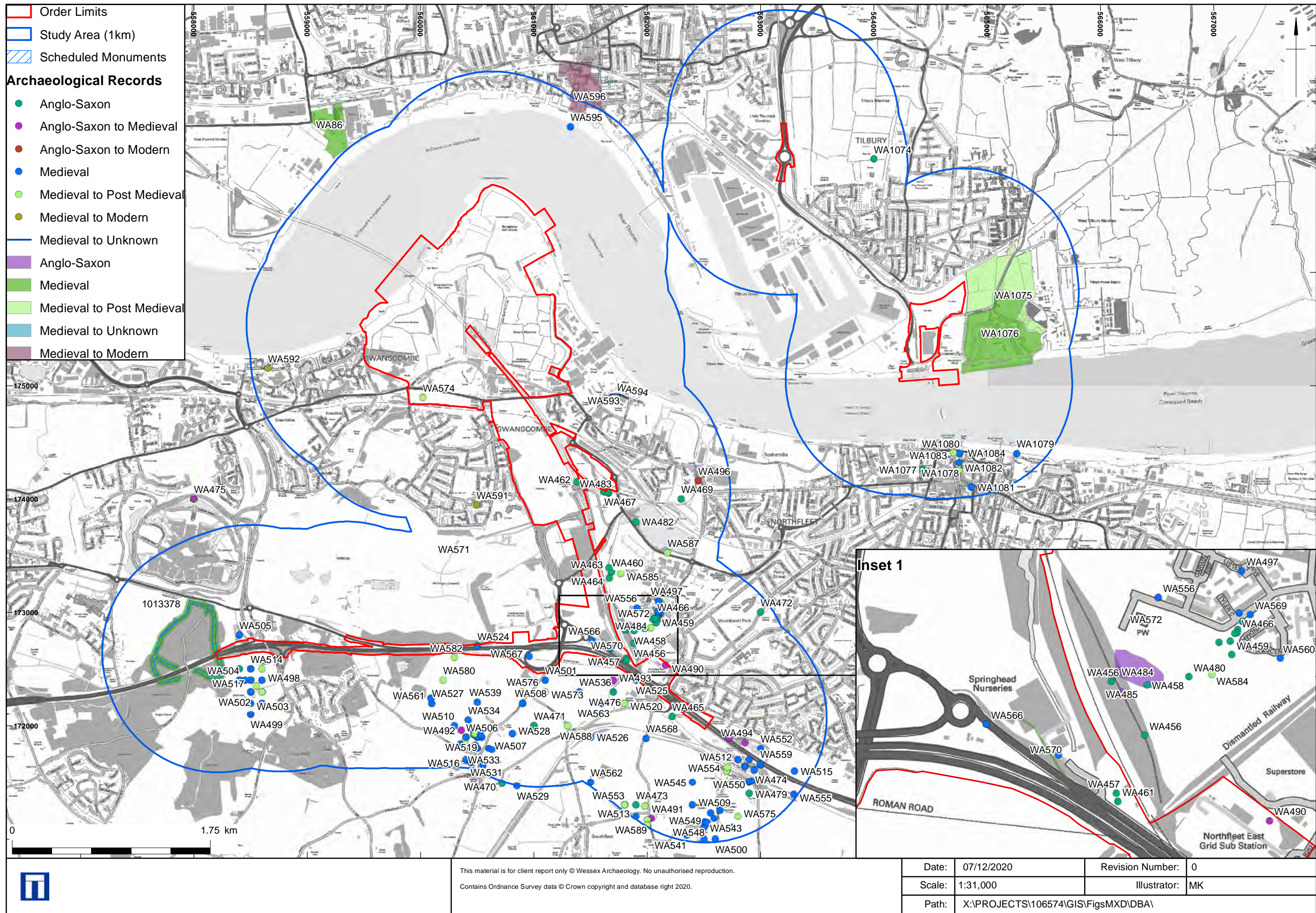


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The Project Sites and Archaeological Records dating to the Romano-British period (based on the KHER) (Detail)

Figure 12



The Project Sites and Archaeological Records dating to the Anglo-Saxon and Medieval Periods (based on KHER and EHER)

Figure 13

Medieval (AD 1066–1500) (Figure 13)

Kent Project Site

- 4.7.102 Swanscombe is mentioned in the Domesday Book of 1086 as being a large settlement of 47 households, containing 14 ploughlands, 40 acres of meadow, 6 fisheries and woodland. Swanscombe is thought to mean 'peasants field' and was first recorded as *Swanes Camp* in Old English. Subsequent to this, it was known as *Suanescamp* in 695, *Svinescamp* in 1086, *Swanescampe* in 1166, *Swanescombe* in 1292 and *Swanscomb* in 1610 (Glover 1976). Northfleet was also recorded as a large settlement within the Domesday Book. This is recorded to contain 43 households, 14 ploughlands, 20 acres of meadow, woodland, a mill, a fishery and a church. The name Northfleet refers to the north creek/inlet and is recorded as *North Fleot* in Old English, *Flyote* in 975, *Norflvet* in 1086, *Nortfliete* in 1176, *Northflet* in 1201 and Northfleet in 1610 (Glover 1976).
- 4.7.103 Records suggest that the Thames Estuary and North Kent were embanked and drained immediately after the Norman conquest which may have been the case downstream at Gravesend and Sittingbourne. By the late 13th century the River Ebbsfleet had silted up sufficiently to allow a bridge or causeway to be built at Stonebridge, close to the Thames. This allowed direct access to Watling Street for those using the ferry service to Gravesend (Bates et al 2013).
- 4.7.104 Comparative to the earlier periods a very small amount of evidence dating to the medieval period was found during the excavations for HS1. An isolated medieval boundary ditch was found (**WA566**; Wessex Archaeology 2003a). Within the main area of excavation (ARC SHN02) a medieval chalk and gravel trackway which extended for 150m and was 5m wide at most was recorded with an associated ditch. The trackway was assigned a 14th century date due to the typology of the horseshoes found upon it (Wessex Archaeology 2003b). To the north west of the trackway a boundary ditch was identified. It was interpreted as perhaps relating to the same field system as **WA566** but on a different alignment (east-west). A small pit was located close to the east-west aligned ditch containing medieval pottery. To the south of the A2 a medieval tile kiln was found to the west of the scheduled area of Springhead. A 14th-16th century date for the kiln was given (Andrews et al 2011; Chapter 5).
- 4.7.105 Just beyond the extent of the Kent Project Site is a Scheduled Monument of medieval date known as Darenth Wood Medieval Earthworks to the west of the Site, close to the A2 (List Entry 1013378). The earthworks enclose an area of around 35.5ha used to manage coppicing in the medieval period. The earthworks consist of a bank surviving to a height of 0.50m and an outer ditch surviving to a depth of 0.50m. The trees would have been regularly cut to ground level and allowed to re-grow, and the wood used for fuel. Excavations at the monument revealed pottery dating to 1200-1250AD.
- 4.7.106 Sweyn's Camp is an earthwork originally thought to be a motte (there is no indication of a bailey) of Norman date which may have been topped with a wooden Castle (Hogg 1929). Excavations revealed the presence of nine pits to the north of the earthwork which were interpreted as representing dwellings, perhaps of 15th century date (Hogg 1929) (**WA571**). Sweyn's Camp is marked on Ordnance Survey maps and upon the KHER as existing at the edge of Swanscombe Wood. The interpretation that the earthwork was a motte was subsequently thought to be incorrect.
- 4.7.107 To the immediate west of the Site at Greenhithe is an area known as Ingress Abbey and Park. Ingress had its origins in the medieval period and Ingress is first referred to in 1363 when Edward III founded Dartford Priory and endowed it with a farm called '*Ingryce*'. Until the dissolution of the religious houses in 1538 Ingress remained as part of the Priory. There

are references to a ferry, to the farm, to lime burning and chalk quarrying associated with the priory during the medieval period (AOC 2010). In the 1760s the landscape gardener Lancelot (Capability) Brown landscaped the parkland to the north east of the estate, the approaches to the house and grounds and the slope of the ground close to the house.

- 4.7.108 Two medieval deneholes (an underground chamber excavated into the chalk) have been recorded to the east of the Kent Project Site, one of 12th century date and the other thought to be of probable medieval date (**WA556** and **WA497**). To the south east of the Kent Project Site excavations at Downs Road revealed a building of probable 12th-13th century date as well as postholes, pits and ditches (**WA557**). To the south east of this a series of enclosures and a hollow containing two ovens were recorded dating to the medieval period (**WA558**). Also found during excavations at Downs Road was a square medieval pit containing pottery and a Roman brooch (**WA559**). Springhead Quarter Phase II excavations revealed a medieval pit and some later probably post-medieval ditches either forming a droveway or field systems (Wessex Archaeology 2008a) (**WA584**). During the evaluation phase for Springhead Quarter pits of medieval date were recorded (Wessex Archaeology 2008b) (**WA585**).
- 4.7.109 Excavations undertaken at Wingfield Bank within the eastern extent of the Site at the Norfleet East Substation revealed substantial remains of a rural medieval settlement (**WA490**). This took the form of field boundaries, paddocks and vestigial structural remains dating to the 11th-12th centuries. It has been suggested that this was part of the settlement known as *Wenifalle* in the late 12th century which survived as Wingfield Bank until the 20th century. The investigations found that the settlement appears to have been agricultural in nature with no evidence for any craft or industrial activity. It is thought that the settlement belonged to inhabitants of middling status and perhaps lay on the edge of a more prosperous estate. Little evidence of medieval rural settlement has been found across Kent in general however medieval occupation was identified at Northumberland Bottom 2km to the east, at Westenhanger Castle and at Monkton, Thanet (OA 2001).
- 4.7.110 Subsequent investigations undertaken immediately to the north saw a continuation of the boundary/drainage ditches identified to the south. A waterhole of medieval date is thought to have provided drinking water to grazing animals (OA 2008; **WA732**).
- 4.7.111 Archaeological investigations within and surrounding the Kent Project Site have suggested a relatively low level of activity during the medieval period. It is likely that the main focus of the activity in this period would have been at the settlements of Northfleet and Swanscombe, and other farmsteads in the surrounding area such as Wingfield Bank and Ingress Farm, with the Kent Project Site lying within the rural hinterland surrounding these. Investigations do show some low level of activity at this time but it is likely that the area was predominantly agricultural at this time.

Essex Project Site

- 4.7.112 The area surrounding the Essex Project Site would have continued to be a low lying marshland during the medieval period which would have been unfavourable for settlement. The higher drier ground to the north is thought to have been the focus of the settlement approximately 3km to the north. A ferry is recorded to have been operating since at least the 14th century so it is likely that a road or trackway existed within the area to provide access. The earliest known road/causeway was located on the redan outwork of the Fort. There was no dating evidence but a map of 1588 shows a north-south route here running to the ferry which was originally beside the blockhouse (constructed 1539) and has been suggested as the route to the ferry from the village before the 16th century. A substantial ditch was found on either side of the road (**WA1076**). It is possible that there may have been

some structures associated with the ferry during the later medieval and post-medieval periods.

- 4.7.113 The 12th, 13th and 14th centuries were subject to a series of great storms and it was this that regularised the implementation of sea defences. By 1210 the ‘law of the marsh’ set out the important principle that each person should contribute to the upkeep of the defences from which they benefitted in proportion to his land or rights on the marsh. By the end of the 13th century supervision of the coastal defences was in the hands of the king’s justices and other dignitaries appointed to temporary commissions on walls and ditches. It is likely that some land reclamation or river defences were constructed within the medieval period so that the area could at least be used for grazing or for salt production during the later medieval and post-medieval periods (Essex County Council 2014). The HER records the area to the north and east of Tilbury fort as grazing marshes and former location of the Tilbury Market Place which was known to have been close to the ferry (**WA1075**).

Post-medieval (AD 1500–1800) (Figure 14)

Kent Project Site

- 4.7.114 Much of the post-medieval evidence recorded within the Kent Project Site are the results of the North Kent Coast Rapid Assessment Survey. A wooden structure thought to be the remains of a wharf consisted of vertical wooden piles and beams were found on the foreshore (**WA676**). Located close to this were additional planks with drilled holes upon the foreshore (**WA677**). To the north of this along the foreshore a long parallel line of wooden stakes and piles were identified perhaps representing the remains of a sea wall dating from the post-medieval period, these could be identified upon the Site visit (**WA647**; **Plate 11**). Located within close proximity to each other are the possible remains of a wooden vessel and the post-medieval hard. The vessel was found partially buried within the sand and mud thought to date to the post-medieval period or later (**WA648**). The hard or wharf was represented by vertical piles or stakes perhaps the front of a retaining wall as chalk rubble and debris were recorded behind the planks (**WA678**).
- 4.7.115 Located further north were a series of five concrete pontoons however these were thought to have been removed as they were not identified in the 2005 survey (**WA682**). At the tip of the peninsula are a recorded derelict vessel and a wooden structure (**WA683**, **WA649**). The Broadness Lighthouse is also located at the tip of the peninsula. This was established in 1885 but a new tower was erected in 1975 and converted in electricity in 1981 (**WA689**).
- 4.7.116 The mention of flood protection measures within the Ebbsfleet Valley dates to the post-medieval period as the low lying marshes close to the Thames frequently flooded at high tide. The embanked London Road probably followed the line of the earlier causeway and would have protected the valley bottom marshland. Sluice gates at the London Road and Stonebridge Road junction would have controlled the flow of water from the Thames and the Ebbsfleet (Bates et al 2013).
- 4.7.117 A post-medieval ditch was recorded during the evaluation at Station Quarter South (Wessex Archaeology 2005a). To the south of this during the excavations for HS1 a gully of post-medieval date was recorded within the Site and a post-medieval field system and pit were recorded just beyond the Site boundary to the east (Andrews et al 2011; Chapter 5). Located within the eastern boundary of the Kent Project Site was a timber revetment and drainage ditches of post-medieval date were revealed during excavation (**WA665**).
- 4.7.118 Close to the eastern boundary of the Kent Project Site a post-medieval field system was recorded at an evaluation at Wingfield Bank (**WA693**). Also located to the east of the Site

is the position of a well dated to c.1770 (**WA600**). Two post-medieval deneholes were recorded during the HS1 excavations at **WA654** and **WA655**.

- 4.7.119 Evidence for industry in the post-medieval period is evident at the Brickworks at Badgers Mount. The remains consist of an earthen bank and ditch defining the northern and eastern boundaries of the works. The possible remains of kilns, mounds and scarping can be seen indicating ground removal. In the 1960s remains of a cellar and brick foundations were encountered dating to the 17th century. Cartographic evidence suggests that the brickworks were in use from the late 17th century to 1800 (**WA599**). A 16th century beacon is recorded by Lambarde in 1570 at Beacons Wood to the south of the Site. The beacon system is known to have been out of use after 1640 (**WA640**).
- 4.7.120 The KHER records maritime heritage assets outside the boundary of the Project Site these include the shipwrecks Lord Howe (**WA598**) and Agnes Mary (**WA681**), and two wooden revetments on the shoreline (**WA684**). A stone hard thought to be of post-medieval date or later is recorded to the east of the Site (**WA679**).
- 4.7.121 The rural character of the area continued into the post-medieval period, with the focus of settlement at Swanscombe, Northfleet and the surrounding isolated farmsteads. The beginnings of industry and the increased use and reliance on the river are evident from the post-medieval period, however the local economy would still have been reliant on agricultural practices at this time.

Essex Project Site

- 4.7.122 The first permanent defensive structure at Tilbury was constructed as part of Henry VIII coastal defences in 1539 (NHLE 1021092). Following Henry VIII break from Rome, his scheme of national defence involved the construction of a blockhouse at Tilbury to protect London from enemy ships sailing up the Thames and also to secure the important river crossing to Gravesend. Due to the strategic importance of this site it was periodically improved and re-armed until the modern period. After the Dutch Raid, Charles II set about improving and reorganising the defences in 1670, which involved the demolition of the blockhouse and construction of a new fort and battery designed by Sir Bernard de Gomme. The Fort is pentagonal in plan with arrowhead-shaped bastions projecting from four of the angles. Tilbury Fort is considered to be England's most spectacular surviving example of a late 17th century coastal fort. In conjunction with the batteries on the opposite side of the Thames (Gravesend Blockhouse and New Tavern Fort), the field of fire could span the estuary providing defence of the river and the capital. During the 18th century the fort gained an additional role as an ordnance depot and the storage and distribution of guns, ammunition and other military equipment continued to be its main activity up to the end of WWII (**WA1089**).
- 4.7.123 Post-medieval earthworks have previously been recorded within the Essex Project Site in 1989 prior to its more recent development. This comprised ridge and furrow to the west of the railway sidings aligned north-south with a 2.5m distance between the furrows. This demonstrates the agricultural use of the Essex Project Site during this period (**WA1086**). This is also an indication that the land was sufficiently protected from flooding that it was able to be cultivated.
- 4.7.124 The site of buildings is shown on the Chapman and Andre map of 1777 and is recorded on the HER as being the site of a farmstead and tileworks, reputed to have been associated with Daniel Defoe (**WA1088**). Detailed historic map regression is described in **section 4.8**. Daniel Defoe's brickworks is recorded separately on the HER at (**WA1085**) and briefly described below.

- 4.7.125 Defoe initially became secretary and ultimately owner of the works in 1694 and the brickworks closed when he was imprisoned in 1703. In 1860, William Lee, a biographer of Daniel Defoe visited the Site and provided this description '*immediately on the west side of the Tilbury Station a large plot was being dug over to form potatoe-ground for the railway servants; and a deep trench had been previously cut through the same river to drain the companys estate*'. In the 19th century brick kiln marsh and brick house existed in the area (**WA1085**).
- 4.7.126 Wall foundations and fence posts associated with a post-medieval farmstead were recorded during a watching brief 600m to the east of the Site. This farmstead is recorded from at least 1777 on Chapman and Andre's map, as Marsh Farm (**WA1087**).
- 4.7.127 The Essex Project Site is known to have been used for agriculture during the post-medieval period evidenced by the presence of ridge and furrow within the Essex Project Site. The main focus of the settlement would have been to the north at Tilbury although the presence of the adjacent Tilbury Fort and the continued use of the ferry would have increased the importance and use of the area.

19th century (AD 1800–1900) (Figure 15)

Kent Project Site

- 4.7.128 Swanscombe and the Ebbsfleet valley have been subject to intensive 'brickearth' (sandy clay-silt suitable for brickmaking) and chalk quarrying since the later 19th century. By 1895 several lower lying areas of the western side of the valley had been cleared of the blanket of brickearth that originally covered it. After this time, quarrying became much more intensely focussed upon the chalk that formed most of the valley and the surrounding south side of the Thames Estuary. The area seems to have been located in an ideal spot from an industrial point of view, where extractable chalk was close to the navigable Thames estuary. As a result one of Britain's largest chalk extraction and cement making centres formed at Swanscombe and Northfleet and grew exponentially between 1895 and 1970. The surrounding landscape became dominated by chalk pits. The most desirable land for chalk extraction was where chalk outcropped closer to the ground surface. Such areas were rapidly exhausted and then the economics of the chalk extraction became a matter of balancing the cost and difficulty of clearing and disposing of the overburden versus the profit to be made from the chalk itself. Developments in technology and machinery in the 20th century led to areas that had been previously unviable being extracted in the second half of the 20th century.
- 4.7.129 Springhead was the first place in Britain to cultivate watercress in artificial beds in the 19th century and it is considered to be the birthplace of the modern watercress industry. William Bradbury founded the Springhead Gardens in 1805 and Ebbsfleet was an ideal place, with large amounts of running water and soil ideal for growth. The watercress beds were constructed with the precise conditions for growing watercress in mind, for example the speed, temperature and depth of the water (Eve 1998).
- 4.7.130 Bradbury leased the land from the owner Thomas Colyer and after a few years, the trade was a success and Bradbury received a medal from the Royal Society of the Arts for his achievements. In the event of Bradbury's retirement, Harris took over until 1834 and introduced a new variety of watercress. James Silvester took over after this and by 1844 had expanded the beds and created Springhead Gardens as a tourist attraction. The attraction was home to fruit trees, a bath house, a museum of Roman artefacts (uncovered during the excavation of the beds), tea shop and an ornamental bridge with lanterns, a fortune teller, and a zoo. In 1849 a dispute over land led to the eastern and western parts of the cress beds and attractions becoming rivals. By 1900 quarrying in the area had

significantly reduced the levels of spring water supplied to the watercress beds, which led to a decline in production. Eventually the watercress production had to be abandoned however some of the attractions were retained and watercress brought in from Faversham (Penn 1966).

- 4.7.131 Eve has suggested that two forms of watercress bed were in use at Springhead Gardens. A broad artificial channel was constructed to bypass the river, perhaps originating as a linear bed at first (Eve 2000). This suggests that the beds needed to be drained to maintain a healthy crop; it may also indicate an intention to expand the crop growth close to the spring. Evidence for the watercress beds is shown on the historic mapping of the 19th century. Although it is not labelled the map of Swanscombe from 1810 shows light green shading around the River Ebbsfleet, likely indicating the watercress beds (**Figure 20**). A similar pattern can be seen on the 1st edition map of 1872 (**Figure 23**). The layout can be seen more clearly on the 2nd edition map with a linear bypass located to the west of the natural course of the Ebbsfleet. This would have improved the water flow to the beds which may have been in decline at this time due to quarrying (**Figure 24**).
- 4.7.132 Excavations for HS1 revealed remains of the watercress beds consisting of unmortared flint walls approximately 1.2m below the existing ground surface, sealed by 19th century and later infill (**WA768** and **WA786**). The walls were aligned north-south or east-west and formed at least five adjoining rectangular beds measuring 12m x 5-6m. It is likely that these were used to control the flow of water and may have belonged to an early phase of the development. No other remains of Springhead Gardens or the watercress beds were encountered during these excavations (Andrews et al 2011; Chapter 5).
- 4.7.133 Plans for a Naval Dockyard called Northfleet Dock were laid on the Swanscombe Peninsula, however these plans were never realised. During the period of hostility with France between 1793 and 1815, the admiralty considered closing its four naval yards at Chatham, Sheerness, Woolwich and Deptford and replacing them with a new Dockyard at Northfleet as it would be an ideal position for repairing large warships. Northfleet was considered to be easily approachable but well protected and of correct depth for large ships. The plans included two large wet docks, a ropery, storage buildings, a gun wharf, eight ship building slips, 12 dry docks and victualing yard. Areas for timber storage and covered workshops were also included within the plans. Steam machinery was to be used as much as possible throughout the works. The new dockyard had a lot of support, however, due to the deterioration of the docks at Sheerness the plans were no longer a priority. Major repairs needed to be made at Sheerness and the opportunity was taken to modernise and expand the dock at Sheerness. The government could not fund both projects and with the end of the French wars in 1815 the need for the new dock was abandoned. With the arrival of a mud dredger at each of the existing docks, the shallow waters around the docks was no longer a problem (McDougall 2000). **Figure 21** shows the proposed boundary of the Naval Arsenal as it was proposed in 1811 and **Figure 20** shows the land to the south of the proposed Naval Arsenal as it was in 1810 (**Figures 20-21**).
- 4.7.134 During the 19th century North Kent was the focus of cement production. In 1796 James Parker's works at Northfleet patented 'Roman Cement' which used 'cement stones' dredged from the Thames with chalk to create a water resistant product, but one that was weaker than subsequent cement products. Portland Cement which came later was named due to its similar appearance to Portland Stone. In 1811 James Frost produced his cement product using similar ingredients to the Roman Cement at his works in Swanscombe (within the Kent Project Site) (Eve 1999). By 1822 a patent for 'British Cement' had been taken out which used a higher burning temperature, and such created a stronger product. In 1824 Joseph Aspdin, who had works in Northfleet patented 'Portland Cement' but used the lower

burning temperature which did not vitrify the slurry, a stage that was later recognised as crucial to the strength of the material. One of Aspdin's Kilns survives as a Scheduled Monument located 790m to the east of the Site and is a distinctive beehive shape (List Entry 1004227). In 1833 the Swanscombe works were bought by Francis and White and subsequently operated by JB White and Sons from 1838 (**WA774**). From 1843 the Northfleet and Swanscombe works were both producing the true product of Portland Cement, although it was the Swanscombe works manager IC Johnson who discovered the importance of vitrification and was grinding cement from the resulting clinker by 1845. By the late 1840s rivalry had developed between the Swanscombe and the Northfleet works, both were producing Portland Cement but the Swanscombe works had begun to export it to the continent. By 1850 Portland Cement was recognised as the superior product but there were still only four works that were producing it by this time.

- 4.7.135 In 1854 a kiln developed at the Swanscombe site was patented by Robert Owen White. By 1962 the Swanscombe works were producing 30,000 tons of cement and employed 750 people. By 1890 there were 16 works between Dartford and Gravesend. In 1900 the Associated Portland Cement Manufacturers (ACPM) was established comprising of 31 firms. The introduction of a rotary kiln rather than the previous bottle, beehive and chamber kilns, meant that increased investment, raw materials and production led to the merger of the companies. It was at this time that the first rotary kiln was installed at the works in Swanscombe and by 1909 there were 16 rotary kilns. A rival to this was established in 1911 named British Portland Cement Manufacturers (BPCM). The cement industry was in decline during the early 1900s and with the event of the WWI many cement works were closed or production reduced including Aspdin's works at Northfleet. After WWI the many works were taken over by Blue Circle including JB White's works at Swanscombe (Eve 1999; Francis 1977).
- 4.7.136 The development of the cement works within the Kent Project Site can be seen on historic maps and through photographs of the works (viewed online; unavailable from KHLC). The earliest works are shown on the Tithe map of Swanscombe which shows a collection of buildings of varying sizes to the south of Manor Way. In 1864-1884 the Portland Cement works occupied a triangular area between what is now Manor Way and the A228 (**Figure 23**) and in the 1870s the works consisted of three widely spaced main buildings with four washbacks against manor way. Associated industry can be seen through the chalk pit to the south and the Cement Pits to the north. By the late 1890s the Cement works had expanded considerably with larger square buildings comprising washbacks and ovens, covering the entirety of the previous triangular area and also expanding northwards and eastwards covering a much larger area (**Figure 24**). One of the former quarries to the north of the works was now used as a marshalling yard for the trams to connect to the wharf. The chalk pit to the south was disused by this time and cement works building constructed within the old quarry. Tramways can also be seen upon the Ordnance Survey mapping leading between the buildings and also to Bell Wharf and Barge Yard Wharf. At this time the cement works were building their own barges at Barge Yard Wharf, later referred to as Black Duck Barge Yard. The first barge built by JB Whites company was called the Black Duck and was launched from Black Duck Wharf in 1892 (Willmott 1977).
- 4.7.137 By the late 1890s the quarrying had been relocated to the east of the Kent Project Site. By 1909 the works had extended further still to the east with a large square building within what was the previous quarry to the east (**Figure 25**). The quarry was also extended further east. The building to the north of Manor Way had also been expanded north and the buildings south of manor way had also extended to the west. There was some expansion south of London Road towards the North Kent Line. Excavations for quarrying can also be seen to have taken place to the east of the tramline upon the peninsula. By 1934 the cement works

consisted of a fewer larger buildings and a larger number of smaller buildings and an aerial ropeway had been installed from the works to Bell Wharf (**Figure 26**). Four large washmills were built to the east of the main works and two to the south of London Road within the old quarry (Craylands Lane pit; **WA775**). Three tunnels were installed from Craylands Lane pit to the south of London Road, through the chalk spine to the Swanscombe works (**WA917**, **WA918**, **WA919**). Black Duck Barge Wharf appears to be out of use by this time with the focus shifted to Bell Wharf at the northern part of the peninsula. Travelling cranes, rectangular buildings and circular tanks can all be seen inland of the pier. The railway/tramway associated with the cement works is labelled 'Mineral Railway' by 1954. Little development or change had taken place within the layout of the cement works buildings.

- 4.7.138 By the 1970s a small amount of expansion had taken place to the west of the existing works to the north of Manor Way. In the 1980s the Cement works was around same size as it had been in the 1970s however by the 1990s some buildings to the south of Manor Way on the eastern side can be seen to have been removed.
- 4.7.139 A tramway was established in the 19th century to link the Portland Cement works with its quarries and also to White's Wharf and Bell Wharf at the northern part of the Site. Over time the tramway adapted and expanded to include working extraction pits and the mainline railway. Some tram tunnels are recorded as still existing on the KHER and a number of derelict sections of tramline were noted on the Site visit (**Plates 7-10**). White's Jetty was the Jetty associated with J.B White's cement works and exists north of the former cement works (**WA741**).
- 4.7.140 The Britannia Cement Works also existed within the eastern part of the Swanscombe peninsula (**WA770**). This works was established by McEvoy and Holt in 1880 and can be seen adjacent to the Paper Works on the 2nd edition map of 1898, comprised of two larger buildings and three smaller buildings (**Figure 24**). By 1909 this had developed into one larger building amalgamating some of the earlier smaller buildings and four smaller buildings. The cement works is known to have closed in 1939.
- 4.7.141 A chalk pit south of Galley Hill Road was used to supply the Britannia Cement Works between the last part of the 19th century and 1930s. A tramway beneath the Galley Hill Bridge connected the quarry with the Cement Works (**WA771**). Further south a gravel pit was opened east of Stanhope Road in use from the end of the 19th century to the 1930s (**WA777**).
- 4.7.142 Another large chalk extraction site was located within the central part of the Kent Project Site close to Ebbsfleet Station which also supplied the Portland Cement Works. Extraction can be seen on a small scale on the 1st edition OS map and Gravel pit and Quarry are marked on the 2nd edition (**Figures 23 and 24**). It has extended both north and south by 1909 but had gone out of use by the 1930 and was partly replaced by a sports ground (**WA778**).
- 4.7.143 Along the western edge of the peninsula (beyond the Kent Project Site boundary) were the Tower Cement Works established in 1873 by William Goreham (**WA699**) and the Onward Cement Works thought to have been established by Lawrence and Wimble from 1880 (**WA700**; **Figure 24**). The Northfleet Cement Works were located further south and west, closer to Northfleet. The works were known to have been operating since 1833 (**WA783**; **WA739**). On the western side of the Kent Project Site, closer to Greenhithe, The Globe Cement works were established around 1869 and was formally called The Globe Portland Cement and Whiting Company when it first started operating (**WA701**).

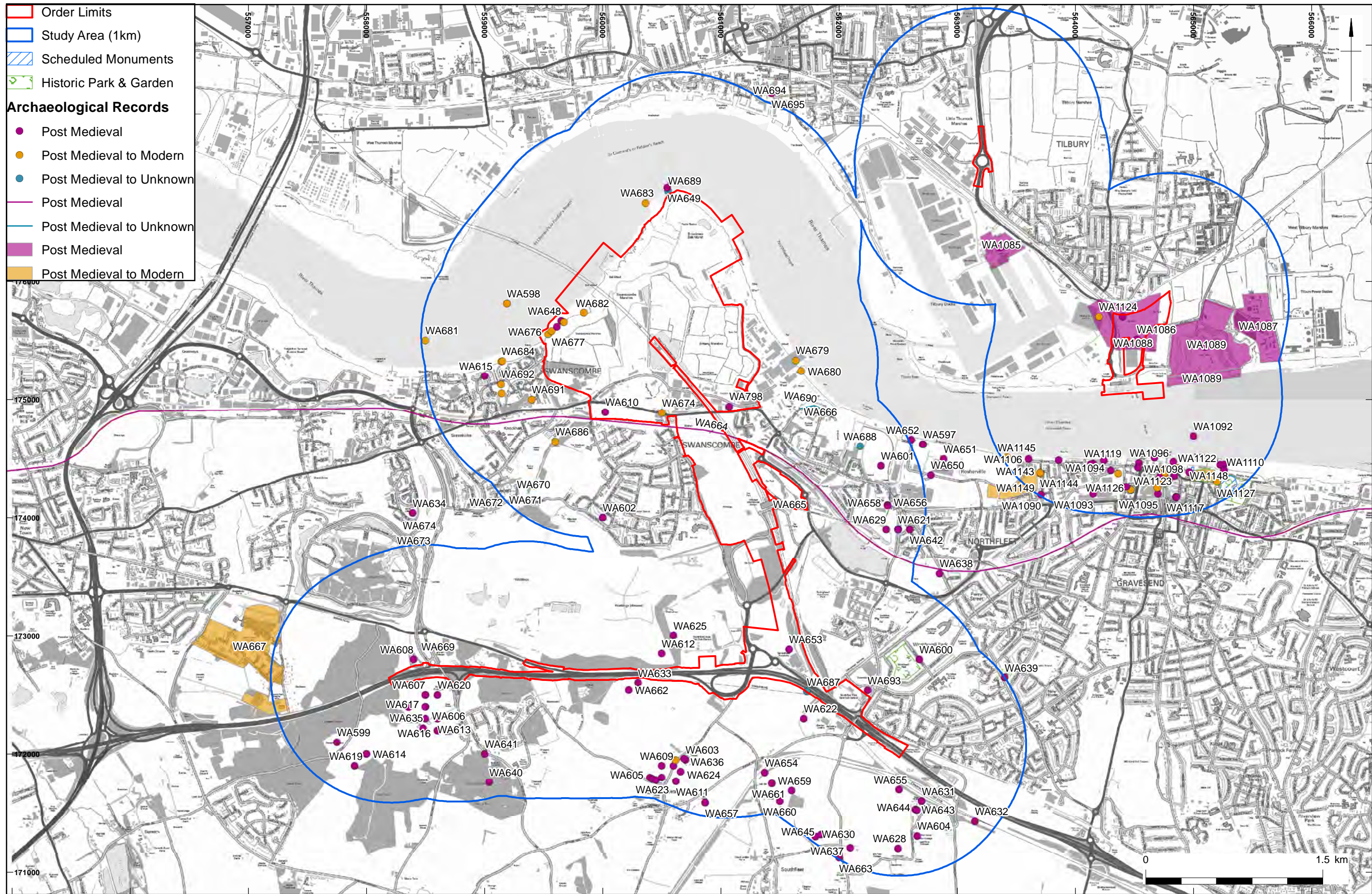
- 4.7.144 A number of quarries for the extraction of chalk, clay and gravel are recorded within the Study Area. The quarry at Barnfield pit was opened in the late 19th century to supply the Portland Cement Works located to the north east. It formed an extension to the Craylands pit located within the Kent Project Site to the immediate south of the cement works (**WA702**). To the west of the Kent Project Site is the site of a small quarry used for the extraction of clay (**WA779**). At the edge of the Kent Project Site a tramway tunnel under Craylands Lane led to Barnfield Pit (**WA787**).
- 4.7.145 The Northfleet Paper Mill was constructed within the Kent Project Site in the 1880s and comprised a large rectangular building with a few additional buildings at either end and a tramway. This arrangement continued until the works were rebuilt in the 1930s. This is labelled as 'New Northfleet Paper Mills' of the Ekman Pulp and Paper Company Ltd (Shorter 1971). To the immediate south adjoining the paper mill was the British Vegetable Parchment Mills and Kent Kraft Mills. To the north was the Thames Tar Distillery. Much of the 19th century and interwar buildings have been lost however part of the westernmost part of the Papermill survives (**WA776**).
- 4.7.146 The Black Duck Barge Yard was located within the north western corner of the Kent Project Site. It can be identified on the 2nd edition maps (**Figure 24**) of the late 1890s as Barge Yard Wharf comprising two square buildings to the east of a slipway. By 1909 an additional building had been added and it is labelled Black Duck Barge Yard (**Figure 25**). By the 1930s the yard has been removed (**WA773**). Other Maritime features located within the Kent Project Site boundary are a 19th century hard at Broadness close to the Black Duck Barge Yard (**WA744**). At the edge of the Kent Project Site are a derelict vessel at Broadness Creek (**WA747**) and a Beacon at Broadness (**WA748**).
- 4.7.147 A historic farmstead is recorded at New Barn close to the central part of the Kent Project Site. A group of buildings can be seen at the position of New Barn on the Tithe map of 1843 and the apportionment names it New Barn Yard (**Figure 22**). On the Tithe map it comprises a trackway leading from the main road, a farmhouse building and three outbuildings. It appears as New Barn on the OS maps and shows the building to enclose a courtyard area. The southernmost building was extended south by 1909 and a small building was also added to the west (**Figure 25**). By 1937 an east west extension has been added and a tank is indicated. The buildings had been completely demolished by the 1990s (**WA769**).
- 4.7.148 The KHER records an 'outfarm north east of Craylands' (**WA651**) and Farmstead in Swanscombe (**WA727**) at the same position, which most likely refers to Manor Way Farm which can be identified from the historic maps at this location. It does not exist upon the Tithe map (**Figure 22**) but buildings can be seen at this location from the 1870s but must have been demolished between the late 1930s and early 1950s (**Figures 23-26**).
- 4.7.149 Ingress Abbey and Gardens was located to the immediate west of the Site. After the dissolution of the monasteries in 1548 Ingress Abbey was granted to private owners by the crown. In 1649 there is reference to a 'Manor' but this is the first mention of a building of substantial size. The most recent mansion at Ingress Park was built in 1833 and had large grounds with a number of landscape features still in existence. The remains of two cottages and a flint platform were recorded during a building recording exercise at the edge of the Site. These had been partly demolished by the Ingress Abbey paper mill in this area in the 20th century (**Figure 25-26**) (**WA713**).
- 4.7.150 By 1853 the parkland had fallen into disrepair after the death of its owner James Harmer. Parts of the estate were being sold off by 1903. By 1909 the north eastern corner of the Ingress Abbey estate had been bought by the Wall Papers Manufacturers Association which

established the Ingress Abbey Paper Mill which was later named Empire Paper Mills after 1919 (**Figure 26**). The Mill buildings were demolished in 1999 for the area to be redeveloped into housing (**WA740**). In 1920 the Ingress Abbey was purchased by the Thames Nautical Training College to provide accommodation for the cadets. This closed in 1968 and was taken over by the Merchant Navy College until 1999.

- 4.7.151 A number of wrecks have been recorded on the KHER at **WA696**. This point is not exact but is representative of the 16 19th century wrecks known in this area. A lightship is recorded on the Essex HER is recorded on the bank of the Thames at West Thurrock, it was built in 1860 and known as Gull (**WA793**). Other coastal features of 19th century date include a hard (**WA745**), causeway (**WA746**), rectangular feature on the foreshore (**WA750**), a tramway jetty (**WA754**) and the Northfleet hope lighthouse (**WA753**) at the wharf on hope terrace (**WA752**). Orm house dock was located close to the Northfleet cement works in use in the 19th century (**WA785** and **WA751**).
- 4.7.152 In the marine study area, the NRHE records three to six unidentified barges (it is possible that NRHE 1025352, 1025353, and 1025354 are the same as the three hulked barges recorded as 1527138, as they refer to barges located in the intertidal zone in Robin's Creek Gravesend).

Essex Project Site

- 4.7.153 The Tilbury Riverside Station was first constructed in 1854 to provide a rail connection from the ferry service which already operated from Tilbury to Gravesend or further afield. The station was built as part of the London Tilbury and Southend Railway and included a landing stage. This was quickly followed by the construction of Tilbury Docks in 1886 as it was realised that having docks further downstream would be more efficient for cargo ships than the East and West India Docks.
- 4.7.154 The Tilbury Hotel was constructed to the west of the Essex Project Site at the same time as the docks in 1886. The building was designed by architect E.A Gruning and building by builders Perry & Co. The hotel provided a high standard of accommodation for travellers and had electric lighting throughout which was unusual for the time. The Hotel was destroyed by an incendiary bomb in 1944. The Basin Tavern was located to the west of the Essex Project Site and resembled a country mansion rather than a public house. The Basin Tavern was also destroyed by bombing during WWII.
- 4.7.155 The Tilbury Cottage hospital was located to the immediate east of the Essex Project Site and was erected for the people of Tilbury and Grays who previously had to travel to Gravesend or London to receive hospital treatment. Philanthropist Passmore Edwards raised the money to build the hospital and he laid the foundation stone in 1895. It began as a small single storey hospital providing eight beds and was completed in 1896. In 1924 the Passmore Edwards Hospital was renamed Tilbury Hospital. It was extended in 1901, 1925, and 1937 to include additional beds (up to 92 by 1937) and facilities. The formation of the National Health Service in 1948 resulted in the takeover by the South East Essex Hospital Committee and in 1950 it became the Tilbury Branch of the Tilbury and Riverside General Hospital. But by 1953 Orsett Hospital was chosen as the preferred main hospital for the area and the hospital was closed and demolished in 1992 (**WA1124**).

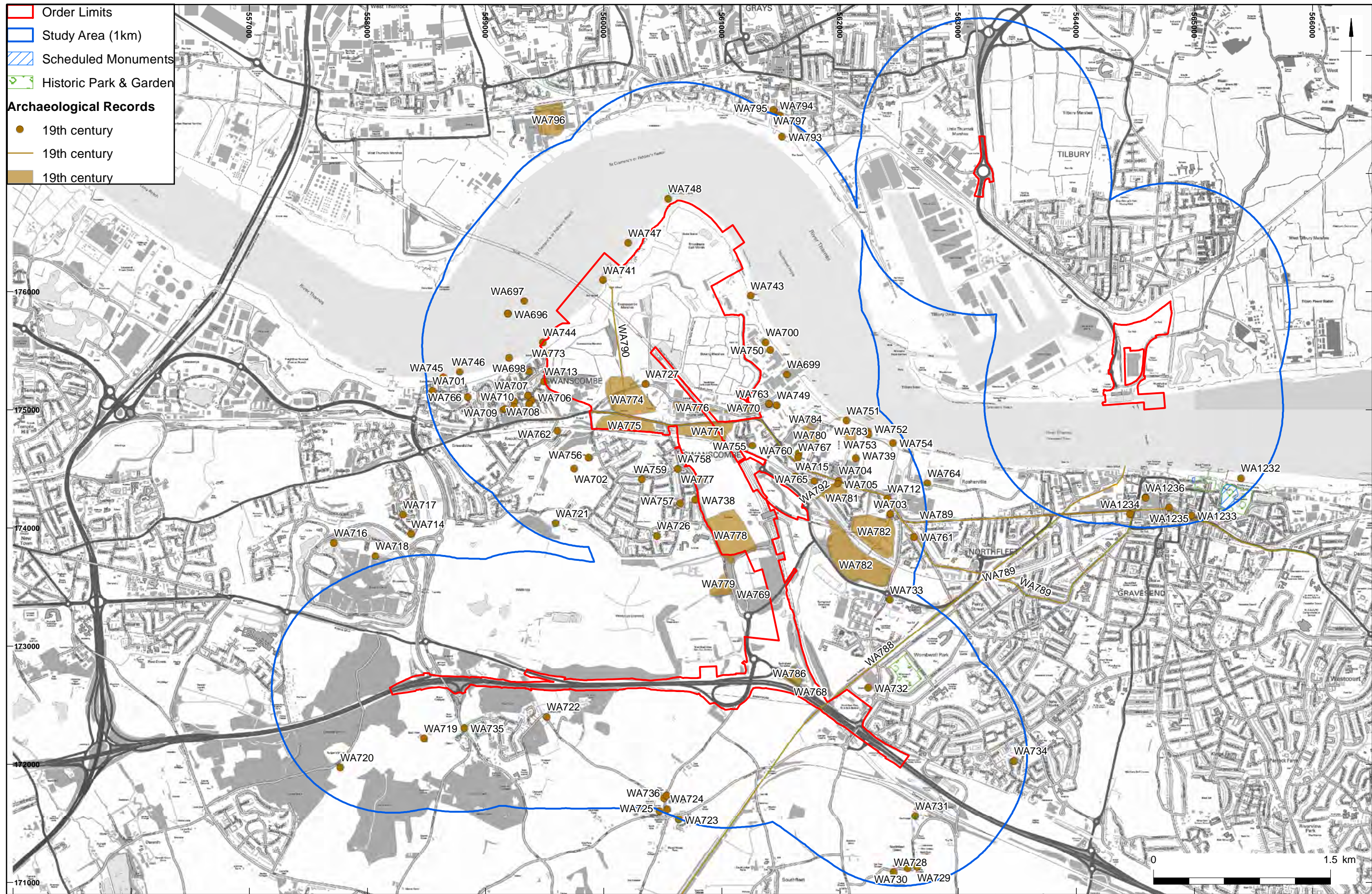


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The Project Sites and Archaeological Records dating to the Post-medieval period (based on KHER and EHER)

Figure 14

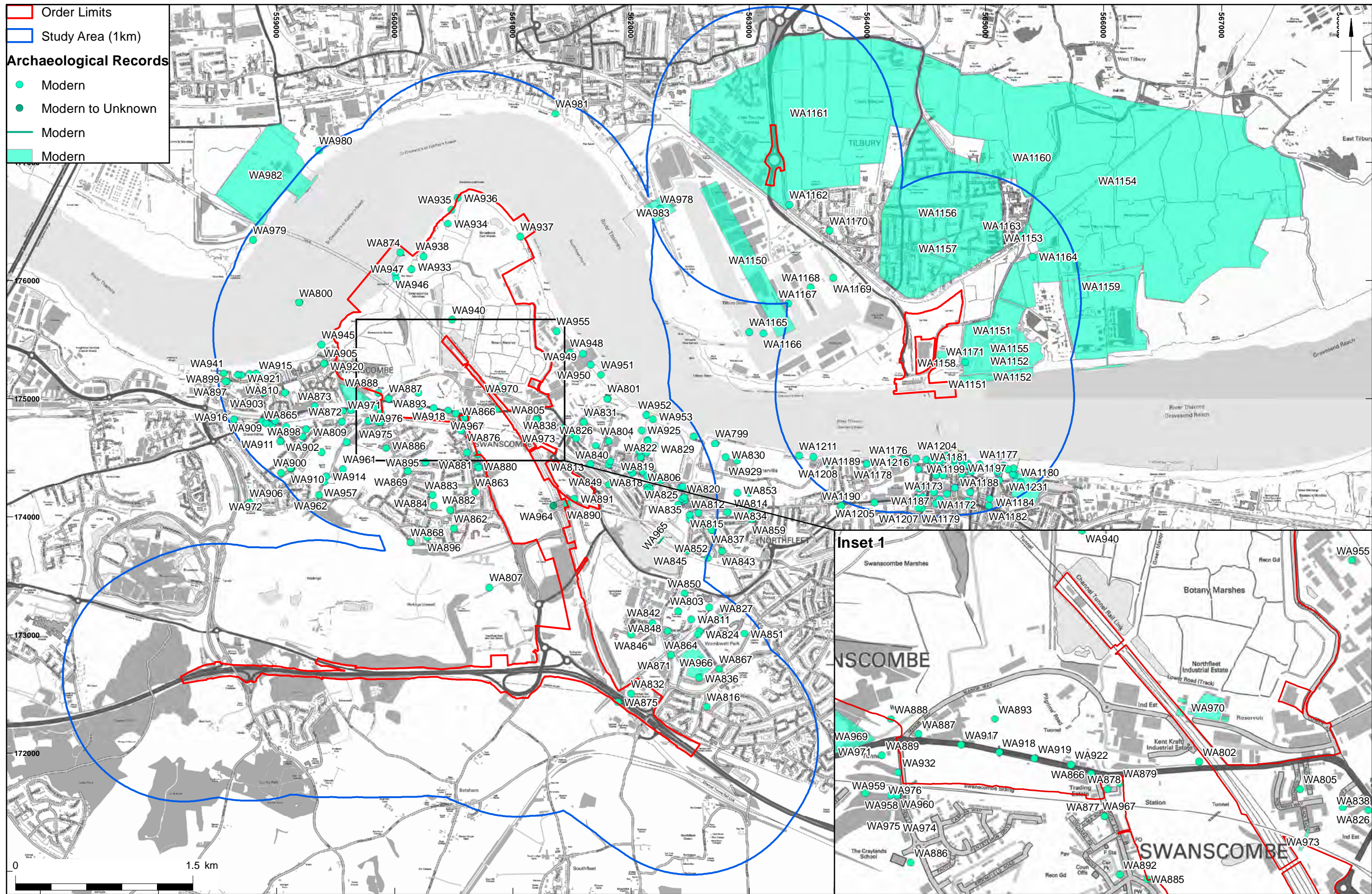


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The Projects Sites and Archaeological records dating to the 19th century (based on KHER and EHER)

Figure 15



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The Project Sites and Archaeological Records dating to the Modern period (based on KHER and EHER)

Figure 16

Modern (AD 1900–present day) (Figure 16)

Kent Project Site

- 4.7.156 The industrial character of the Swanscombe peninsula continued into the 20th century. Historic mapping of this period shows the continuation of the Whiting Works, Northfleet Paper Mills and the cement works at the start of the 20th century (**Figure 25**). By 1937 a sewage works had been constructed to the north of the Northfleet Paper Mill and Cement works (**WA940**). The area of the Northfleet Paper Mill became the Kent Kraft Estate during the 20th century, formed of the rebuilt New Northfleet Paper Mill, Kent Kraft Mills, British Vegetable Parchment Mills and the Thames Tar Distillery (**Figure 25-26**) (**WA970**). A small lodge associated with the Kent Kraft Estate is recorded within the Kent Project Site, perhaps used as a factory or ancillary building (**WA798**).
- 4.7.157 The continuation of quarrying activity is also recorded within the Kent Project Site with a chalk quarry and associated tramway tunnel close to London Road (**WA969** and **WA971**). The Swanscombe Halt railway station is also recorded within the Kent Project Site (**W967**).
- 4.7.158 An electricity pylon 190m high is recorded at the edge of the peninsula (**WA938**), this connects to an identical pylon on the opposite side of the Thames close to the location of the former West Thurrock Power Station (**WA982**). The power station has been identified as being of particular importance due to its 1950s and 1960s layout. The power station operated until 1994 and was the first central electricity generating board.
- 4.7.159 At the edge of the peninsula within the Kent Project Site a number of maritime assets were recorded, including Bell Wharf, a pier and wooden posts at Broadness, and an abandoned vessel. From outside the Site seven 20th century shipwrecks are recorded at (**WA800**).
- 4.7.160 Throughout the remainder of the Study Area the industrial focus of the area can be seen through tramway tunnels connecting the quarries to the cement works as well as to the many docks, wharves, jetties and piers (**WA932**).
- 4.7.161 A large amount of the modern records recorded on the KHER relate to the military and civil defences of the 20th century. During the World Wars the Thames was a key means of entry for both supplies and communication but also for a potential enemy invader to advance to London. As such the banks of the Thames had been used defensively since the medieval period. A large number of WWII defences are recorded on the KHER which were used to impede enemy advances from the riverbank and to obstruct progress along roads, their nodes, railways and other suitable ground. The river Thames acted as a visual aid for enemy air attack guiding the route to London. As such the area became a focus for air defence systems to protect the capital but also to protect the industrial areas, power stations and other military targets along the river bank. Many of which had grown in importance due to the outbreak of war.
- 4.7.162 Civil defences were strengthened due to the outbreak of war and Gravesend became a 'Blitzmerge' area for rapid civil defence reinforcement in the event of catastrophic air raids. Fire services were expanded as well as emergency water supplies, First Aid posts in a variety of existing and new buildings and rest and feeding centres for those displaced by bombing. Air raid shelters within the Kent Project Site are recorded at **WA802**, **WA875**, **WA876**, **WA889**, **WA879**, and **WA885**. Many of these were for public use however **WA802** was for the workers within the cement factory as this was considered to be a target for air raids. This shelter comprised a series of zig zag tunnels cut into the face of the chalk quarry (Smith 2010). A series of tunnels were created beneath London Road used as air raid shelters for the workers within the Cement Works (**WA917**, **WA918** and **WA919**). A tunnel beneath the North Kent Railway line was also used as an air raid shelter during WWII. This

lies at the edge of the Kent Project Site (**WA973**). In association with the shelters, two air raid warning sirens were recorded within the Kent Project Site one at Johnson's Cement Works (**WA893**) and one at the Whiting Works (**WA888**). Within the eastern part of the Kent Project Site anti-vehicle bomb obstacles are recorded (**WA891**).

- 4.7.163 Defensive systems were employed along the riverside. Within the Kent Project Site what is thought to be an anti-tank block is recorded comprising of 24 concrete blocks, however it has also been suggested that it may be a collapsed sea defence erected to protect the beacon at Broadness (**WA936**). The blocks could be identified upon the Site visit (**Plate 12**).
- 4.7.164 Three civilian buildings within the Kent Project Site were temporarily occupied as civil defence sites including a first aid post (**WA878**), a communications shelter (**WA887**) and a temporary mortuary (**WA907**).
- 4.7.165 A large number of other military and civilian defences are recorded within the 1km Study Area this includes another 40 air raid shelters, 12 air raid wardens posts, and two air raid sirens. Civil defence sites include a number of emergency water supply tanks, an emergency feeding centre and first aid posts. Other civil defences included training centres, observation posts and military headquarters. Defensive structures include defended localities, anti-vehicle bomb obstacles, Barrage Balloon sites, and Anti-aircraft batteries.
- 4.7.166 The UKHO provides details about wrecks and obstructions and within the marine Study Area there are 88 records (**WA2000-2088**) (**Figure 18-19**). However, few of these are in close proximity to the proposed development. Within a 150 m buffer of the Order Limits of the Kent Project Site, the UKHO indicates there are records for four known dated wrecks (**Figure 18**). The *Magdeburg* (**WA2001**) was lost in 1964 in thick fog and sunk following a collision but was refloated in 1965 and the UKHO record was amended to 'lift'. The *Hart* (**WA2002**) and *Margaret Elizabeth* (**WA2003**) were two barges that collided and sunk, their records were amended to 'dead' by the UKHO, indicating that wreckage was not seen during subsequent surveys. The *Folgate* (**WA2004**) was also a barge, it sunk off the lower end of White's Jetty in 1982, but the record was amended to 'dead' in 2005 when it was not located by the UKHO during a multibeam survey. For all four of these wrecks, although they are noted to be 'lifted' or 'dead' there is a possibility that material from the wrecks could be encountered within the area – for example material that came off the vessels when they were being lifted or that has since been buried and therefore not visible in multibeam survey data.

Essex Project Site

- 4.7.167 After WWI the number of passengers using the ferry service from Tilbury was increasing and as a result of the increased passenger numbers and the fact that large liners were able to berth in the deeper waters around Tilbury, it became the centre of passenger operations for London. A Bill in parliament was passed in 1922 for the construction of a passenger landing stage at Tilbury and work started in 1926. At the western end of the landing stage the two storey Riverside Station was constructed which housed immigration and general offices as well as a waiting area for passengers. The construction of the new station involved the demolition of an earlier building dating from 1906. The landing stage was connected to the shore by five bridges. The landing stage was completed by 1930 and opened by the then Prime Minister J. Ramsey MacDonald on 16th May.
- 4.7.168 A group of air raid shelters were identified from aerial photos in 2012 thought to be of 'Stanton modular' type. They were described as being semi-sunken and eathern-over located between Tilbury Fort and Tilbury Station. These were demolished to make way for the business centre (**WA1158**).

- 4.7.169 Tilbury Fort was armed in the 20th century with defences to protect against the enemy attack which included Spigot Mortar gun emplacements. Anti-glider and anti-aircraft ditches were also identified as cropmarks visible on aerial photographs to the east of the Tilbury Site and over the northern Tilbury site at the roundabout (**WA1154 & WA1161**). Tilbury was considered to be a danger area during WWII and as such Thurrock school children were evacuated from the landing stage on paddle steamers to Suffolk.
- 4.7.170 Tilbury was used as a military encampment prior to the D-Day landing in 1944. Aerial photographs taken in July 1944 (a month after D-Day), show the town to be a vast military encampment with all grass verges, recreation grounds and undeveloped land filled with tents to house troops. Nissen huts and large quantities of other structures, perhaps latrines or kitchens, can also be identified from the aerial photographs. Due to its proximity to Tilbury Docks, this was an assembly area used for troops waiting to cross the channel to Normandy and it is thought to have been in continual use from D-Day onwards with each influx of troops staying just a few nights. By 1946 aerial photographs show little evidence of the assembly point remained, by 2012 nothing remained (**WA1156**). Air raid shelters (18 in total) were constructed on the recreation ground at Tilbury, thought to have originally been constructed for the Tilbury community in 1940/41 prior to the D Day landings by 1946 aerial photos show that the shelters were in the process of being demolished (**WA1157**).
- 4.7.171 Late in 1944 a V2 rocket hit the railway sidings next to Tilbury Riverside destroying 4 freight wagons and 140 passenger coaches. The Station and two ferries docked at Tilbury received some blast damage and the goods yard was almost destroyed.
- 4.7.172 Five D-Day embarkation hards were constructed at Tilbury Docks to accommodate the many landing craft that would be required to transport troops and tanks across the channel. Construction of the hards began in 1942 and were complete by 1943 (**WA1165-1169**). To deliver fuel to the allied armies in France, underwater pipelines were laid, 16 lines in total and up to 70 miles long. Tilbury Dock was a P.L.U.T.O (Pipe Line Under The Ocean) assembly site and the drums were constructed there (**WA1150**).
- 4.7.173 After WWII passenger numbers from Tilbury recovered and reached pre-war levels. In 1948 Tilbury received one of the first large groups of post-war Caribbean settlers on the ship 'Empire Windrush'. After 30 days at sea the Empire Windrush docked at Tilbury. The majority of passengers had pre-arranged addresses and contacts however those with nowhere to stay were housed in the Clapham Deep Shelter, part of the Northern Tube line that had been used as an air-raid shelter. In March 1954, after a fire on board, the Empire Windrush sank in the Mediterranean sea.
- 4.7.174 By 1960 the passenger numbers using the ferry service began to decline and by 1981 British Rail ended the through trains from Southend to Tilbury Riverside so passengers now had to be shuttled to Tilbury Town Station to be picked up there. In 1985 the Port of London Authority renamed the facilities the London Cruise Terminal and in 1992 the Tilbury Railway Station was closed.
- 4.7.175 The NRHE includes records of three finds that were reported by Cemex UK Marine at Northfleet wharf. These are finds that were discovered in aggregate from unconfirmed dredging licence areas off the coast, and positioned at the wharf as the origin of each find is unknown.
- 4.7.176 In the UKHO data, within a 150m buffer of the Order Limits of the Essex Project Site there are two modern records. The first relates to the SS *Southport* that sunk in 1955. The ship had been built in 1914 and was lost in 1955 following a collision at Gravesend Reach.

However, it was later raised and sold for scrap, and the UKHO record was amended to 'lift'. It is possible that there is isolated material from the wreck still present on the seabed. There are also two areas of foul ground to the west of Tilbury Dock that have been identified by the UKHO as modern ground tackle remaining after the removal of a mooring buoy (**WA2015** and **WA2016**) (**Figure 19**).

4.8 Undated

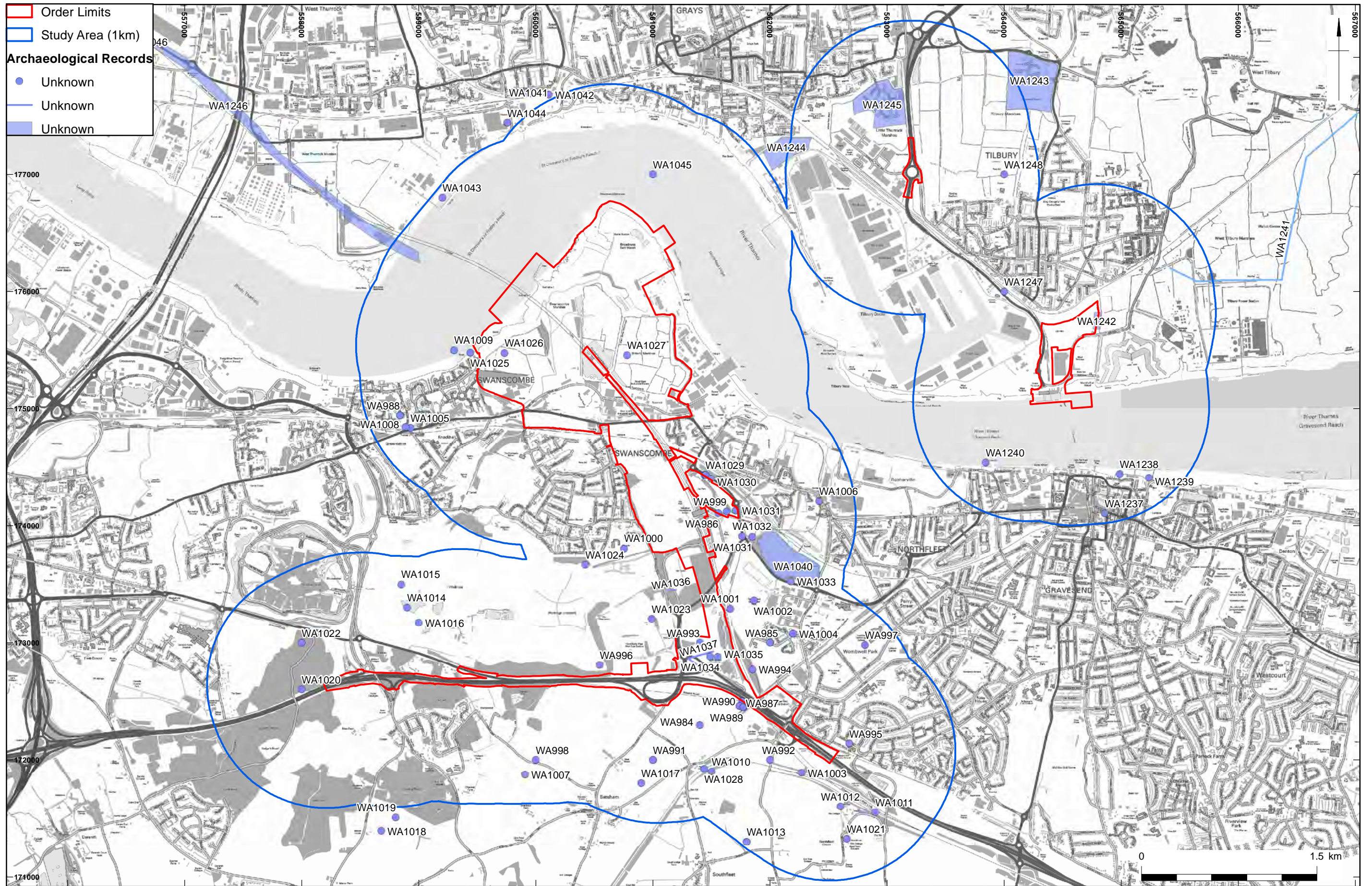
Kent Project Site

4.8.1 In the UKHO data, within a 150 m buffer of the Order Limits of the Kent Project Site, there are three wrecks of unknown date (**WA2005**, **2006** and **2007**) (**Figure 18**). The first two are still extant and are within Broadness Creek. **WA2005** is located at the eastern end of the creek and measures approximately 18 m in length by 5m in beam. The second (**WA2006**) lies at the mouth of the creek and has sonar dimensions of 15m in length by 4m in width. It could correspond with **WA934**. The record of a third wreck of unknown date (**WA2007**) is positioned on the coast just to the north of Broadness Creek, however the record indicates that the 7m vessel was cleared by 1998 and the record was amended to 'lift'. There is still some potential for material from the wreck to be present in the vicinity. All of these wrecks are likely of post-medieval to modern date.

4.8.2 The remaining UKHO records within a 150m buffer of the Order Limits of the Kent Project Site comprise areas of foul ground. There is a foul along the head of the disused White's Jetty (**WA2008**) and another on the site of the Empire Paper Mill Jetty (**WA2009**). There is also a record of foul ground with St. Clement's Reach Anchorage, however this record has been amended to 'dead' as the material was not observed in recent surveys. Although undated, these likely relate to modern material associated with the use of the jetties or anchorage, or material discarded from the jetties or moored boats. There are two sites of foul ground (**WA2010**, **WA2011**) offshore from Bell Wharf; these comprise obstructions located in 2017 by UKHO survey. The material on these sites has not yet been identified, and although they likely relate to modern debris, they could be of archaeological potential. An area of foul ground (**WA2012**) located about 100m off White's Jetty comprising likely modern debris was amended to 'dead' in 2007. A site off the east side of Swanscombe Marsh (**WA2013**) was surveyed by the UKHO in 1970 but amended to 'dead' in 2007. These two 'dead' sites likely comprised modern debris, but there could still be material in the vicinity.

Essex Project Site

4.8.3 Within a 150m buffer of the Order Limits of the Kent Project Site, the UKHO has one record of foul ground. The record (**WA2017**) is situated within the Order Limits, and was identified during a survey in 2005, however it has not since been relocated and the record has been amended to 'dead' (**Figure 19**).

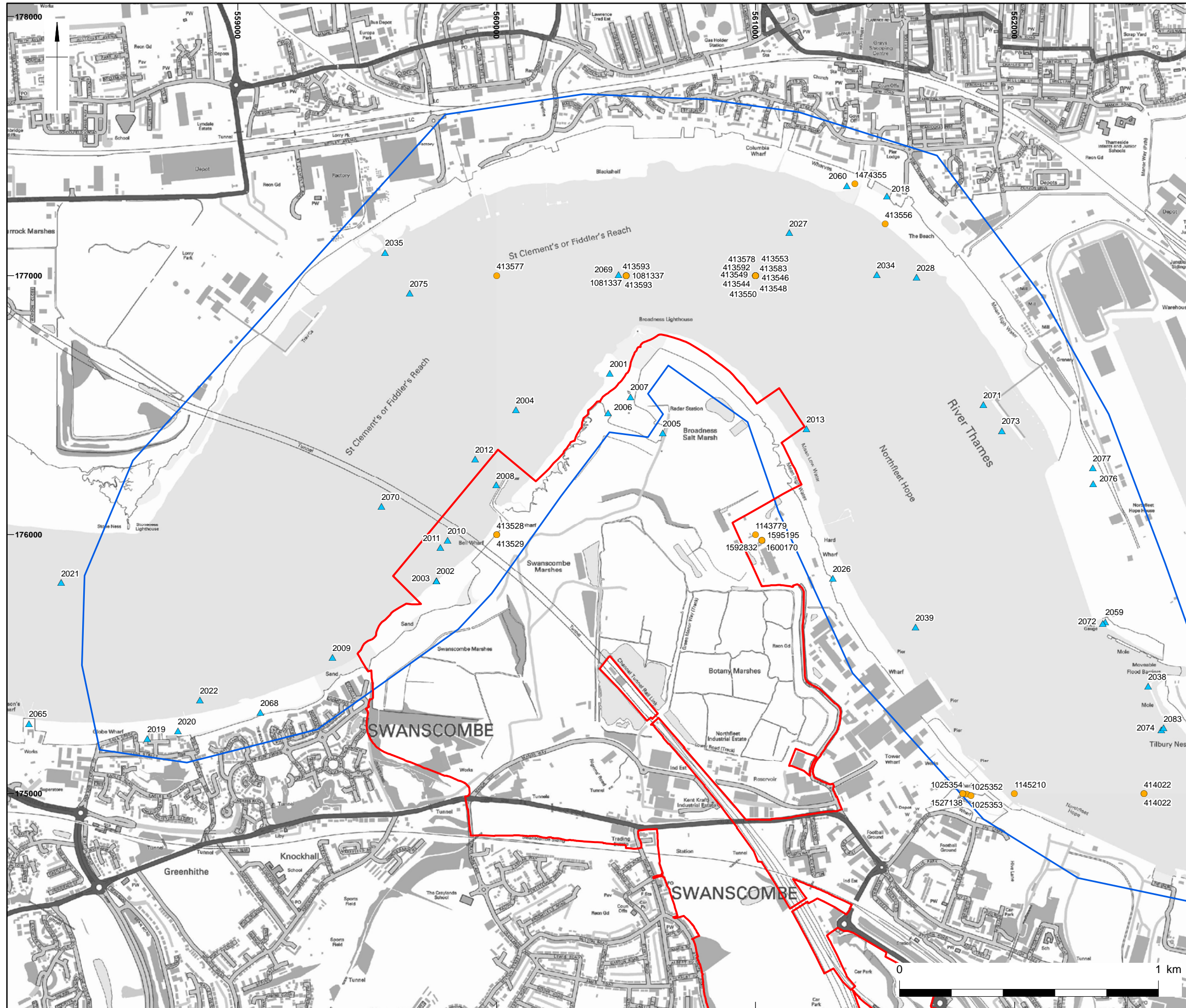


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The Project Sites and Archaeological Records dating to Unknown period (based on KHER and EHER)

Figure 17



- ▭ Maritime Study Area
- ▭ Order Limits
- ▲ UKHO data
- NRHE data

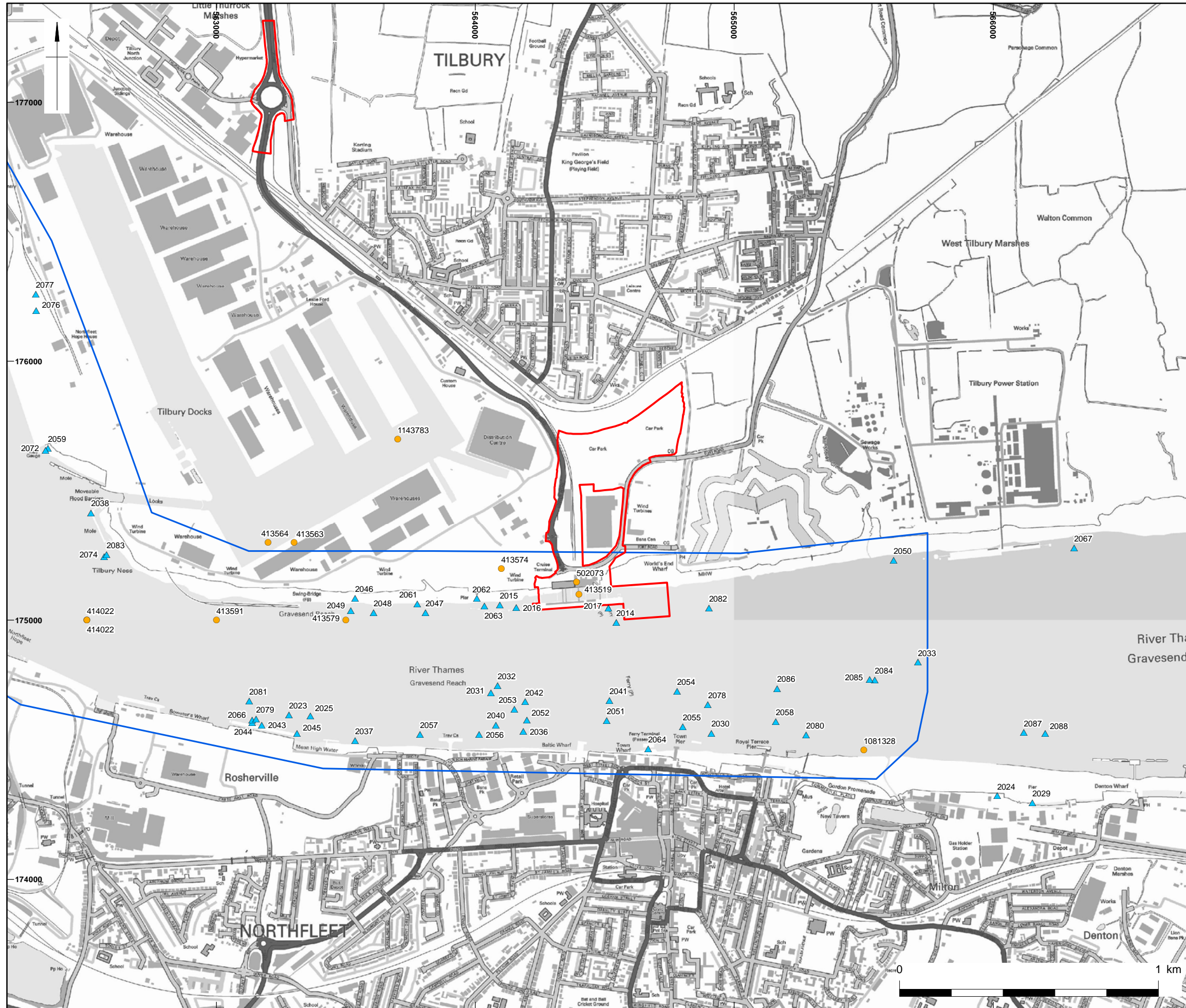
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Maritime Heritage Assets at the Kent Project Site

Figure 18





- ▭ Order Limits
- ▭ Maritime Study Area
- ▲ UKHO data
- NRHE data

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4.9 Historic Map Regression

Kent Project Site

- 4.9.1 Historic Map regression for particular elements of the historic environment (such as the watercress beds and cement works) has been undertaken above where relevant to the archaeological and historical background of the Site. Historic map regression for the Kent Project Site in general is included below.
- 4.9.2 The 1810 map shows the Kent Project Site to be largely agricultural at this time. This map covers the central section of the Kent Project Site which can be seen to have been divided into agricultural fields. The Ebbsfleet River is shown in the western part of the Site surrounded by marsh and scrub. To the east of the Site, Northfleet is shown and Swanscombe is shown to the west, both of which are depicted as small settlements at this time. Swanscombe Park Wood covers a large area to the west of the Project Site (**Figure 20**).
- 4.9.3 The 1872 Ordnance Survey map shows the expansion of Northfleet over the course of the 19th century, due to the increase in industry particularly the cement industry. The Portland Cement Works can be seen within the Kent Project Site by this time and the North Kent Railway line can also be seen to bisect the Site. The remainder of the Kent Project Site is still relatively rural at this time. Swanscombe Park Wood is still in existence at this time but reduced from the early 19th century. Part of the western part of the Kent Project Site is part of Swanscombe Wood and the Thrift at this time (**Figure 23**). By 1898 there is stark contrast between the development close to the Thames and the more rural character of the area further south. As the cement industry expanded, structures, tramways and quarries were present between Northfleet and Greenhithe. The settlement at Northfleet had grown by this time whereas Swanscombe had remained comparatively small. Small areas of quarrying had been undertaken within the Site by this time (**Figure 24**).
- 4.9.4 By 1909 additional quarrying within the Site had taken place and by 1937 additional industries had developed on the peninsula (**Figures 25 and 26**). Throughout the 20th century both Swanscombe and Northfleet expanded and the A2 was constructed within the south of the site in the mid-20th century.

Essex Project Site

- 4.9.5 The earliest depiction of the Essex Project Site is on Chapman and Andre's map of 1777 (**Figure 27**). The Essex Project Site laid within a large area known as West Tilbury Marsh and is shown as being a large expanse of unenclosed marshland. Tilbury Fort is evident to the east of the Essex Project Site and a road is shown to lead from West Tilbury to the River Bank. Adjacent to the Site is Ferry House which is likely to have later become the World's End Public House. A ferry is known to have existed from Tilbury to Gravesend since at least the 14th century and this is likely to have been the embarkation point for the ferry with the Ferry House providing facilities for passengers. The area of the Essex Project Site itself is shown as marshland at this time. Milk House is located to the north of the Site within the marsh and may indicate that the marshland was used for grazing, with Milk House perhaps part of a dairy. A small cluster of unlabelled buildings are also shown to the west of the Site, which could be either the main farmstead associated with Milk House, an associated outfarm or a separate farmstead entirely.
- 4.9.6 A plan of Tilbury Fort produced in 1788 also includes the adjacent area of the Essex Project Site (**Figure 28**). As this map was produced to show works to the Fort it may be that some detail from the surroundings were omitted as this was not the purpose of the map. However, the map shows a number of boundaries within the Site, likely to have been drainage ditches

or small creeks. This shows that the area had been enclosed at least for drainage purposes by this time. Flood defences can also be seen along the river bank within the Essex Project Site.

- 4.9.7 The Chadwell St Mary tithe map of 1840 shows the Essex Project Site to be divided into a series of small fields with irregular boundaries, formed by drainage ditches (**Figure 28**). Due to the proximity to the river and low lying nature of the area it is likely that this area continued to be used for grazing. Small clusters of buildings can be seen to the north of the Site and to the east and it seems that the two were connected by a trackway of some kind, flanked by a drainage ditch on each side. It is likely that this is perhaps the main farmstead located to the north and associated outbuildings connected by the trackway to the east.
- 4.9.8 By the 1860s the area for the Essex Project Site can be seen to have been completely reclaimed and the area developed (**Figure 29**). The main development within the Essex Project Site is that of Tilbury Station and the associated railway lines which cover the central and northern parts of the Site. As well as the railway other associated industry was taking place at the Essex Project Site which shows an engine shed, joiner's shop, carriage shed, smithy and gas works in the northern part of the Site. An earlier iteration of the current landing stage is labelled as 'pontoon' at the southern part of the Essex Project Site used by the Kent and Essex Steam Ferry. 'The Tube' presumably relates to a covered walkway leading to the Pontoon. The eastern part of the Essex Project Site, outside of the footprint for the railway is shown to continue to be bound by drainage ditches and is likely to have continued to have been used for agricultural purposes.
- 4.9.9 The 1920 Ordnance Survey map shows the continued development of the railway including additional sidings, embankments and Railway Cottages within the Essex Project Site (**Figure 29**). The Cottage Hospital had been constructed to the west of the Essex Project Site and its mortuary was located within the Project Site boundary. Along the banks of the Thames the Tilbury Hotel had been constructed by this time (1896) to the west of the Essex Project Site and part of its gardens extended within the western part of the Project Site at this time. The eastern part of the Site continued as open grazing/agricultural land.
- 4.9.10 As mentioned above in 1930 the new landing stage and riverside station had opened and a new road was constructed over the top of the railway which looped around Tilbury Station to provide additional access for travellers. During WWII the area is known to have been bombed with a V2 rocket damaging the railway sidings, station and goods yard and incendiary bombs destroying both the Tilbury Hotel and the Tavern Basin Public House. Whilst it is likely that the damaged parts of the railway were repaired or replaced. The Tilbury Hotel and Tavern Basin are missing from historic maps of the later 20th century and are thought to have been badly damaged and subsequently demolished. The Tilbury East Junction had been constructed within the eastern part of the Site by 1966 (**Figure 28**).
- 4.9.11 In the 1980s the railway service to Tilbury Riverside was no longer in use for passenger services and the eastern part of the railway and sidings had been removed by the 1990s. By the early 2000s the large industrial building had been constructed within the central area excluded from the Essex Project Site and the circular loop road was removed at the same time. By the late 2000s the northern and eastern parts of the Essex Project Site had been covered by hardstanding and used for car storage.



 Order Limits



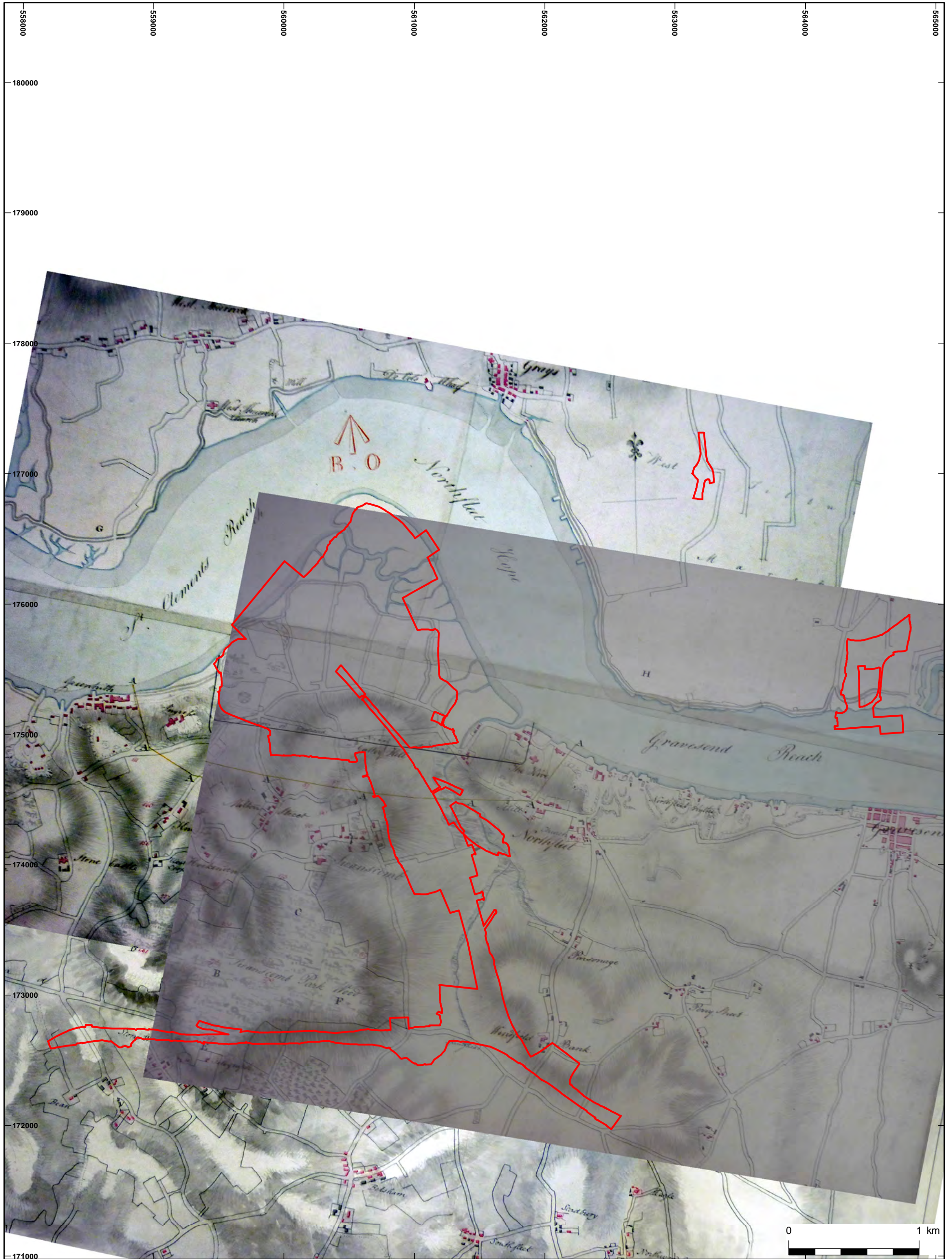
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1810 A plan of the ground adjacent to the projected Naval establishment situate in the several parishes of Northfleet, Southfleet, Swanscombe and Stone in the County of Kent (National Archives Ref MR 1/1347)

Figure 20



 Order Limits

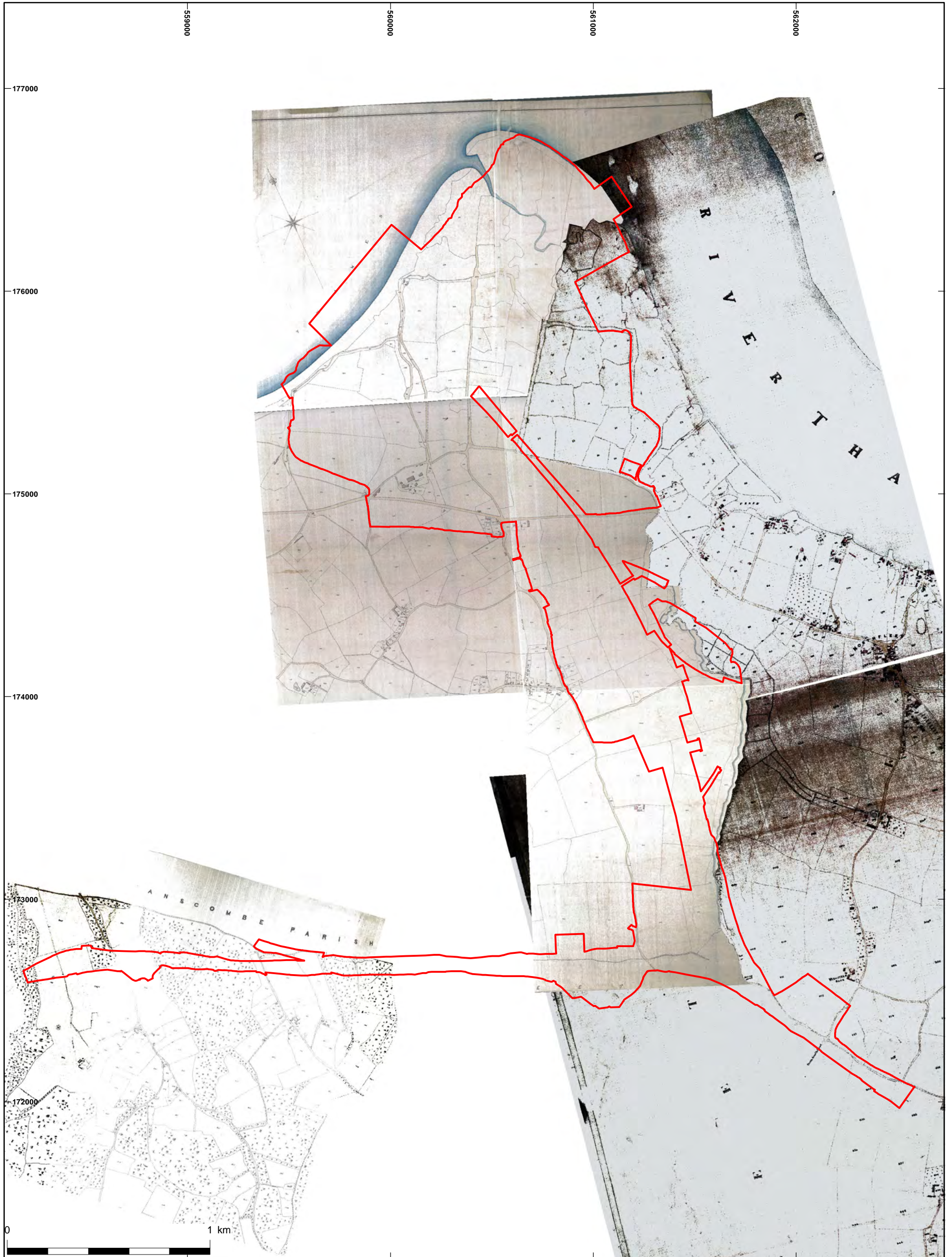


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1811 Plan of the country in the vicinity of Northfleet and Greenhithe, showing the Site of the Proposed Grand Naval Arsenal and the positions it would be necessary to occupy with works for its defence (National Archives Ref R 1/1341)



 Order Limits



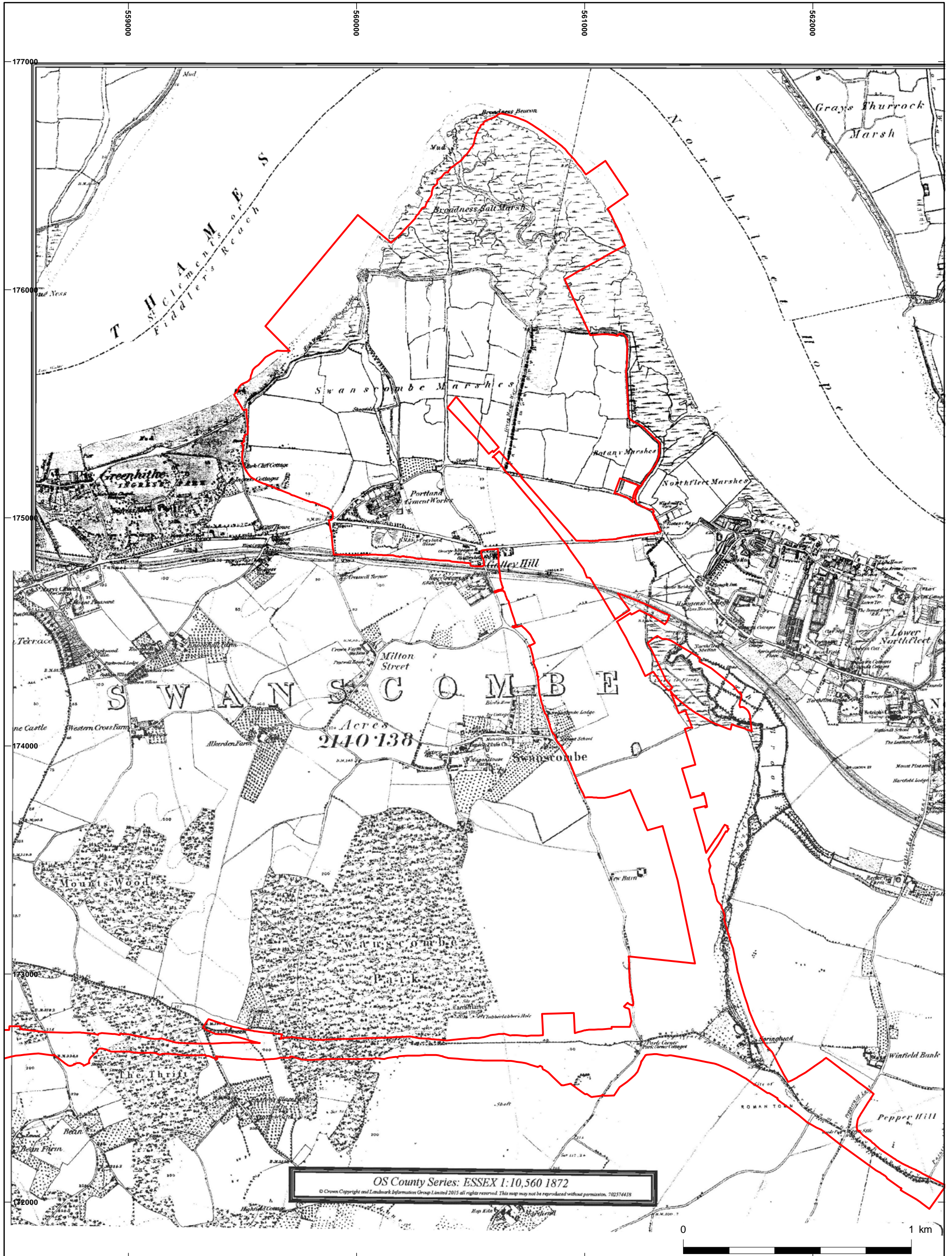
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Tithe maps of the parishes of Northfleet (1841), Southfleet (1839), Swanscombe (1843) and Stone (1838)

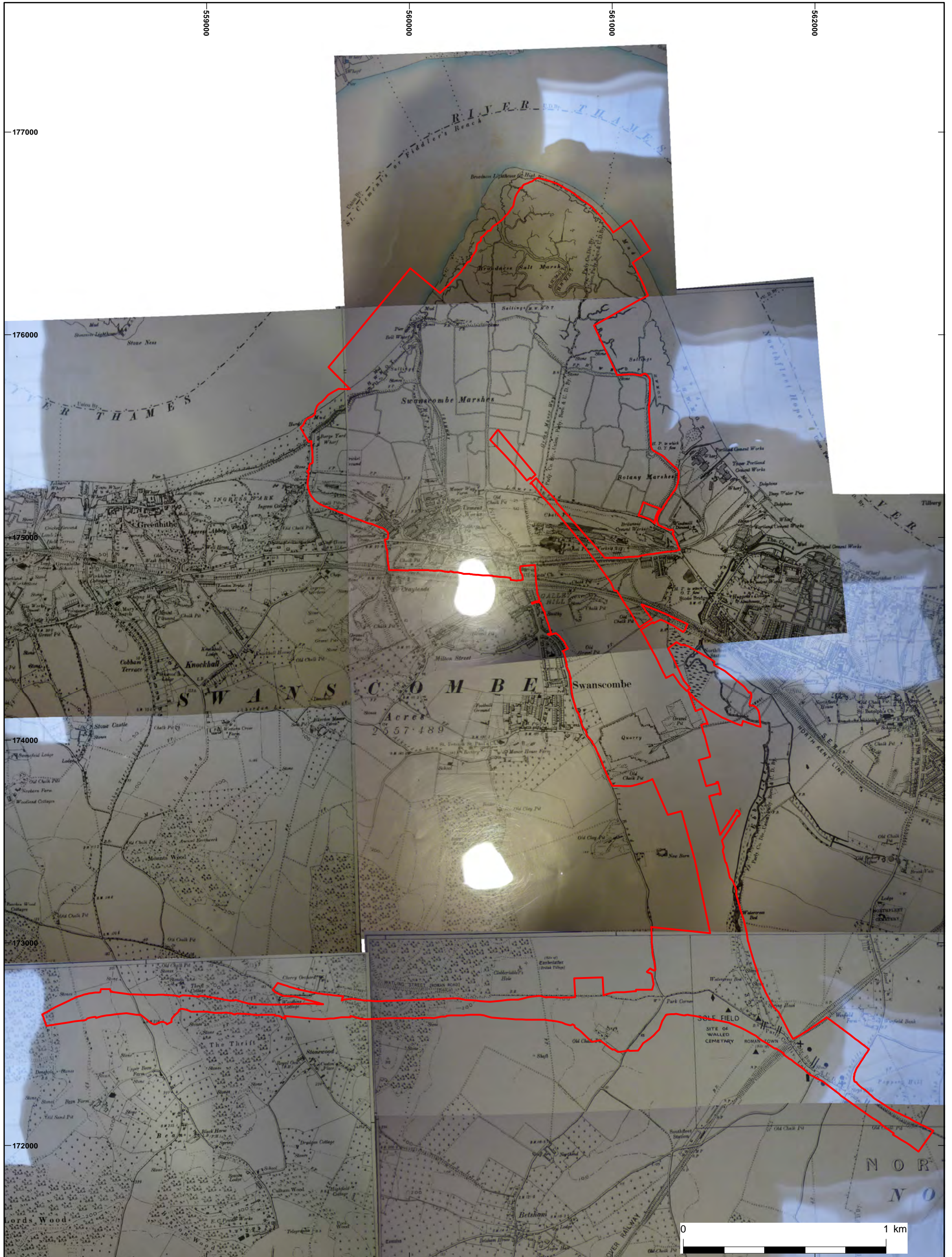


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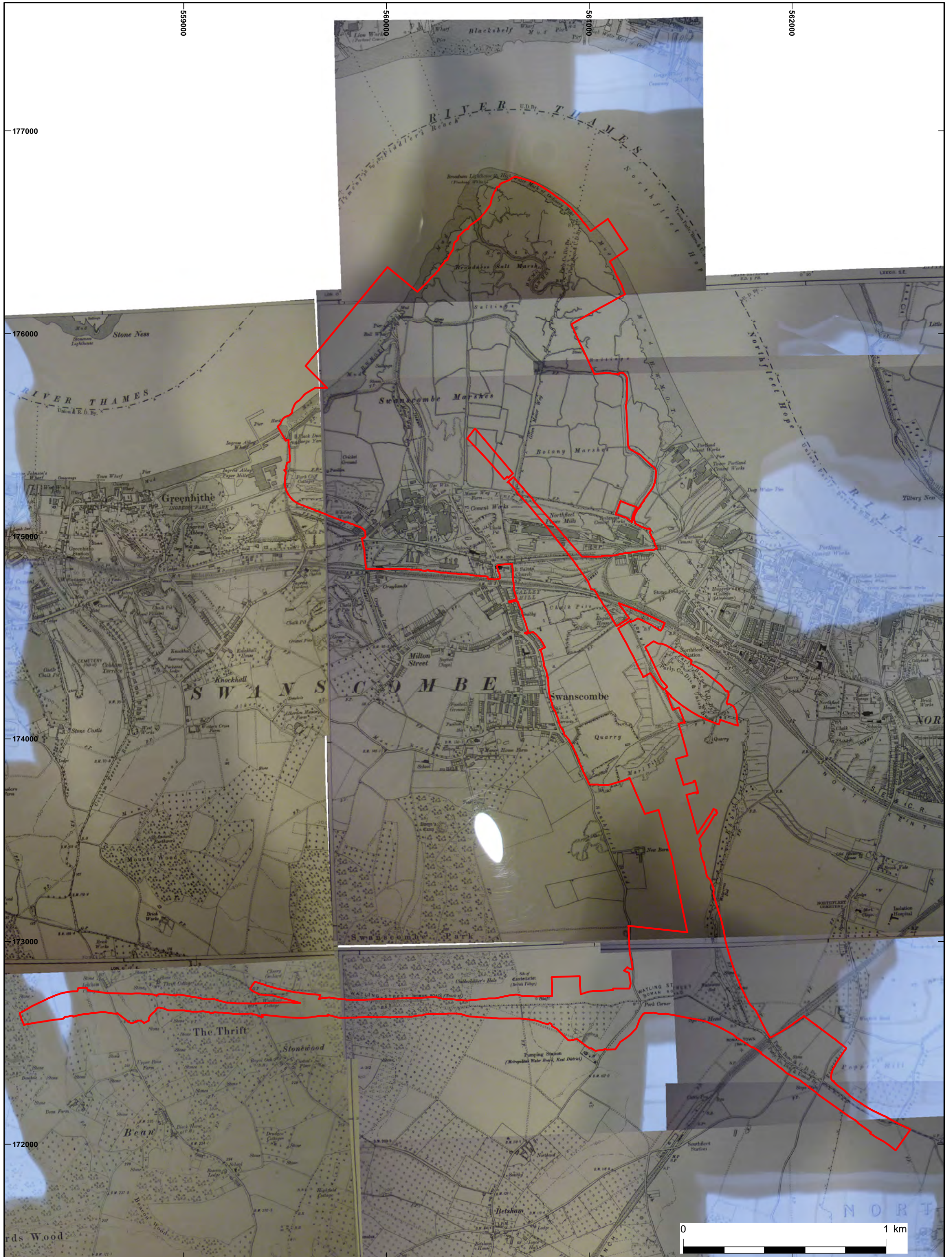
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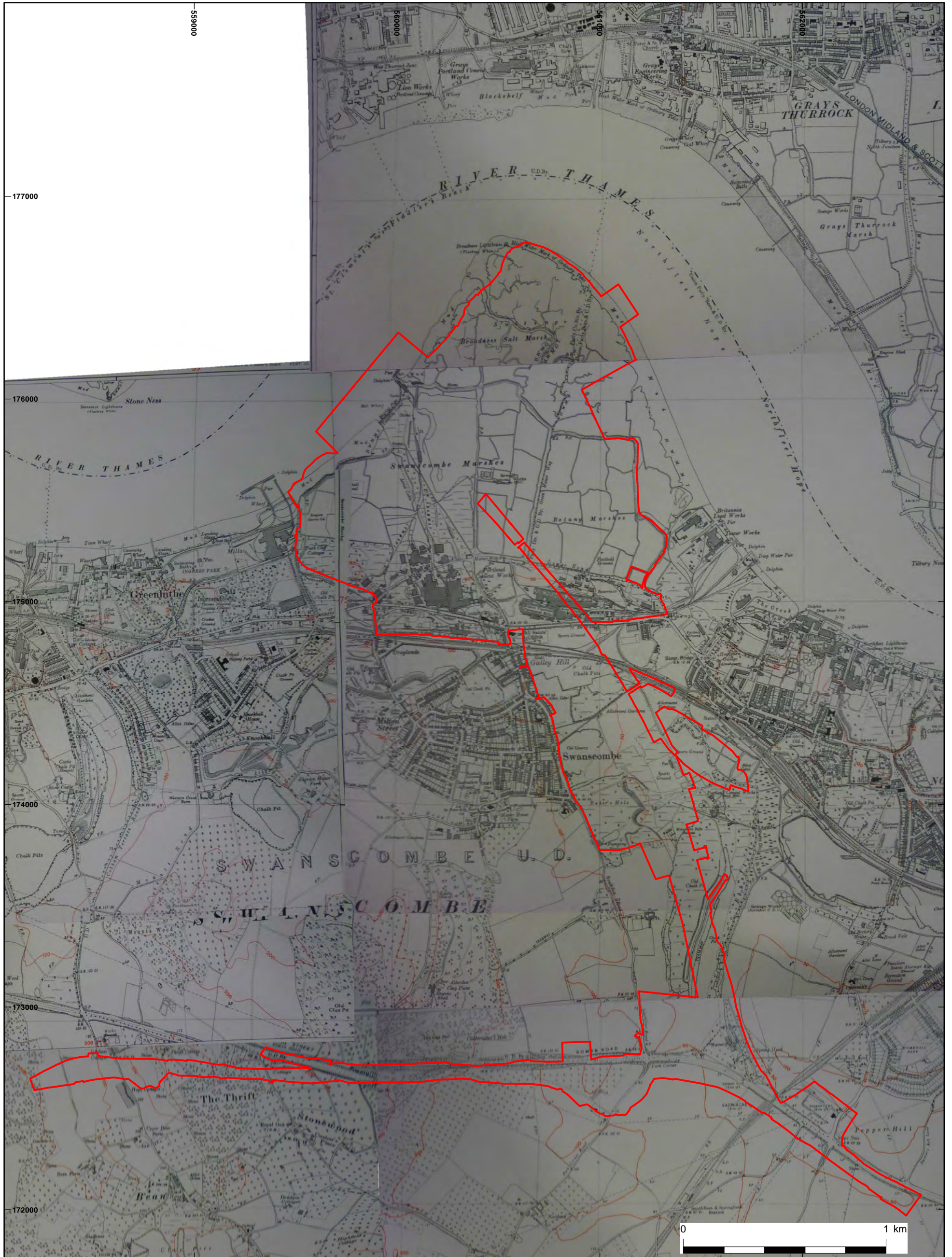


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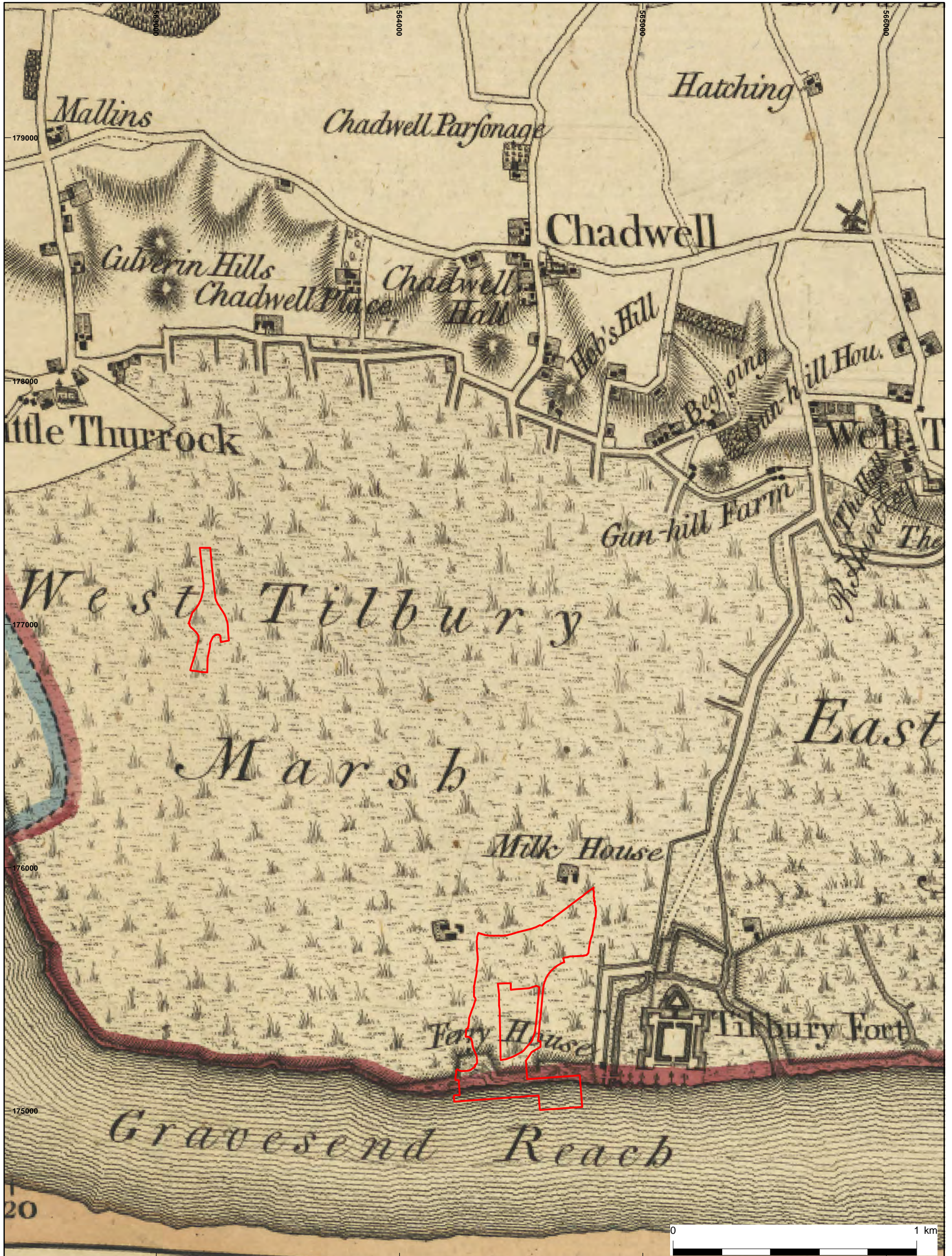


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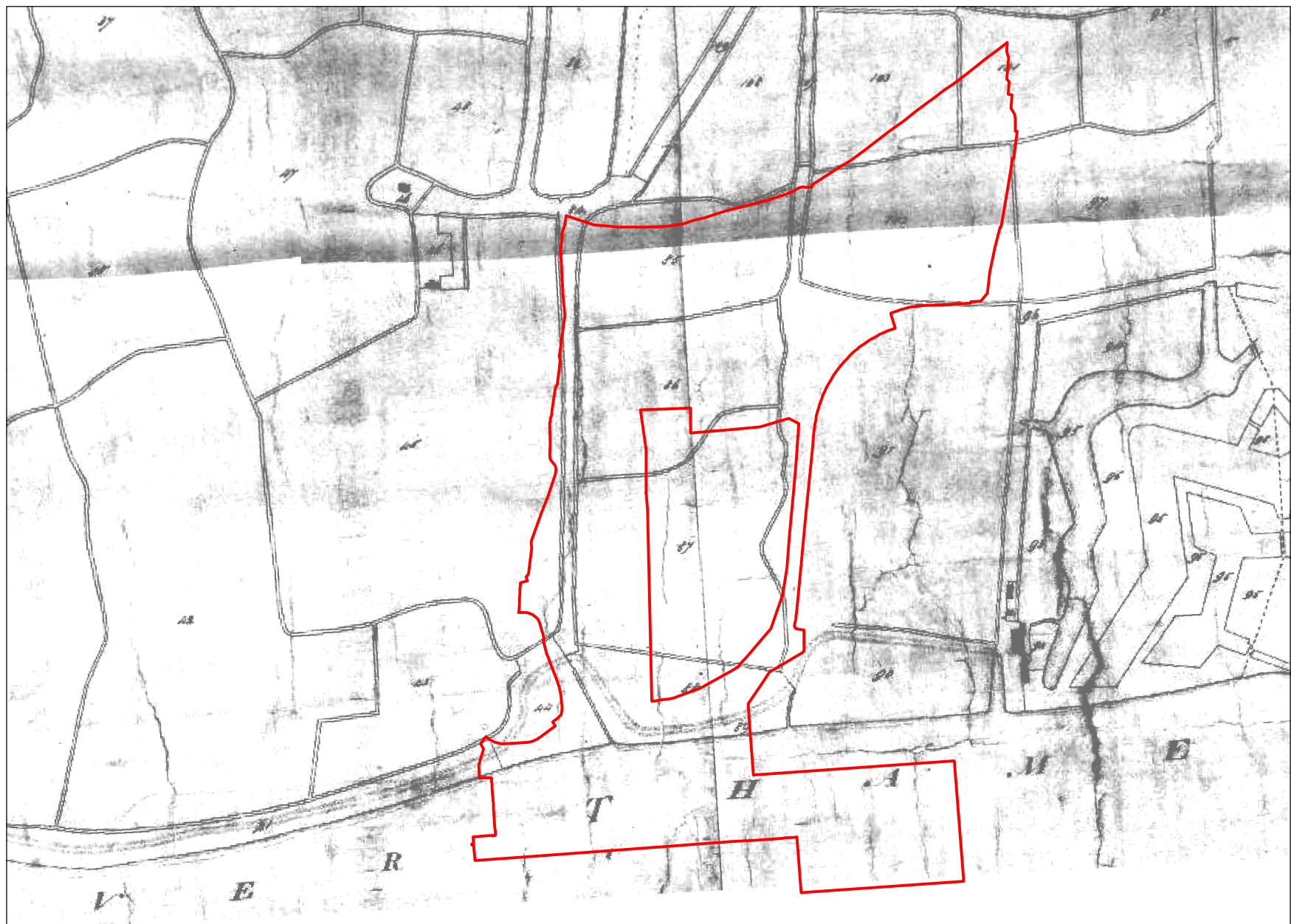
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A) 1788 Plan of Tilbury and Gravesend (Scale 1:12,000)



B) 1840 Parish Tithe Map of Chadwell St Mary (Scale 1:6,000)

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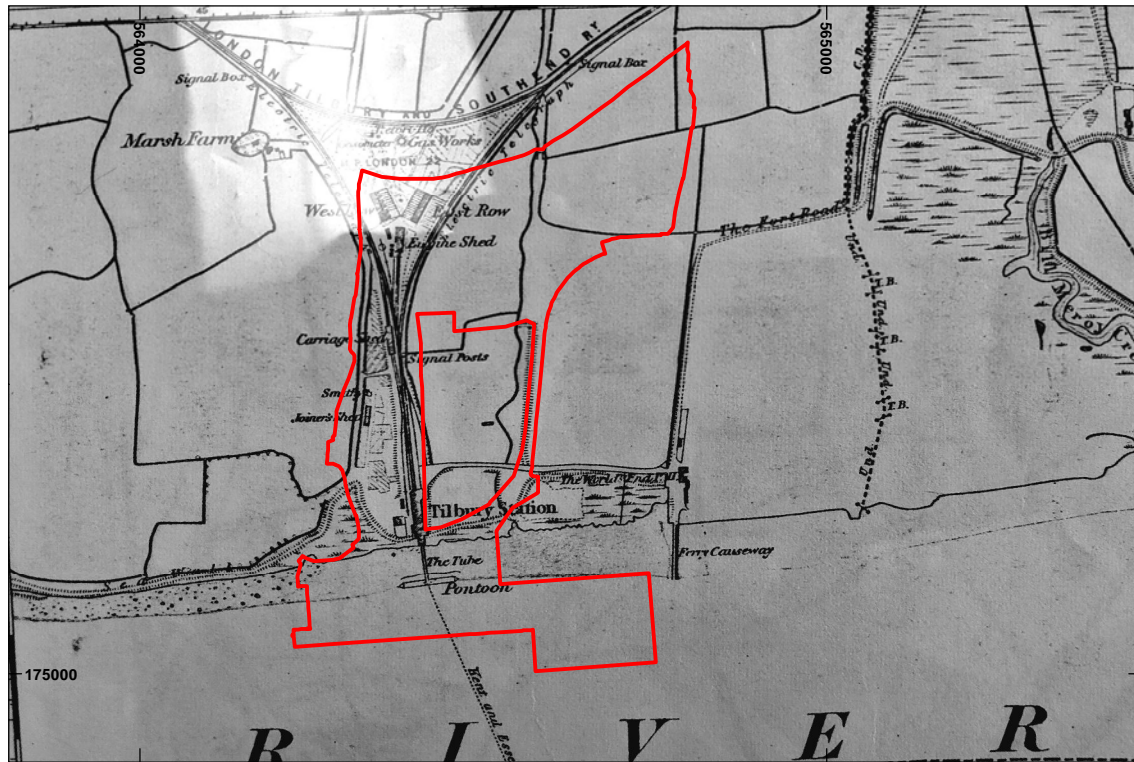


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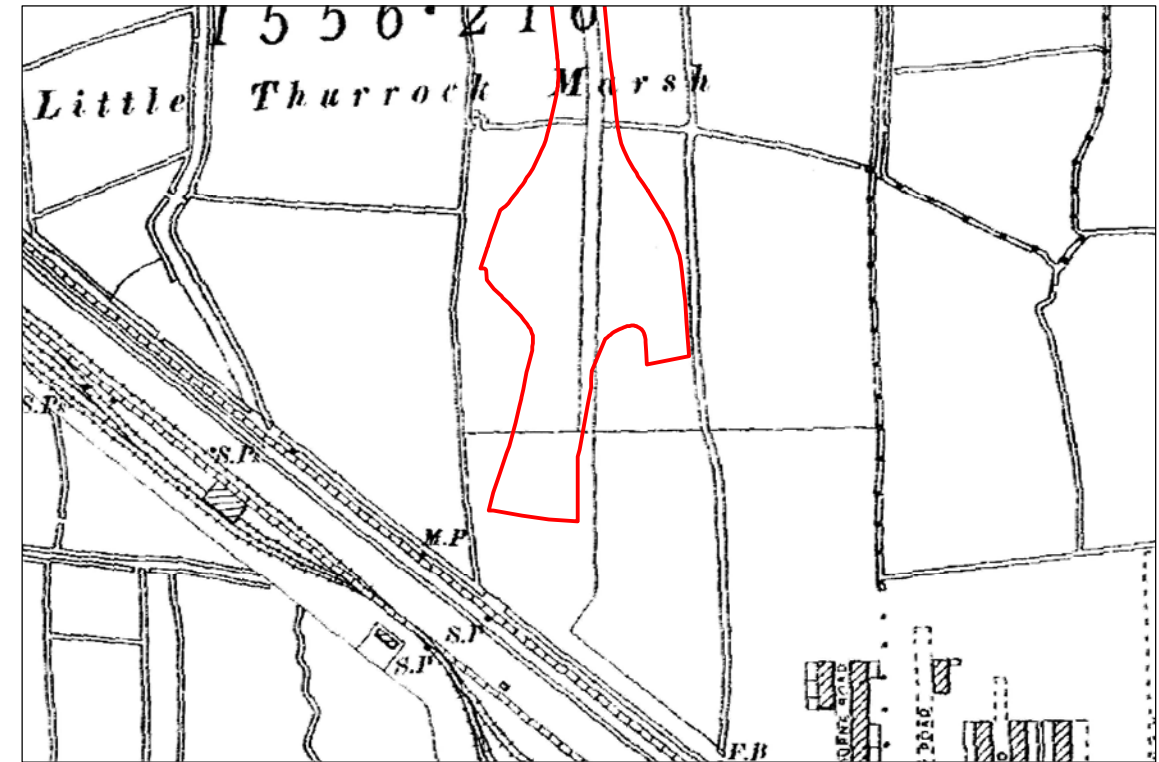
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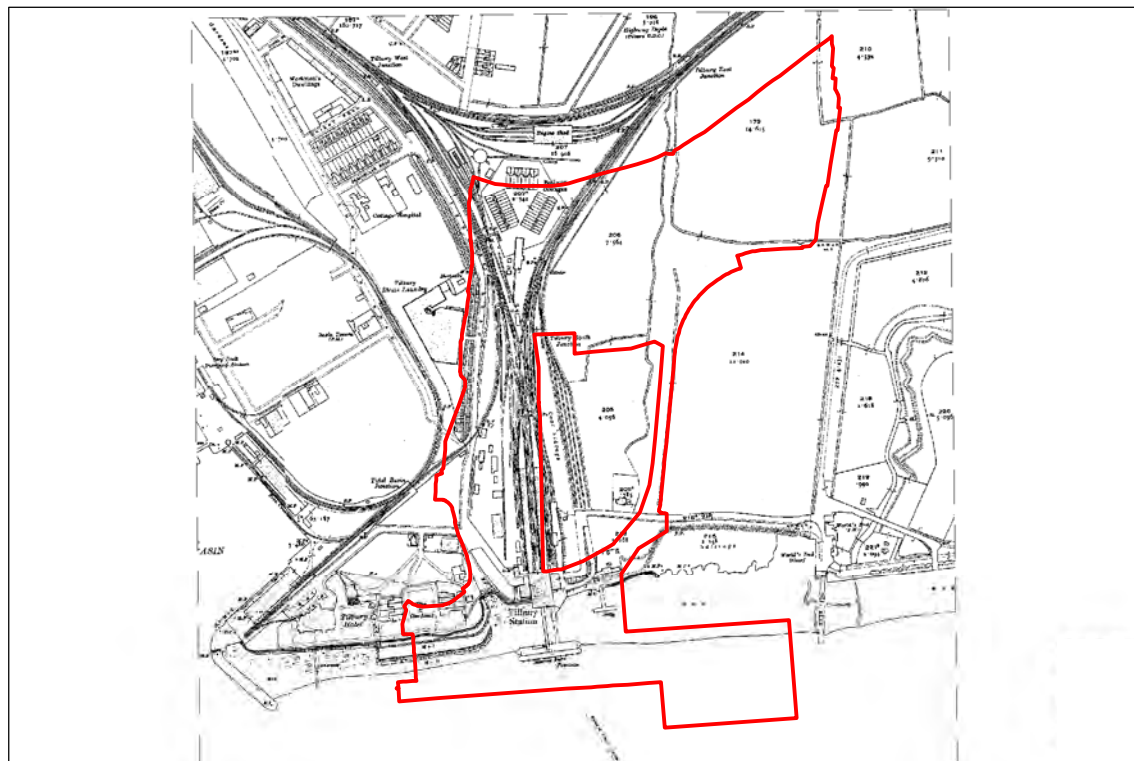
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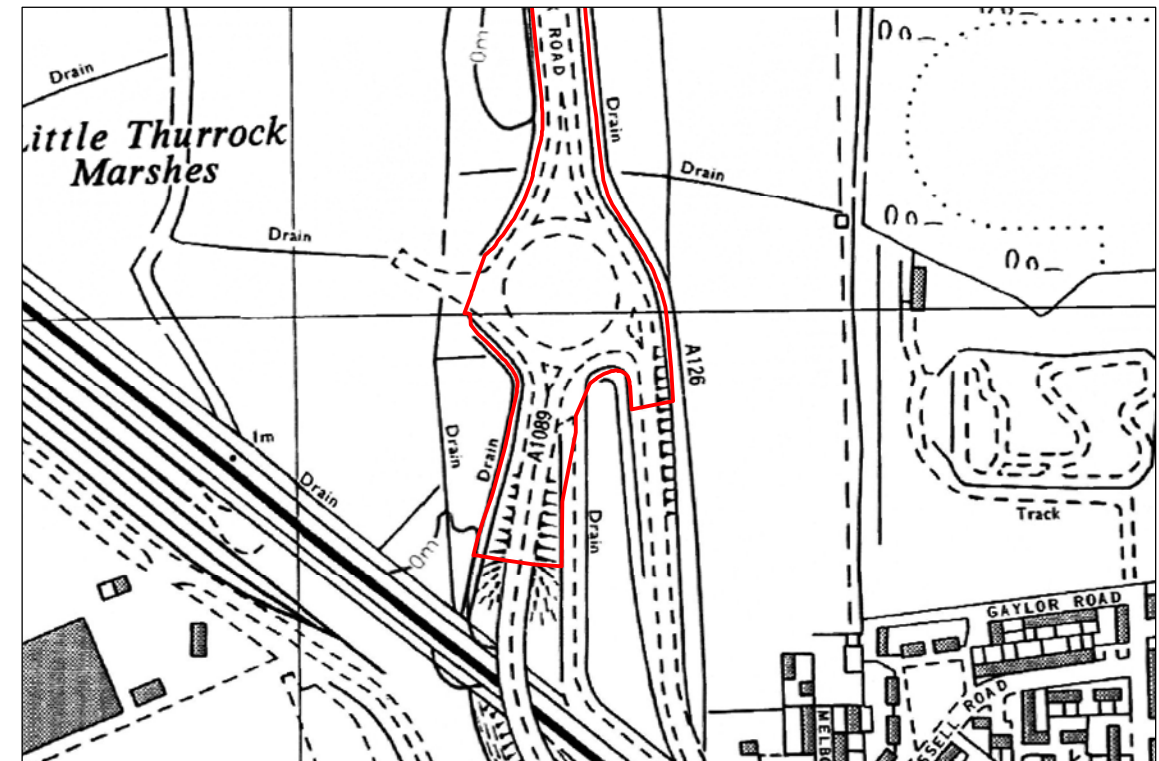
A) 1860 Ordnance Survey Map (Scale 1:11,000)



B) 1898 Ordnance Survey Map (Scale 1:6,000)



C) 1920 Ordnance Survey Map (Scale 1:10,000)



D) 1974 Ordnance Survey Map (Scale 1:6,000)



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4.10 LiDAR imagery

- 4.10.1 LiDAR imagery available from the Environment Agency was examined for the purposes of this assessment at both 1m and 50cm resolution. Much of the Kent Project Site has been previously developed or used for quarrying and landfilling. This is evident on the LiDAR imagery which shows areas of filled and extracted areas. The LiDAR imagery is most useful for the Swanscombe peninsula although this area has also been subject to development and earth movement. On the eastern part of the peninsula drainage features which currently exist within this area can be identified on the LiDAR. No other features of potential archaeological origin could be identified from the LiDAR image.
- 4.10.2 Similarly much of the Essex Project Site has also been subject to development from the 19th century and as such no features of potential archaeological origin can be identified using the LiDAR data within the Essex Project Site.

5 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE

5.1 Introduction

- 5.1.1 This section provides an initial assessment of the potential effects of the proposed development in relation to elements of the historic environment resource that may be subject to physical impacts.

5.2 Assessment of archaeological survival and previous impacts

Kent Project Site

- 5.2.1 Large parts of the Kent Project Site have been subject to chalk and gravel quarrying throughout the 19th and 20th centuries. It is likely that these activities have completely removed or damaged archaeological remains within these areas.
- 5.2.2 Historic map regression has indicated that aside from quarrying, other industrial works were active on the peninsula in the 19th and 20th centuries. Various phases of building including the Cement Works, sewage works, Northfleet Paper Mill, Thames Tar Distillery, Whiting Works, and the Kent Kraft Industrial Estate were constructed within the Kent Project Site. Foundations for the construction of these buildings may have damaged or removed any pre-dating archaeological remains within the footprint of these buildings. However the industrial remains themselves hold some heritage significance in their own right.
- 5.2.3 The low lying nature of the Swanscombe Peninsula meant that water management was essential if the marshland was to be utilised. Historic mapping and the Historic Landscape Characterisation indicates that drainage ditches formed small square and rectangular enclosures in the eastern part of the peninsula. The excavation associated with these features may have damaged or removed any pre-dating deposits. Depending upon the date of these features they will hold some heritage significance in terms of their contribution to the Historic Landscape.
- 5.2.4 Infrastructure works such as the construction and widening of the A2 and the construction of CTRL would have damaged or removed archaeological remains within the footprint of these works. A large number of excavations were undertaken within the Kent Project Site in advance of these works and remains were preserved by record and in one instance preserved in situ.
- 5.2.5 Made Ground is known to exist upon the peninsula comprised of CKD a by-product of the cement manufacturing process and two large mounds within the centre of the peninsula are

expected to be made up of CKD. Made ground between 4-6m is expected within the centre of the peninsula.

Essex Project Site

- 5.2.6 The Essex Project Site has been subject to previous impacts since the 19th century when the Site was developed as part of the railway line. Some of this is still extant within the Site however the tracks and sidings within the eastern part of the Site and some of the associated buildings have been removed and replaced. The development of the Site as part of the Railway and the Station has the potential to have affected below ground archaeological remains and this was evident within the test pits and trenches excavated to the north of the Essex Project Site as part of the Tilbury 2 development. This investigation recorded made ground to a depth of more than 1.20m below ground level (bgl) in most of the trenches (Wessex Archaeology 2019; 216260). As such the preservation of deposits within the areas that were formerly developed as part of the railway is considered to be poor.
- 5.2.7 Late in 1944 a V2 rocket hit the railway sidings next to Tilbury Riverside destroying 4 freight wagons and 140 passenger coaches. The Station and two ferries docked at Tilbury received some blast damage and the goods yard was almost destroyed. The exact location of the explosion is not currently known although if the impact was within the site this would have affected below ground archaeological remains within the area.
- 5.2.8 In the eastern part of the Site there are areas which have only been developed in the early 2000s for the storage of vehicles. Prior to this the area remained as open agricultural land or pasture. The conversion of this area to vehicle parking is unlikely to have required substantial ground removal and as such preservation within this area is expected to be good.

Marine and Intertidal zone

- 5.2.9 Previous impacts in the marine zone of the Kent Project Site and the Essex Project Site include previous developments of jetties and piers, and associated dredging. However there is potential for archaeological evidence in areas that have not previously been impacted.

5.3 Assessment of Significance and Contribution of Setting- Archaeological Designated Heritage Assets

Introduction

- 5.3.1 There are three scheduled monuments located within the Site. The Palaeolithic Sites at Bakers hole is considered to be of national/international significance. The remaining two scheduled monuments (Springhead Roman Town and Neolithic Sites at Ebbsfleet) are of national significance. A statement of significance for designated built heritage assets that will be affected by the development either directly or indirectly will be provided in the Built Heritage Statement (Wessex Archaeology 2020a). As Tilbury Fort has both Scheduled Monument status and built form, this is to be considered as Built Heritage within the Built Heritage Statement.

Palaeolithic Sites near Baker's Hole (1003557)

- 5.3.2 The significance of Palaeolithic Sites near Baker's Hole and the surrounding deposits (also considered to be of national/international significance for its archaeological interest) has been described by Palaeolithic specialist Francis Wenban-Smith within the Palaeolithic Desk-Based Assessment (Wessex Archaeology 2017) and as such will not be considered further here. This monument is considered to derive its significance from its archaeological interest with little contribution from its setting.

Neolithic Sites at Ebbsfleet (1004206)

- 5.3.3 The Neolithic Sites at Ebbsfleet is formed of two sites, only the western of which is located within the Kent Project Site. The other lies to the east, outside of the Project Site. Whilst two areas have been designated as scheduled monuments it is anticipated that similar deposits of equal value will exist within the surrounding area outside of the monument boundary. Below are descriptions of the following interests which make up its significance.
- Archaeological Interest
- 5.3.4 The Sites at Ebbsfleet were first investigated in the 1930s and Burchell recorded artefact bearing horizons and other occupational evidence within the Holocene alluvium at Ebbsfleet and a fine assemblage of Ebbsfleet ware was also recovered. The Site was later reinvestigated by Sieveking which produced similar artefactual evidence and revealed the presence of waterlogged horizontal timbers of Neolithic date. It was after Sieveking's investigations that the Sites were scheduled. The Site holds archaeological interest due to its in situ archaeological deposits of Mesolithic/Neolithic date and preservation of waterlogged remains.
- Historic Interest
- 5.3.5 The monument is not considered to have any illustrative or associative historic interest.
- Architectural/Artistic Interest
- 5.3.6 The monument is comprised of below ground archaeological deposits and as such has no architectural or artistic interest.
- Contribution of Setting to Significance
- 5.3.7 The monuments are considered to derive little significance from their setting. The monuments are comprised of below ground remains close to Swanscombe, Northfleet and the A2. The immediate surroundings of the monument make a very limited contribution to the way in which the significance of the asset is appreciated and understood.

Springhead Roman Town (1005140)

- 5.3.8 The Scheduled area of Springhead Roman Town is located to the south of the Kent Project Site. The initial investigations were undertaken on the southern side of the A2 and was originally thought to be the focus of the town. Investigations undertaken later revealed that the focus of the settlement and ritual site actually lay to the north of the A2 within the Kent Project Site. For the HS1 investigations a large area of the roman town and religious centre was excavated and recorded. Below are descriptions of the following interests which make up its significance.
- Archaeological Interest
- 5.3.9 Almost all of the significance of this monument is derived from its archaeological interest. Extensive remains of the Roman settlement and ritual complex were found within the Scheduled Area and further remains of equivalent significance were found to the north of the A2. The number and density of religious structures at Springhead is unparalleled in Roman Britain with the closest example being that of the temple complex at Bath. Large religious complexes are rare in Roman Britain and it is thought that Springhead was a regionally important public cult centre with its position on the Roman Road from London to Canterbury adding to its wider appeal. The settlement at Springhead owed its existence to

the presence of this sacred Roman site and as such was not an ordinary civic centre but primarily a religious site. The presence of bakeries, smithy, and *mansio* existed to provide for visitors and travellers to the religious site.

- Historic Interest

5.3.10 The monument is not considered to have any illustrative or associative historic interest.

- Architectural/Artistic Interest

5.3.11 The monument comprises below ground archaeological remains and as such has no architectural or artistic interest.

- Contribution of Setting to Significance

5.3.12 The setting of the monument comprises its immediate surroundings adjacent to the A2 and junction which are not considered to contribute positively to its significance and sever the connection between the remains of the town located to the north and south of the road. Evidence for the town, religious centre and roads which lie outside of the scheduled area contribute to the significance of the asset as they allow a better understanding and appreciation of the monument in its wider archaeological context. The route of the modern A2 is broadly thought to follow the course of the Roman Road and whilst the Ebbsfleet has been modified in modern times, these elements are still present within the landscape which help to aid the understanding of the monument. The contrast of the Roman villa to the north, provide a juxtaposition between the more urban centre to the south closer to the transport link and the more isolated rural area to the north. These discoveries within the area help to build a picture of the monument within its contemporary landscape and it is the archaeological context of its setting which makes a contribution to significance rather than its modern surroundings.

Medieval Woodland Boundary (1013378)

5.3.13 The Medieval Woodland Boundary is located at the edge of the western extent of the Kent Project Site and survives as an earthwork relating to the management of the woodland in the medieval period.

- Archaeological Interest

5.3.14 The woodland boundary consists of a series of earthworks which enclose an area of 35.5ha and were used to manage coppicing in the medieval period and has been securely dated to 1200-1250AD. This example of medieval earthwork is important as it is of early date and survives well. Its earthworks are comparatively large compared to other examples, which are gradually being lost to development. The monument is expected to contain environmental evidence relating to the way in which the wood was exploited during its period of use. The archaeological interest of the monument is where the heritage significance of the asset is derived.

- Historic Interest

5.3.15 The monument is not considered to have any illustrative or associative historic interest.

- Architectural/Artistic Interest

5.3.16 The monument is comprised of earthworks within woodland and as such does not have any architectural or artistic interest.

- Contribution of Setting to Significance

5.3.17 The monument survives within what is now a relatively urban environment comparative to its former wooded surroundings. Its current urban surroundings are not considered to a meaningful contribution to the significance of the asset. Its former woodland surroundings which may formerly have contributed to the significance of the asset have been lost. As such the setting of the asset is not considered to make a meaningful contribution to the significance of the asset or the way in which its significance is appreciated or understood.

Roman Walled Cemetery (1004226)

5.3.18 The Roman Walled Cemetery is located to the south of the Kent Project Site and was one of the first discoveries to be made relating to the Roman archaeology in the Springhead area, discovered by Reverend Rashleigh in 1799. The following values make up the significance of the asset;

- Archaeological Interest

5.3.19 The walled cemetery has archaeological interest as an example of a walled cemetery at Springhead. The cemetery contained eight individuals buried in a central stone buttressed mausoleum and were accompanied by one of the richest collections of grave goods from Roman Britain (Andrews et al 2011). The cemetery dates to the 2nd/3rd century and corresponded with a major new building programme of the temple complex. It has been suggested that this wealthy family may have been financed the building and refurbishment of the complex during this period. The rich and exclusive nature of the elaborate walled cemetery suggests that there is a connection between the two. The cemetery comprised both urned cremation burials and interments within lead coffins within a stone tomb surrounded by a two walled enclosures. Grave goods included a number of gold jewellery items, shoes decorated with gold leaf and large glass urns. The cemetery has archaeological value as a unique burial ground in the Springhead area with richly furnished graves suggesting a connection to the wider development and financial support for the temple complex as a whole.

- Historic Interest

5.3.20 The Roman walled cemetery is not considered to have any illustrative or associative historic interest.

- Architectural/Artistic Interest

5.3.21 The Roman walled cemetery comprises below ground archaeological remains and as such has no architectural or artistic interest.

- Contribution of Setting to Significance

5.3.22 The cemetery derives very little of its significance from its setting, it forms part of the roman archaeological landscape which is reasonably well understood due to extensive investigation within the area. Due to the modern development within the area the cemetery site has been severed from the springhead settlement and as the remains of the town and the cemetery are buried this connection cannot be experienced or appreciated on the ground.

5.4 Potential Undesignated Below Ground Assets with Archaeological Significance

Kent Project Site

5.4.1 The Site has been subject to a large amount of previous archaeological evaluation particularly in the areas surrounding spring head and the A2 and as such the archaeological potential of the Kent Project Site is reasonably well understood. The discoveries made in previous archaeological investigations have helped to predict potential archaeological remains in areas that have not been subject to any investigation. Due to the rich archaeological record in the area this is likely to include archaeological remains from the Palaeolithic period to the modern period and could include;

- Palaeolithic remains of international/national importance within and beyond the Scheduled areas;
- Potential for Mesolithic and Neolithic remains within and beyond the Scheduled area, which could be of equal importance to the scheduled remains;
- Possible preserved wooden trackways within waterlogged deposits on the peninsula and within the Ebbsfleet Valley. Bronze Age activity around Springhead and the River Ebbsfleet;
- Further evidence of the Late Iron Age precursor to religious complex at Springhead;
- Further evidence of Romano-British settlement, religious complex, burials and roads around Springhead and the Ebbsfleet;
- Anglo-Saxon evidence relating nearby burials and Anglo-Saxon Watermill at Northfleet, and also possible remains associated with early settlement at Swanscombe and Northfleet;
- Medieval and Post-medieval agricultural use of the area close to medieval settlements at Swanscombe and Northfleet; further evidence associated with medieval rural settlement at Wingfield Bank; and
- 19th and 20th century industrial archaeology associated with cement production and other industries such as watercress production.

5.4.2 The potential archaeological remains within the Site are predicted from the known archaeological resource within the Site which has been the subject of extensive investigations. The potential archaeological remains are considered to derive their significance almost entirely from their archaeological interest, with very little and in most cases no contribution made by their artistic/architectural interests, historic interest or their setting. However the 19th and 20th century remains associated with the Portland Cement Works do have considerable historic interest due to the creation of the Portland Cement Industry, which became known around the world. Similarly, Springhead is the birthplace of the cultivated watercress industry in Britain and as such holds historic interest for this reason.

Essex Project Site

5.4.3 The archaeological sequence from sites surrounding the Essex Project Site is reasonably well understood. Tilbury is considered to be the type site for palaeoenvironmental and relative sea level (RSL) studies evidencing the environmental history of the River Thames. The results of the historic deposit modelling suggest that the Site was within the floodplain

of the Thames throughout the prehistoric period and as such is unlikely to have been inhabited at this time. However Palaeoenvironmental deposits could hold information about the environment at this time.

- 5.4.4 During the Romano-British and Anglo-Saxon periods the Essex Project Site would have lain quite a distance from the continually dry higher ground. However it is possible that this area was used for seasonal exploitation for activities such as grazing, hunting, fishing and saltmaking. The waterlogged conditions may have preserved organic materials which could include timber structures.
- 5.4.5 The postulated route of a Roman Road from Brentwood to the waterfront at Tilbury has been approximately aligned through the Site. To date there is no evidence to support the route at this particular location.
- 5.4.6 Ridge and furrow dating to the post-medieval period was recorded as earthworks within the Essex Project Site prior to its redevelopment. These remains are likely to have been destroyed by the redevelopment of the Project Site.
- 5.4.7 No archaeological finds or features were discovered during evaluation immediately to the north of the Site due to modern truncation associated with the railway sidings and modern development. As such it is likely that some modern truncation may have affected the preservation of deposits within the Essex Project Site.

Marine archaeological potential

- 5.4.8 There is potential for further archaeological evidence to be discovered in the marine study area. The terrestrial assessment identified Palaeolithic, Mesolithic and Neolithic sites within the Kent Project Site, and the findspots in the marine study area suggest the potential for further discoveries, particularly within peat and alluvial sediments.
- 5.4.9 In addition, the Thames has been used as an important waterway for hundreds, if not thousands, of years. Therefore there is potential for the discovery of watercraft and/or associated material lost or thrown overboard from the Neolithic to the present day. In particular, the evidence could relate to the local riverside settlements (as evidenced by Bronze Age, Roman, Anglo-Saxon and medieval sites and findspots in the terrestrial zone); Tilbury Fort in the 19th century; the modern industrial, commercial and passenger docks, quaysides, piers, and jetties related to Tilbury and Gravesend; as well as vessels lost while en-route on the Thames, or abandoned as derelict on the side of the river (as evidenced by the examples recorded in the HER and Heritage Gateway data).
- 5.4.10 The Heritage Gateway data has provided information about recorded losses, 74 vessels which have been lost but whose location is presently unknown (**Appendix 6**). The recorded losses date from 1636 to 1963. The earliest was the *Anne Royal*, an English Third Rate ship of the line which was grounded at Tilbury Hope, on arrival at Tilbury from Chatham or Gillingham. The vessel was refloated, and taken to Blackwall but was later scrapped, however there could be evidence from the wrecking event still in the Study Area. Many of the vessels were wooden sailing ships, and ranged from cargo vessels to fishing vessels, and were described as yachts, brigs, ketches, barges, luggers, schooners, tugs and Sprintsail barges. Most of the vessels were English or British, although there is evidence for a Welsh schooner. The vast majority (31) were lost due to collision, underlining the difficult navigation conditions and the number of vessels using the waterway. Other losses were due to stranding, lost during a storm, and sinking at moorings while at anchor. The Society for Sprintsail Barge Research has indicated the last known locations for numerous Sprintsail Barges, 10 of which became hulks in the marine study area, while another 15 were broken

up. It is possible that remains of one or more of these recorded losses could be present within the Kent or Essex Project Site.

- 5.4.11 There is also the potential for aircraft remains, particularly in relation to the Second World War, with the high amount of Allied and Axis air traffic over this area during the Battle of Britain, Blitz and bombing of Germany. There is also potential, although not as high, for aircraft crashes before and after the war. Aircraft crash sites often have poor or non-existent locational data for the crashes, particularly in water or in relatively low populated areas, due to poor weather conditions, inaccurate reporting, or lack of survivors or witnesses. Previous reports into aircraft crash sites at sea have indicated that over 10,000 aircraft have crashed into UK waters (Wessex Archaeology 2008: 18). Due to the predominance of military activity over the Thames estuary, this area can be considered to have a high number of these losses, and the potential to discover one would be low to medium.

5.5 Archaeological Characterisation Zones

- 5.5.1 The Project Site has been characterised to demonstrate areas of archaeological potential and significance across the Project Sites. This has been based upon the data collected for the baseline including the Historic Environment Record, Historic mapping, Site visit, Aerial Photographs, LiDAR imagery and geological and topographic information as well as previous work undertaken to date for the London Resort, geophysical surveys and archaeological evaluation.

Archaeological Characterisation by period and Depth of Deposits (Holocene) (Stage 1)

- 5.5.2 The sources mentioned above were used to inform Stage 1 of the characterisation of the Project Sites. This involved a detailed review of investigations undertaken within the Project Site, analysing the results from each period determining the potential for further remains to be found within this area and the predicted significance of the archaeological resource.
- 5.5.3 The archaeological characterisation draws together the archaeological information based upon previous investigations undertaken within the Site and characterised the Site based upon its archaeological potential ranging from No potential to High potential. The depths of the archaeology encountered was included where this information was available within excavation reports from previous investigation.
- 5.5.4 Character areas for the Palaeolithic period have been characterised by Palaeolithic Specialist Dr Francis Wenban-Smith and this is presented in **Appendix 7**. Holocene archaeological remains have been characterised by period in **Appendix 8** and presented within **Figures 34-50**. The Stage 1 Characterisation has been used to inform the more broad characterisation, outlined below.

Archaeological Characterisation Zones (Stage 2)

- 5.5.5 The Stage 2 characterisation 'Zones' have been designed to provide an overview of the archaeological potential and significance based upon the detailed information collated for Stage 1. The sources mentioned above were used to inform Stage 1 of the characterisation of the Project Site, Stage 2 has collated and summarised the information as a whole over all periods. This has been used to inform the Historic Environment Framework (document reference 6.2.14.9) which makes recommendations for further archaeological work (Wessex Archaeology 2020c).
- 5.5.6 For both the Stage 1 and Stage 2 characterisation entries in the table are assigned a '*Potential*' rating, which represents a measure of probability. This has been determined via the application of professional judgement, informed by the evidence presented in the

preceding sections of this assessment. ‘*Potential*’ is expressed on a four point scale, assigned in accordance with the following criteria:

- **High** Situations where heritage assets are known or strongly suspected to be present within the Site or its vicinity and which are likely to be well preserved.
- **Moderate** Includes cases where there are grounds for believing that heritage assets may be present, but for which conclusive evidence is not currently available. This category is also applied in situations in which heritage assets are likely to be present, but also where their state of preservation may have been compromised.
- **Low** Circumstances where the available information indicates that heritage assets are unlikely to be present, or that their state of preservation is liable to be severely compromised.
- **No Potential** Areas which have been formerly quarried for chalk extraction which will have removed archaeological remains as such no potential for archaeology exists in these areas.

5.5.7 The relative ‘*Significance*’ of known and potential heritage assets included in the following tables has been determined in accordance with the criteria set out in **Section 3.5**.

5.5.8 The following tables have been updated for the Historic Environment Framework to include recommendations for further assessment and mitigation. References within the tables below (e.g. P8, RB24, ASM6, PMM7) relate to the Stage 1 Characterisation. Details associated with each of these character areas can be found within **Appendix 8** and associated **Figures 34-50**.

5.5.9 Each of the Zones below are shown on **Figures 30-33**.

Table 1 Archaeological Characterisation Zone 1

| ID No. Zone 1 | | |
|--|---|---------------------------------|
| Description | Zone 1 occupies the centre of the Kent Project Site and is characterised by its former use for chalk quarrying and later landfilling. | |
| Previous Investigation | No previous intrusive archaeological investigation, as areas known to have been quarried and subsequently landfilled | |
| Previous Impacts | Area formerly subject to deep quarrying for chalk, no potential for archaeological remains of any period to exist | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | None | N/A |
| Prehistoric | None | N/A |
| Romano-British | None | N/A |
| Anglo-Saxon & Medieval | None | N/A |
| Post-Medieval to Modern | None | N/A |
| Summary | | |
| Previous chalk quarrying has removed the potential for any archaeological remains to exist within this area. | | |

Table 2 Archaeological Characterisation Zone 2

| ID No. Zone 2 | | |
|---|--|--|
| Description | Zone 2 is located in the centre of the peninsula, area formerly used as sewage works | |
| Previous Investigation | None | |
| Previous Impacts | 19th and 20th century sewage works | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | None | N/A |
| Prehistoric | None | N/A |
| Romano-British | None | N/A |
| Anglo-Saxon to Post-Medieval | None | N/A |
| 19th Century and Modern | High | No Heritage Significance |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Shepperton Gravels | High | Present at the base of the Holocene sequence. Key context for Final Upper Palaeolithic archaeology with possibility for organic deposits with palaeoenvironmental potential. |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Potential for peat layers interbedded with alluvium. Key deposits for examining past vegetation change, environment and land use dating to the Mesolithic – Iron Age |
| Summary | | |
| Zone 2 characterised by modern development of the sewage works on the peninsula, evidence of this has no heritage significance. It's possible that construction for the sewage works may have affected potential archaeological features although there is a high potential for deeply buried palaeoenvironmental remains to survive. | | |

Table 3 Archaeological Characterisation Zone 3

| ID No. Zone 3 | | |
|-------------------------------|---|---------------------------------|
| Description | Zone 3 occupies the low lying ground of the Swanscombe peninsula, adjacent to the Thames. | |
| Previous Investigation | Recent EMI and ERT survey undertaken over part of the peninsula. Borehole survey currently being designed to evaluate the potential geoarchaeological remains. | |
| Previous Impacts | Deposits of Cement Kiln Dust overlie parts of the peninsula associated with the cement industry. Parts of this area used for tramway linking the cement works to the jetty. Marshland formerly and currently used for grazing. Preservation of deposits is expected to be varied. | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |



| | | |
|---|-------------------------|--|
| Palaeolithic | None | N/A |
| Prehistoric | Medium (P6) | Low to Medium |
| Romano-British | Low (RB13) | Low |
| Anglo-Saxon & Medieval | Low (ASM11) | Low |
| Post-Medieval to Modern | High (PMM6, PMM7, PMM8) | Low |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Shepperton Gravels | High | Present at the base of the Holocene sequence. Key context for Final Upper Palaeolithic archaeology with possibility for organic deposits with palaeoenvironmental potential. |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Potential for peat layers interbedded with alluvium. Key deposits for examining past vegetation change, environment and land use dating to the Mesolithic – Iron Age |
| Summary | | |
| Area holds potential for palaeoenvironmental remains and geophysical survey (partial complete) and borehole survey have been designed to evaluate the potential of this resource. | | |

Table 4 Archaeological Characterisation Zone 4

| | | |
|------------------------------------|--|---|
| ID No. Zone 4 | | |
| Description | Area of current and former industry from early 19th century, including the location of the former Portland Cement Works at Swanscombe. Located on low lying ground at the base of the chalk cliff on the peninsula | |
| Previous Investigation | None | |
| Previous Impacts | 19 th and 20 th century industry | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | None | N/A |
| Prehistoric | None (P16) | N/A |
| Romano-British | None (RB18) | N/A |
| Anglo-Saxon to Post-Medieval | None (ASM16) | N/A |
| 19th Century | Moderate to High (PMM3) | Moderate significance for remains associated with Portland Cement Works. Low significance for other 19th century industry |
| 20th Century | High (PMM3) | Low Significance for 20th century industry |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| East Tilbury Marsh Terrace | High | Equivalent to the Kempton Park terrace (~160-25Kya). Localised |

| | | |
|---|------|--|
| | | deposits may be present towards south of Zone. Potential to contain late Middle Palaeolithic archaeology and associated palaeoenvironmental datasets |
| Shepperton Gravels | High | Present at the base of the Holocene sequence. Key context for Final Upper Palaeolithic archaeology with possibility for organic deposits with palaeoenvironmental potential. |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Potential for peat layers interbedded with alluvium. Key deposits for examining past vegetation change, environment and land use dating to the Mesolithic – Iron Age |
| Summary | | |
| <p>The cement industry thrived within this area due to ready access to an abundance of natural chalk and access to the river for transport. The Cement works within the Site was part of the Portland Cement Industry and a cement works is known to have existed at the Site in Swanscombe since at least 1811 when Frost is thought to have patented his 'British Cement' here, an early type of Portland Cement. Subsequent industry may have damaged or removed below ground structural remains associated with the cement works in some areas, although some surviving foundation pads and tramlines exist at ground level within this area.</p> | | |

Table 5 Archaeological characterisation Zone 5

| | | |
|--|---|--|
| ID No. Zone 5 | | |
| Description | Area excavated for HS1 | |
| Previous Investigation | Full excavation, Site ARC SHN02 | |
| Previous Impacts | Subsequent construction works for HS1 | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Potential Uncertain, likelihood moderate (PP26, PP31) | Maybe High |
| Prehistoric | None | N/A |
| Romano-British | None | N/A |
| Anglo-Saxon & Medieval | None | N/A |
| Post-Medieval to Modern | None | N/A |
| Summary | | |
| <p>Area formerly subject to full excavation as part of HS1, as such all archaeological features within this area have been excavated and recorded. Beneath the eastbound sliproad onto the A2 a Roman Temple was preserved in situ as part of these works. Aside from the preservation of the temple, subsequent impact from the construction of HS1 is likely to have removed archaeological features within this area. Potential for Palaeolithic remains to be preserved at depth within character areas PP26 and PP31, below the level of impact for HS1 .</p> | | |



Table 6 Archaeological Characterisation Zone 6

| ID No. Zone 6a and 6b | | |
|--|---|---|
| Description | Area excavated for HS1 | |
| Previous Investigation | Full excavation, Site ARC SHP00 | |
| Previous Impacts | Subsequent construction works for HS1 | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Potential Uncertain, likelihood moderate (PP26, PP31) | Maybe High |
| Prehistoric | None | N/A |
| Romano-British | None | N/A |
| Anglo-Saxon & Medieval | None | N/A |
| Post-Medieval to Modern | None | N/A |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Potential for peat layers interbedded with alluvium. Key deposits for examining vegetation change, environment and human land-use during prehistory |
| Summary | | |
| Area formerly subject to full excavation as part of HS1, as such all archaeological features within this area have been excavated and recorded. Subsequent impact from the construction of HS1 is likely to have removed archaeological features within this area. Potential for Palaeolithic remains to be preserved at depth within character areas PP26 and PP31. | | |

Table 7 Archaeological Characterisation Zone 7

| ID No. Zone 7 | | |
|-------------------------------|---|---------------------------------|
| Description | Area located at the A2 and the Northfleet East Substation, adjacent to HS1 excavation areas ARC SPH00 and ARC SHN02. | |
| Previous Investigation | Area partly covered by watching brief for HS1 works. Investigations undertaken at Northfleet East Substation included evaluation and excavation | |
| Previous Impacts | Construction of the A2 and construction of the Northfleet East Substation | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |



| | | |
|--|---|---------------|
| Palaeolithic | Potential Uncertain, likelihood moderate (PP26, PP34, PP35) | Maybe High |
| Prehistoric | Low (P8,P12) | Low to Medium |
| Romano-British | High to Low (RB1, RB11, RB8) | High to Low |
| Anglo-Saxon & Medieval | Medium to Low (ASM3, ASM7) | Low to Medium |
| Post-Medieval to Modern | Low (PMM10, PMM14) | Low |
| Summary | | |
| Zone 7 partially covers three areas characterised as being of uncertain potential where the likelihood that Palaeolithic remains exists is expected to be moderate. Zone 7 covers the area of surrounding the head of the Ebbsfleet and is the focus of the Springhead ritual site and Roman town. The Scheduled area associated with the Roman Town extends into zone 7. Much of Zone 7 has already been investigated for HS1, part of the works for the A2 and as part of the Northfleet East Substation works and as such the archaeological resource in this area is well understood and documented. Adjacent areas Zones 5 and 6 were fully excavated and revealed an abundance of archaeological remains of high significance which are known to extend beyond these limits. Some of this will have been truncated by the A2. Areas surrounding the A2 that were impacted by HS1 were subject to watching brief. | | |

Table 8 Archaeological Characterisation Zone 8

| | | |
|---|---|--|
| ID No. Zone 8 | | |
| Description | Zone 8 covers the south eastern extent of the Site around the A2. | |
| Previous Investigation | Southern Corner previously investigated as part of A2 widening scheme between Pepperhill and Cobham | |
| Previous Impacts | Previous impacts from construction of the A2 | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | None | N/A |
| Prehistoric | Low (P8) | Low to Medium |
| Romano-British | Low (RB14) | Low to Medium |
| Anglo-Saxon & Medieval | Low (ASM7, ASM13) | Low |
| Post-Medieval to Modern | Low (PMM10) | Low |
| Summary | | |
| This area seems to lie outside of the area of the main focus of activity associated with the Ebbsfleet but does lie close to the postulated route of the Roman Road. Much of this area has already been impacted by the A2. Survival of archaeological remains within this area is expected to be poor. | | |

Table 9 Archaeological Characterisation Zone 9

| | |
|----------------------|---|
| ID No. Zone 9 | |
| Description | This area covers the A2 corridor extending east-west and the existing A2 junction. Located to the west of the main focus of the archaeological activity identified at the head of the Ebbsfleet |



| | | |
|--|--|--|
| Previous Investigation | Area around the existing A2 junction was subject to archaeological watching brief as part of HS1. Route of A2 has not been subject to archaeological investigations however remains are unlikely to exist beneath the road | |
| Previous Impacts | Construction of the A2 is likely to have damaged/removed archaeological remains within their footprint. | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Potential Uncertain, likelihood moderate (PP26, PP37) | Maybe High |
| Prehistoric | Low to Medium (P3, P4, P8, P11, P13) | Low to Medium |
| Romano-British | Low to Medium (RB5, RB9, RB10, RB11, RB14, RB21) | High to Low |
| Anglo-Saxon & Medieval | High to Low (ASM1, ASM2, ASM7, ASM8, ASM12, ASM13) | High to Low |
| Post-Medieval to Modern | High and Low (PMM1, PMM10, PMM15, PMM16, PMM18, PMM19) | High and Low |
| Summary | | |
| The eastern part of Zone 9 has been already been subject to archaeological evaluation due to its potential for remains associated with Roman Springhead. Elsewhere within Zone 9 Archaeological potential within this area is generally considered to be low aside from a few small areas of increased potential such as the Scheduled Monument of medieval date just beyond the western extent of the Site and the potential for Palaeolithic remains at PP37 and PP26. PMM1 is of high significance but relates to an extant Listed structure rather than archaeological potential. Much of this area will have been truncated by the construction of the A2 although Palaeolithic remains could exist at depth within the areas identified (PP26 and PP37) beyond the depth of the works required for the construction of the A2. Trenches 12, 8, 5, 2, 1 undertaken in 2017 within zone 9 did not reveal any archaeological remains. | | |

Table 10 Archaeological Characterisation Zone 10

| | | |
|---------------------------------|--|--|
| ID No. Zone 10 | | |
| Description | Area close to Ebbsfleet Station and HS1, designated as SSSI and Scheduled Monument at Bakers Hole for internationally/nationally significant Palaeolithic remains. | |
| Previous Investigation | A number of research investigations have been undertaken since the late 19th century until mid-20th century, when the monument was scheduled. Since this time research investigations and recording have been undertaken by Dr Francis Wenban Smith, small scale investigations for HS1 and ZR4 Pylon. Walkover and field investigations undertaken in Site B. | |
| Previous Impacts | Previous impacts associated with archaeological investigation and ZR4 Pylon. | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | High (PP04, PP07, PP08, PP14, PP15a) | High to Very High |
| Prehistoric | Low (P9, P14) | Low to Medium |
| Romano-British | Low (RB12, RB15) | Low to Medium |



| | | |
|--|--------------------|-------------------|
| Anglo-Saxon & Medieval | Low (ASM10, ASM15) | Low to Medium |
| Post-Medieval to Modern | Low (PMM11 PMM21) | Low to Negligible |
| Summary | | |
| Potential for significant remains dating to Palaeolithic period. No remains of later date recorded within this area to date. | | |

Table 11 Archaeological Characterisation Zone 11

| | | |
|--|---|---|
| ID No. Zone 11 | | |
| Description | Area adjacent to former quarrying activity, currently occupied by Ebbsfleet International Station and Car Park | |
| Previous Investigation | Area subject to series of open area excavations ARC EBB01 and also evaluated as part of ARC EFT 97 evaluation and as part of Ebbsfleet Sports Ground investigations | |
| Previous Impacts | Construction of HS1, Ebbsfleet International Station, car parking and access | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | High (PP7 PP14, PP15) | High |
| Prehistoric | Low (P10, P16) | Low to Medium |
| Romano-British | Medium to Low (RB5 RB23) | Low to Medium |
| Anglo-Saxon & Medieval | Medium to Low (ASM6, ASM16) | Low to Medium |
| Post-Medieval to Modern | Low (PMM20, PMM23) | Low |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Potential for peat layers interbedded with alluvium. Key deposits for examining vegetation change, environment and human land-use during prehistory |
| Summary | | |
| This area has been subject to a large number of investigations which have investigated and recorded archaeological remains within these areas. These areas were subsequently developed and it is likely that archaeological remains within the footprint of these works will have been damaged or removed after recording. Small pockets of archaeological potential could survive in areas which have not been previously impacted. Geoarchaeological borehole evaluation and trial trench evaluation have previously been undertaken within Zone 11 as part of other developments. | | |

Table 12 Archaeological Characterisation Zone 12

| | |
|-----------------------|--|
| ID No. Zone 12 | |
| Description | Area formerly subject to full excavation for HS1 |



| | | |
|---|--|--|
| Previous Investigation | Formerly part of ARC EBB01 | |
| Previous Impacts | Construction impacts associated with HS1 | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Low to High | Low to High |
| Prehistoric | None | N/A |
| Romano-British | None | N/A |
| Anglo-Saxon & Medieval | None | N/A |
| Post-Medieval to Modern | None | N/A |
| Summary | | |
| <p>Area formerly subject to full excavation as part of HS1, as such all archaeological features within this area have been excavated and recorded. Subsequent impact from the construction of HS1 is likely to have removed archaeological deposits within this area. Any further impacts for the London Resort within this area will not affect post-palaeolithic below ground archaeological remains.</p> | | |

Table 13 Archaeological Characterisation Zone 13

| | | |
|------------------------------------|---|---|
| ID No. Zone 13a and 13b | | |
| Description | Area largely undeveloped and currently occupied by the Ebbsfleet River, grass and trees. Whilst currently undeveloped parts of this area were included within the land take for HS1 as working areas. | |
| Previous Investigation | STDR route lies alongside eastern boundary of the Project Site and investigations for this extend along the eastern boundary. Archaeological evaluation undertaken in this area for ARC EFT 97. | |
| Previous Impacts | Largely undeveloped, aside from some land take for HS1 and STDR. | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Low to High | Low to High |
| Prehistoric | Medium to Low (P5, P15) | Low to High |
| Romano-British | Medium to Low (RB6, RB7, RB16) | Low to Medium |
| Anglo-Saxon & Medieval | Low to Medium (ASM4 ASM5 ASM14) | Low to Medium |
| Post-Medieval to Modern | Low (PMM12, PMM17, PMM22) | Low to Negligible |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Potential for peat layers interbedded with alluvium. Key deposits for examining vegetation change, environment and human land-use during prehistory |
| Summary | | |

The proximity of Zone 13 to the Ebbsfleet would have made it an attractive place for utilisation during the prehistoric period. Whilst temporary or later, more permanent settlement would have been focused on the higher ground, prehistoric evidence of the marshy environment is known from preserved possible trackways providing a route through the area. The Northfleet Villa was established close to the Ebbsfleet to utilise the river for transport within Zone 12. It's possible that associated remains could exist within Zone 13. Anglo-Saxon settlement has been found further south on the eastern side of the Ebbsfleet.

Table 14 Archaeological Characterisation Zone 14

| ID No. Zone 14 | | |
|---|--|---|
| Description | Area largely undeveloped, aside from the STDR route along eastern site boundary. Area focussed on the Ebbsfleet and the surrounding area and contains the western Scheduled Monument of the two Neolithic Sites at Ebbsfleet Scheduled Monument. | |
| Previous Investigation | Archaeological evaluation and geoarchaeological test pit evaluation undertaken for London Resort 2017. Prior to this the area was evaluated for the HS1 works in 1997 and another evaluation in 2005. | |
| Previous Impacts | Impact associated with Springhead Nurseries in the southern part of this zone. | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Low to High | Low to High |
| Prehistoric | High to Low (P1, P2 P7) | High to Medium |
| Romano-British | Medium to Low (RB2 RB14) | Low to Medium |
| Anglo-Saxon & Medieval | Medium to Low (ASM9 ASM13) | Low to Medium |
| Post-Medieval to Modern | High and Low (PMM9,PMM19) | Negligible and Low |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Peat bands likely to be preserved in alluvium. Key deposits for examining vegetation change, environment and human land-use during prehistory |
| Summary | | |
| Investigation undertaken within this area has revealed remains of prehistoric, Romano-British and Anglo-Saxon date. There is potential for additional remains and a continuation of features already identified to be found in areas not previously investigated. Due to previous investigations across this zone the archaeological resource is reasonably well understood. Recent investigations for the proposed development revealed a section of the Roman Road and roadside ditches, part of the walled cemetery (originally identified in previous investigations) containing 11 cremation burials and a possible inhumation, and a separate inhumation thought to have been associated with a cemetery to the west, occupation evidence was also found. A geoarchaeological test pit was excavated either side of the Scheduled Monument 'Neolithic sites at Ebbsfleet' this revealed made ground layers to a depth of at least 1.5m below ground level. Test pit 19 revealed peat layers beneath the made ground layers and fluvial silt and gravel deposits were recorded in Test Pit 20. The deposits are of high geoarchaeological significance with the potential to contain a range of palaeoenvironmental remains. | | |

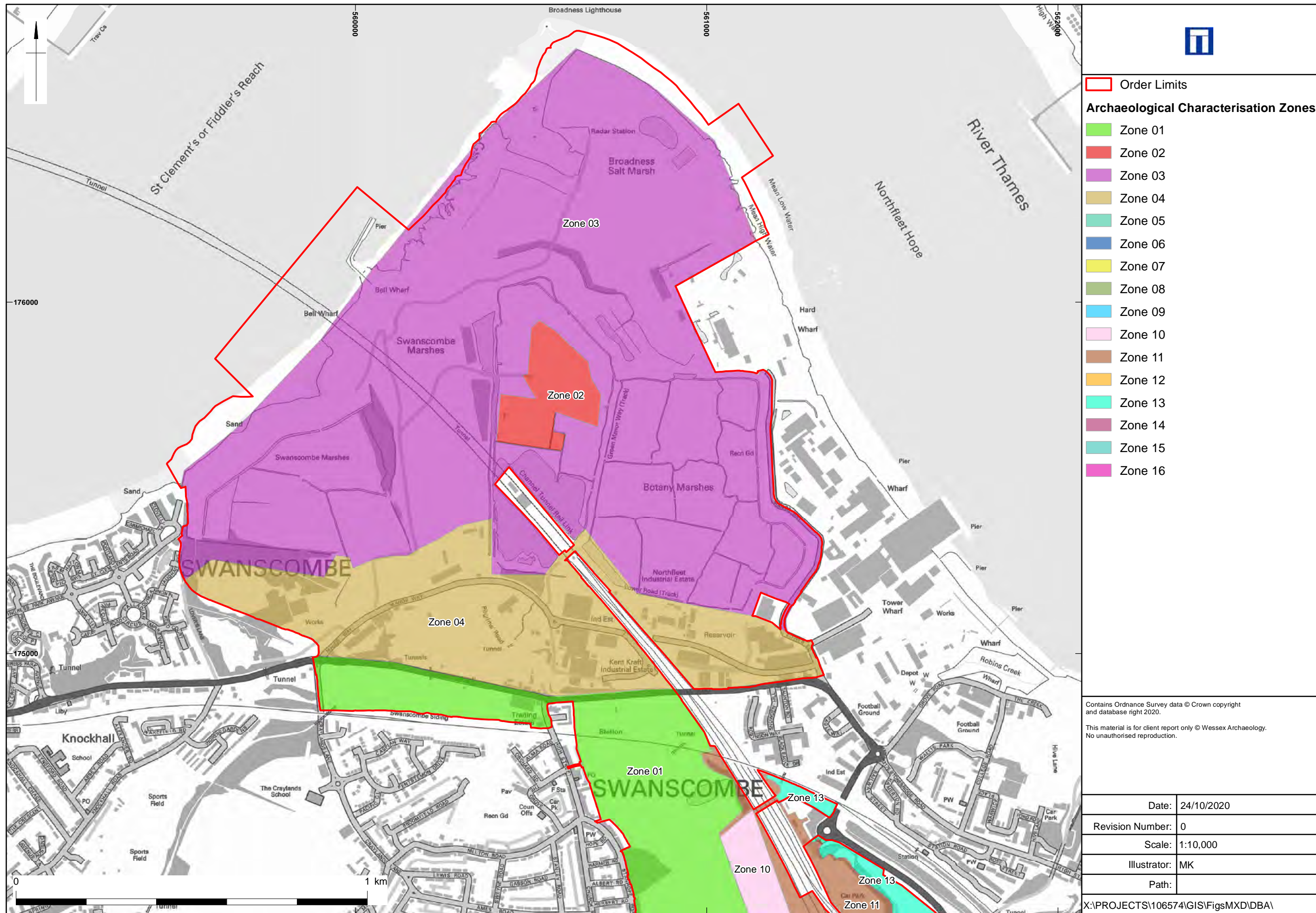
Table 15 Archaeological Characterisation Zone 15

| ID No. Zone 15 | | |
|--|--|--|
| Description | Area developed, including London Ferry Terminal, Fort Road, formerly part of the railway line and now used for surface level car parking, situated in a generally industrial environment. A low lying area adjacent to the Thames, formerly marshland. Higher ground located to the north at Tilbury. Site covered by asphalt surfacing. | |
| Previous Investigation | Immediately adjacent to the north of the Site was investigated for the access to the Tilbury 2 development located to the east. | |
| Previous Impacts | Previous impacts associated with the construction of the railway line and associated buildings (now removed), construction of Fort Road, Ferry Terminal and possibly from creation of surface level car parking. Possible bomb damage during WWII. | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Low to High | Low to High |
| Prehistoric | Medium to Low (P18, P19, P21) | Low to Medium |
| Romano-British | Low (RB20 RB22) | Low |
| Anglo-Saxon & Medieval | Low (ASM17 ASM19) | Low |
| Post-Medieval to Modern | High to Low (PMM26, PMM27, PMM28, PMM29, PMM31) | Low |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Shepperton Gravels | High | Present at the base of the Holocene sequence. Key context for Final Upper Palaeolithic archaeology with possibility for organic deposits with palaeoenvironmental potential. |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Key deposits for examining past vegetation change, environment and land use dating to the Mesolithic – Iron Age |
| Summary | | |
| <p>The Essex Project Site has been developed and as such the survival of archaeological remains is expected to be varied but predominantly low. Investigations undertaken adjacent to the northern Site boundary revealed made ground to more than 1.2m bgl in most of the trenches/test pits. In the remaining two a possible natural or redeposited natural was recorded at 1.10m bgl. However there is potential for deeply buried palaeoenvironmental deposits to exist below the level of previous truncation. The eastern part of the Site is probably more likely to have suffered less impact so there is considered to be better survival in this area, although this is area is not anticipated to be affected by the London Resort as it will continue to be used for surface level car parking. It is reported that WWII bomb damage occurred within the Site, the extent of this damage is currently unknown.</p> | | |

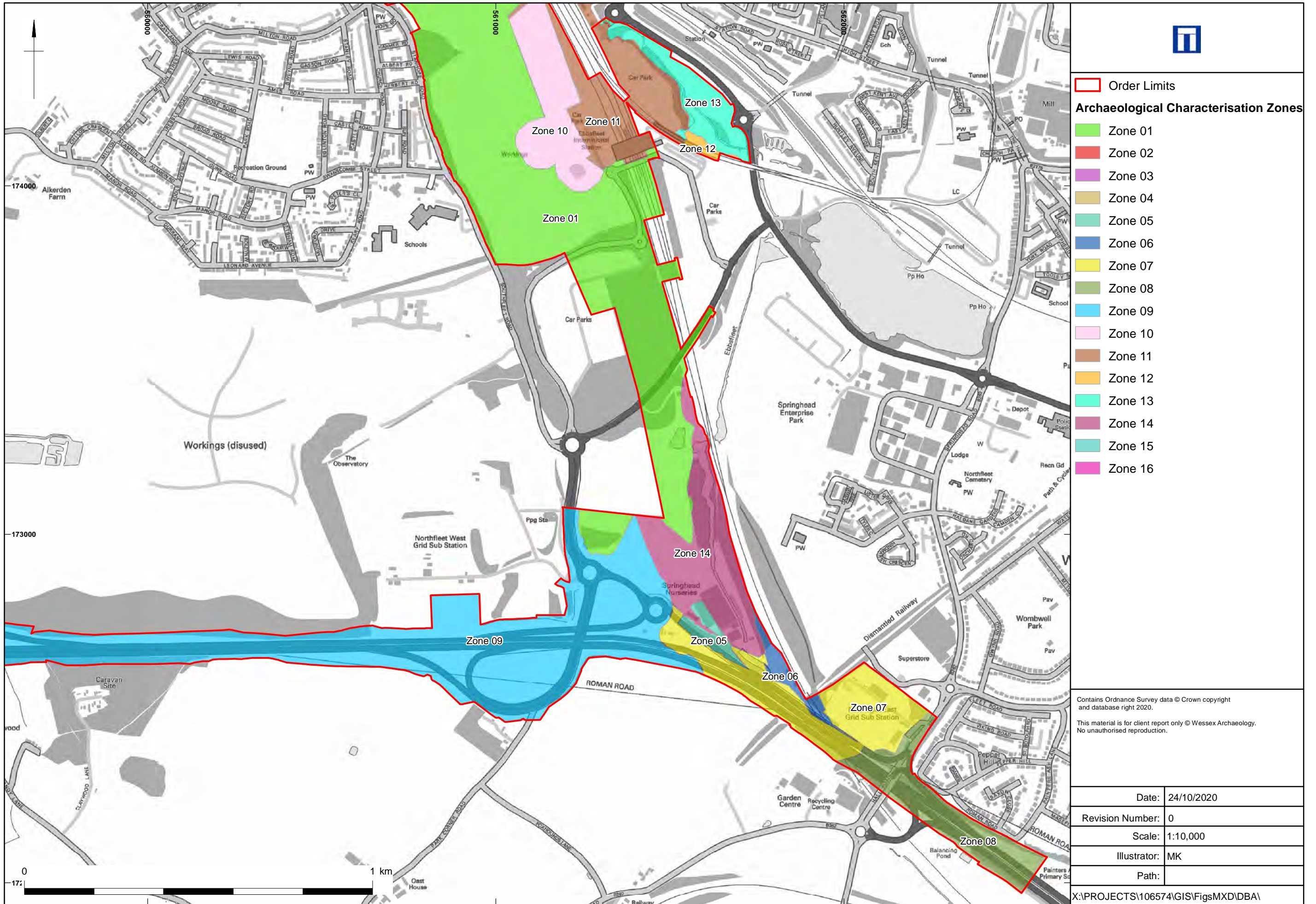


Table 16 Archaeological Characterisation Zone 16

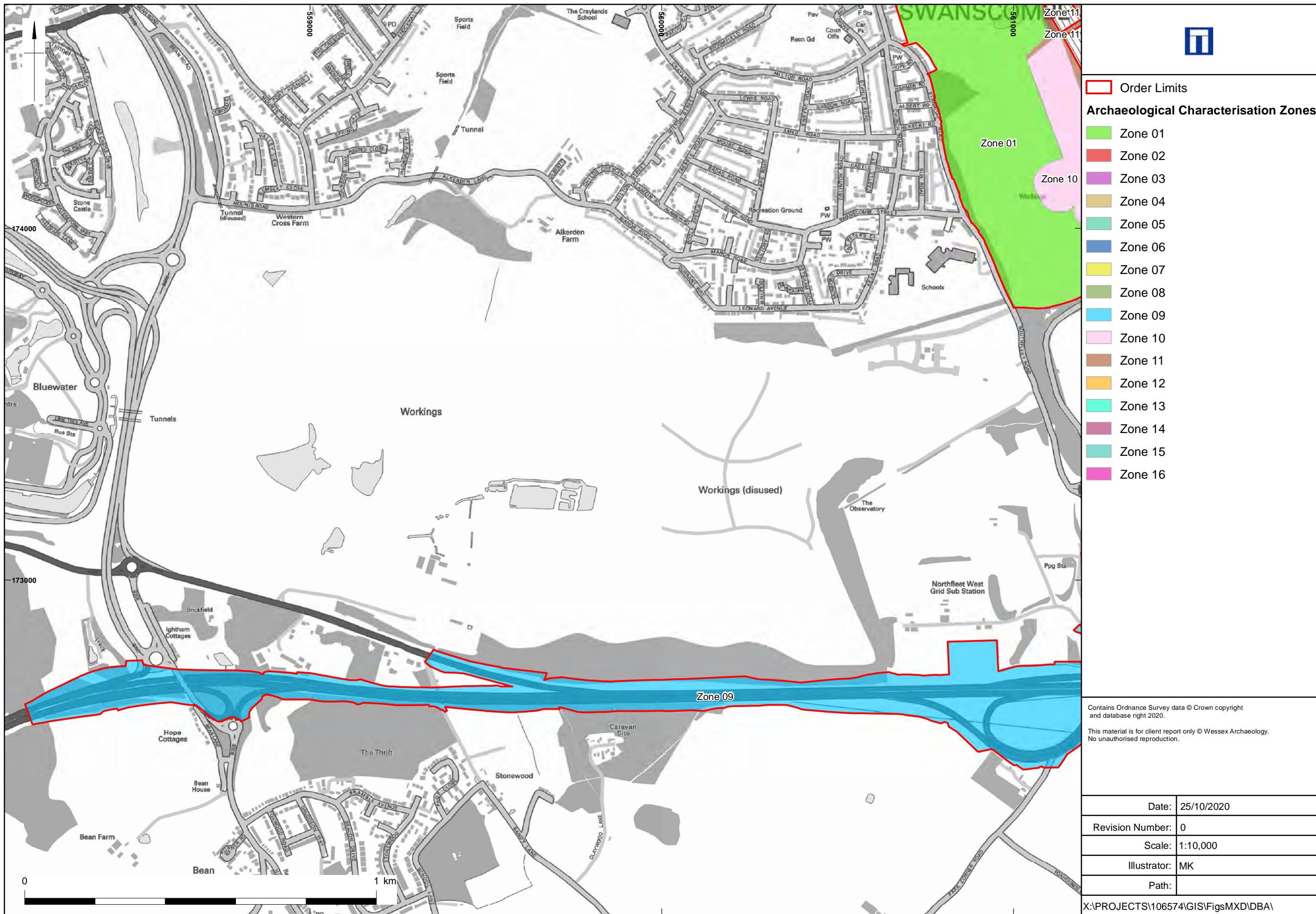
| ID No. Zone 15 | | |
|--|--|--|
| Description | Area developed for roundabout and connecting roads | |
| Previous Investigation | None. | |
| Previous Impacts | Previous impacts associated with the construction of the modern road system and roundabout | |
| Archaeological Potential | | |
| Period | Potential Rating | Predicted Heritage Significance |
| Palaeolithic | Low to High | Low to High |
| Prehistoric | Low (P20) | Low to Medium |
| Romano-British | Low (RB21) | Low |
| Anglo-Saxon & Medieval | Low (ASM18) | Low |
| Post-Medieval to Modern | Low (PMM30) | Low |
| Geoarchaeological Potential | | |
| Deposit type | Potential Rating | Comment |
| Shepperton Gravels | High | Present at the base of the Holocene sequence. Key context for Final Upper Palaeolithic archaeology with possibility for organic deposits with palaeoenvironmental potential. |
| Alluvium | Low | Low geoarchaeological potential, but potential to contain or seal waterlogged archaeology |
| Peat | High | Key deposits for examining past vegetation change, environment and land use dating to the Mesolithic – Iron Age |
| Summary | | |
| The Essex Project Site has been developed and as such the survival of archaeological remains is expected to be low. As such it is considered that archaeological remains are unlikely to survive beneath the impact of the modern road and roundabout. | | |



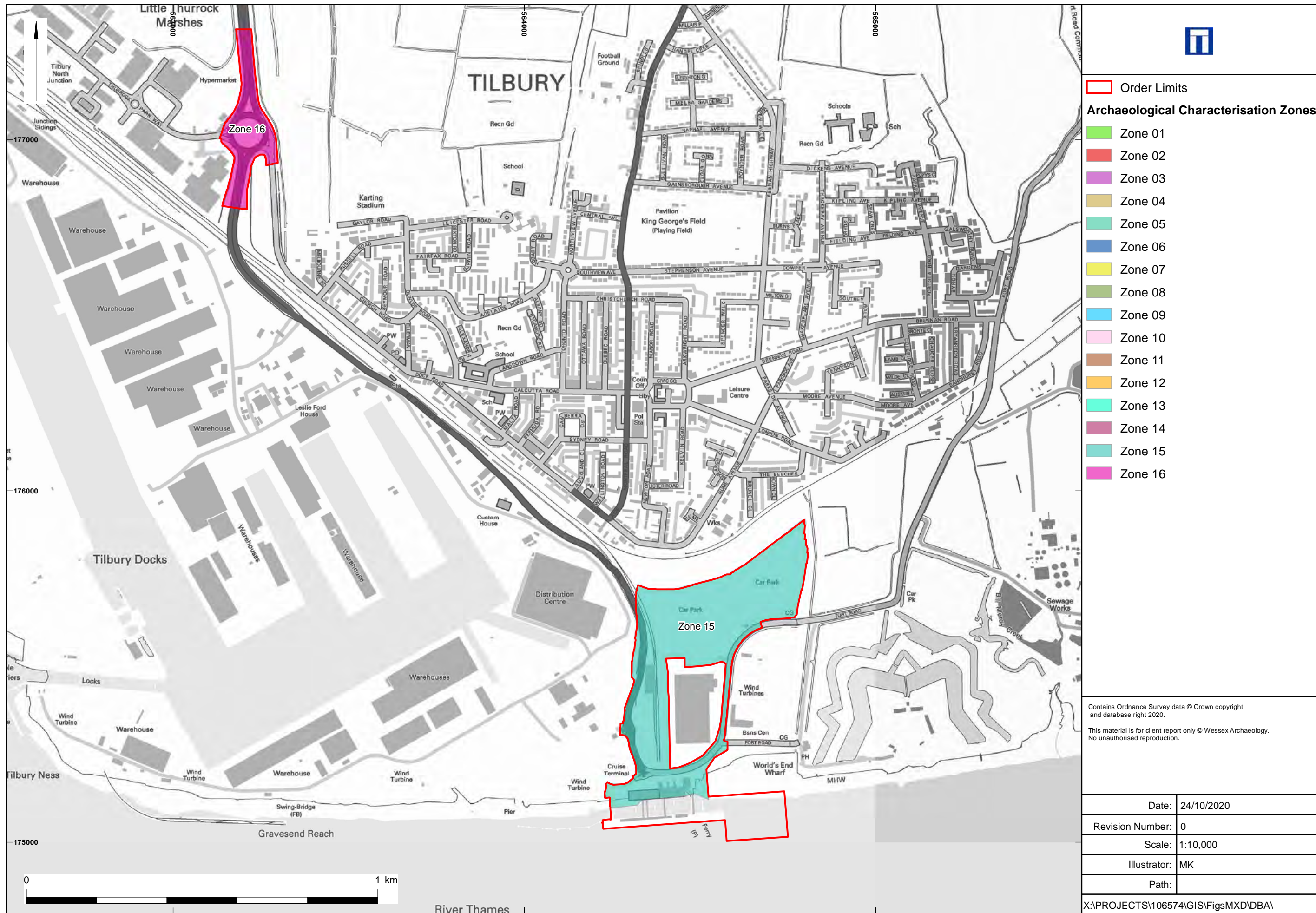
The Kent Project Site (north) and Archaeological Characterisation Zones



The Kent Project Site (south) and Archaeological Characterisation Zones



The Kent Project Site (west) and Archaeological Characterisation Zones



The Essex Project Site and Archaeological Characterisation Zones



6 HISTORIC SEASCAPE ASSESSMENT

- 6.1.1 The Kent Historic Landscape Characterisation (Croft et al. 2001) covers the marine study area. The study area has been divided into three areas to facilitate description: the Kent Project Site, the Essex Project Site and the general Thames Area
- 6.1.2 The area around the existing quay at the Kent Project Site is characterised as coastal land with mudflats and enclosed land reclaimed from tidal marsh. Previous development is also recorded, such as the Aggregates Quay in Swanscombe Marshes. There are also flood and erosion defences, sea defences, an anchorage, communication cables, a hydrocarbon pipeline, a submarine power cable, and the Channel Tunnel Rail Link. Paleochannels have also been recorded. Further along the coast to the north-east is an area of shingle foreshore.
- 6.1.3 At the Essex Project Site, there is an existing jetty system associated with Tilbury station rail pier and Tilbury Cruise and Ro-Ro Terminal and Jetty, with Tilbury dock immediately to the west, and Tilbury Fort immediately to the east. Evidence in the wider area includes hydrocarbon pipelines, and a submarine power cable; there are also flood and erosion defences. There is also evidence for paleochannels.
- 6.1.4 In the wider area of the Thames there are examples of: industry, including industrial production and aggregate; jetties, wharves, piers, and a freight terminal, indicating the high volume of vessels collecting materials and passengers; anchorages; and beacons and lighthouses to provide safety measures from navigational hazards. There are also known wreck sites, obstructions, and areas of foul ground. There has been dredging associated with navigational channel maintenance, and with berthing pockets. There is further evidence of seabed development, including pipelines and power cables. Along the mudflat shores there are sea and erosion defences. There is also evidence for palaeochannels. On the surface, in addition to vessel traffic related to industry and the commercial shipping route, there is also leisure sailing, a yacht club, and pleasure piers.

7 PRELIMINARY ASSESSMENT OF DEVELOPMENT- DIRECT EFFECTS

7.1 Introduction

- 7.1.1 This section presents a preliminary assessment of the potential effects of the proposed development to below ground archaeological remains.

7.2 Archaeological Remains

- 7.2.1 The construction of the proposed development is anticipated to entail the following sources of ground disturbance and excavations:
- Setting up a secure construction compounds within the Site;
 - Plant movement;
 - Topsoil stripping;
 - Piling and/or excavation of new foundation trenches;
 - Installation of services, drainage and other infrastructure;
 - Installation of basements;

- Construction of car parking buildings including basement levels;
- Construction of access roads, cycle ways, footpaths and people mover;
- Compaction of deposits within peninsula and transport corridor;
- Changes to hydrology/dewatering of currently waterlogged sites;
- Ecological mitigation;
- Hard landscaping works (levelling, remodelling); and
- Soft landscaping and environmental enhancement works, including planting.

7.2.2 The effects of the development upon the archaeological resource have been assessed within ES, Chapter 14: Cultural Heritage and Archaeology (document reference 6.1.14).

7.3 Marine archaeological remains

7.3.1 The construction of the Proposed Development is anticipated to entail the following sources of seabed disturbance:

- River transport infrastructure on both sides of the Thames;
- Flood defence and drainage works;
- Related scour and changes to tidal/water flow patterns.

7.3.2 The effects of these aspects of the development on the known and potential marine archaeological remains have been assessed within the ES Chapter 14: Cultural Heritage and Archaeology (document reference 6.1.14).

7.4 Historic Landscape Character

7.4.1 The Historic Landscape Character of the Site is considered as part of a separate document (Wessex Archaeology 2020b; document reference 6.2.14.3). This provides detail on the existing historic landscape character of the Site, its significance and sensitivity to change.

7.5 Historic Seascape Character

7.5.1 The Historic Seascape Character assessment indicates an area of industrial, commercial and leisure use, with jetties, piers and other transport infrastructure already present. Therefore, the development of a new floating jetty or repair or replacement of White's Jetty will have a negligible impact. Additionally, there is already considerable vessel traffic on this section of the Thames, for a wide variety of purposes; construction traffic will have a short temporary impact, and additional transport of visitors during operation will have a negligible impact.

8 CONCLUSIONS

8.1 General

8.1.1 The Project Site lies within an archaeologically rich landscape and therefore a large number of recorded remains have been discovered within the Kent Project Site and the Study Area. The river Ebbsfleet has been a key factor in the settlement pattern and use of the area since



the earliest time, providing fresh water with higher drier ground close by, woodland for hunting and later fuel and a navigable routeway to the Thames. The survival of archaeological remains within the Kent Project Site is varied, ranging from no potential due to quarrying activities and very high potential due to scheduling and preservation in situ.

- 8.1.2 The potential for the recovery of remains is considered to be high for Palaeolithic, Neolithic, Iron Age, Romano-British, Anglo-Saxon and modern periods across the Kent Project Site. The Swanscombe peninsula is expected to reveal remains dating to the prehistoric, post-medieval 19th century, modern and palaeoenvironmental remains however these deposits may be located at depth as parts of the peninsula have shown deep deposits of made ground. Palaeoenvironmental remains are also known to exist within the eastern part of the Kent Project Site, within the Ebbsfleet valley. Generally, a low potential is expected for remains of medieval and post-medieval date across the Kent Project Site.
- 8.1.3 Tilbury is considered to be the type site for palaeoenvironmental and relative sea level studies evidencing the environmental history of the River Thames and as such there is expected to be a high potential for palaeoenvironmental remains to exist at depth within the Site. The Essex Project Site has been subject to previous development and as such the survival of archaeological features could have been affected by these activities. There is generally a low potential for archaeological remains up to the post-medieval period as it is likely that this area remained marshland apart from a small ferry to Gravesend from the 14th century, however, there has been a suggestion of a roman road in the area some finds of prehistoric date have been found close to the Essex Project Site.
- 8.1.4 The archaeological characterisation of the Project Sites has identified areas of higher and lower potential for archaeological remains. This will be used to inform the impact assessment to predict potential effects to the archaeological resource. The archaeological characterisation will also help to inform the need for further archaeological evaluation or assessment and also inform the mitigation strategy, in consultation with the statutory authorities.

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Historic Environment Records

Kent Historic Environment Record (KHER)

Essex Historic Environment Record (EHER)

Cartographic and documentary sources

1777 Chapman and Andre, Map of Essex

1778 Plan of Tilbury and Gravesend



- 1807 A plan of the Hive Estate and Chalk Works in Northfleet belonging to Francis Wadmore Esq (National Archives Ref MPE 1/1406)
- 1808 Plan of an Estate situate at Northfleet in the County of Kent Purchased of Francis Wadman Esq (National Archives Ref MPL/10)
- 1810 Map of the area between Greenhithe, Northfleet and Swanscombe Park Wood, showing land lots and the site of a proposed Grand Naval Arsenal. Surveyed by W Stanley (National Archives Ref MR 1/1351)
- 1810 A plan of the Ground adjacent to the projected Naval Establishment situate in the several parishes of Northfleet, Southfleet, Swanscombe and Stone in the County of Kent (National Archives Ref MR 1/1347)
- 1811 Plan of the Country in the Vicinity of Northfleet and Greenhithe, showing the Site of the Proposed Grand Naval Arsenal and the positions it would be necessary to occupy with works for its defence (National Archives Ref MR 1/1341)
- 1819 Plan of a Freehold Estate situate in the Parish of Swanscomb in the County of Kent belonging to the Crown (National Archives Ref MPE 1/728)
- 1820 Plan of The Hive Estate and sundry parcels of Marshland situate at Northfleet in the County of Kent belonging to His Majesty (National Archives Ref MPE 1/727)
- 1821 Plan and Section of Turnpike Road situate at Ingress Park between Dartford and Northfleet (National Archives Ref MPE 1/1725)
- 1838 Plan of the Parish of Stone in the County of Kent (Tithe map)
- 1839-1840 Plan of the Parish of Southfleet in the County of Kent (Tithe map)
- 1840 Plan of the Parish of Chadwell St Mary, Essex (Tithe Map)
- 1840 Plan of the Parish of Little Thurrock, Essex (Tithe Map)
- 1841 Plan of the Parish of Northfleet within the County of Kent (Tithe map)
- 1843 Plan of the Parish of Swanscombe within the County of Kent (Tithe map)
- 1860 Ordnance Survey Map (Essex)
- 1872 Ordnance Survey map(Kent)
- 1897 Ordnance Survey map (Kent)
- 1898 Ordnance Survey map (Essex)
- 1909 Ordnance Survey map (Kent)
- 1920 Ordnance Survey map (Essex)
- 1937 Provisional edition Ordnance Survey map (Kent)
- 1961-62 Ordnance Survey map (1:10,560 Online) (Kent)
-



1973-77 Ordnance Survey map (1:10,560 Online) (Kent)

1974 Ordnance Survey map (Essex)

1980-88 Ordnance Survey map (1:10,560 Online) (Kent)

Online resources

<http://archaeologydataservice.ac.uk/>

<http://www.biab.ac.uk/>

<http://opendomesday.org/>

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

<http://www.historicengland.org.uk/listing/the-list/>

<http://www.magic.gov.uk>

<http://www.old-maps.co.uk/index.html>

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

<http://www.british-history.ac.uk/>

<http://oasis.ac.uk/england/>

<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

<http://planningguidance.planningportal.gov.uk/>



Plate 1) The concrete remains of the former Portland Cement Works within the Site, looking south



Plate 2) View looking south west across the Swanscombe Peninsula



Plate 3) The Swanscombe Peninsula showing the super-pylon (WA938) and jetty (WA741)



Plate 4) View looking from Galley Hill Road across the Peninsula to the north



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Plate 5) View of the Palaeolithic scheduled area within the Site and Pylon ZR4



Plate 6) View from edge of Swanscombe peninsula across the River Thames



Plate 7) Tramline within the Site across Manor Way



Plate 8) Section of tramline within the Site (WA790)



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Plate 9) Section of tramline within the Site (WA790)



Plate 10) Section of tramline within the Site (WA790)



Plate 11) Wooden stakes and piles on the foreshore (WA647)



Plate 12) Anti-tank blocks on the foreshore (WA936)



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Plate 13) Pier at Broadness (WA946)



Plate 14) Possible wooden structure by beacon (WA649)


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Plate 15) View across the Essex Project Site looking west



Plate 16) View across the Essex Project Site looking west



Plate 17) View of Riverside Station building looking south west



Plate 18) View of floating landing stage within Essex Project Site



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Plate 19) View of the London Cruise Terminal within the Essex Project Site



Plate 20) View of the western extent of the Essex Project Site looking west



Plate 21) View of the central part of the Essex Project Site, looking east



Plate 22) View of the central part of the Essex Project Site looking north



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APPENDICES

Appendix 1: Terminology

Glossary

The terminology used in this assessment follows definitions contained within Annex 2 of NPPF:

| | |
|---|--|
| Archaeological interest | There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point. |
| Conservation (for heritage policy) | The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance. |
| Designated heritage asset | A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation. |
| Heritage asset | 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). |
| Historic environment | 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. |
| Historic environment record | Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. |
| 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. |
| Significance (for heritage policy) | The value of a heritage asset to this and future generations because of its heritage interest. The 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. |

Chronology

Where referred to in the text, the main archaeological periods are broadly defined by the following date ranges:

| Prehistoric | | Historic | |
|--------------------|-----------------|----------------|------------------|
| Palaeolithic | 970,000–9500 BC | Romano-British | AD 43–410 |
| Early Post-glacial | 9500–8500 BC | Saxon | AD 410–1066 |
| Mesolithic | 8500–4000 BC | Medieval | AD 1066–1500 |
| Neolithic | 4000–2400 BC | Post-medieval | AD 1500–1800 |
| Bronze Age | 2400–700 BC | 19th century | AD 1800–1899 |
| Iron Age | 700 BC–AD 43 | Modern | 1900–present day |



Appendix 2: Legislative and planning framework

Designated Heritage Assets

| Designation | Associated Legislation | Overview |
|---|--|--|
| World Heritage Sites | - | The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV) – <i>cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity</i> . England protects its World Heritage Sites and their settings, including any buffer zones or equivalent, through the statutory designation process and through the planning system. The National Planning Policy Framework sets out detailed policies for the conservation and enhancement of the historic environment, including World Heritage Sites, through both plan-making and decision-taking. |
| Scheduled Monuments and Areas of Archaeological Importance | <i>Ancient Monuments and Archaeological Areas Act 1979</i> | Under the <i>Ancient Monuments and Archaeological Areas Act 1979</i> , the Secretary of State (DCMS) can schedule any site which appears to be of national importance because of its historic, architectural, traditional, artistic or archaeological interest. The historic town centres of Canterbury, Chester, Exeter, Hereford and York have been designated as Archaeological Areas of Importance under Part II of the <i>Ancient Monuments and Archaeological Areas Act 1979</i> . Additional controls are placed upon works affecting Scheduled Monuments and Areas of Archaeological Importance under the Act. The consent of the Secretary of State (DCMS), as advised by Historic England, is required for certain works affecting Scheduled Monuments. |
| Listed Buildings | <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> | In England, under Section 1 of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> , the Secretary of State is required to compile lists of buildings of special architectural or historic interest, on advice from English Heritage/Historic England. Works affecting Listed Buildings are subject to additional planning controls administered by Local Planning Authorities. Historic England is a statutory consultee in certain works affecting Listed Buildings. Under certain circumstances, Listed Building Consent is required for works affecting Listed Buildings. |
| Conservation Areas | <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> | A Conservation Area is an area which has been designated because of its special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In most cases, Conservation Areas are designated by Local Planning Authorities. Section 72 (1) of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> requires authorities to have regard to the fact that there is a Conservation Area when exercising any of their functions under the Planning Acts and to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas. Although a locally administered designation, Conservation Areas may nevertheless be of national importance and significant developments within a Conservation Area are referred to Historic England. |
| Registered Parks and Gardens and Registered Battlefields | <i>National Heritage Act 1983</i> | The Register of Parks and Gardens was established under the <i>National Heritage Act 1983</i> . The Battlefields Register was established in 1995. Both Registers are administered by Historic England. These designations are non-statutory but are, nevertheless, material considerations in the planning process. Historic England and The Garden's Trust (formerly known as The Garden History Society) are statutory consultees in works affecting Registered Parks and Gardens |
| Protected Wreck Sites | <i>Protection of Wrecks Act 1973</i> | The <i>Protection of Wrecks Act 1973</i> allows the Secretary of State to designate a restricted area around a wreck to prevent uncontrolled interference. These statutorily protected areas are likely to contain the remains of a vessel, or its contents, which are of historical, artistic or archaeological importance. |



National Planning Policy Framework (NPPF)

| NPPF Section 16: Conserving and enhancing the historic environment | |
|---|---|
| Para. 189 | 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. |
| Para. 190 | 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 of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. |
| Para. 192 | In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting 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 making a positive contribution to local character and distinctiveness. |
| Para. 193 | When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the 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. |
| Para. 194 | 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 ⁶³ . ⁶³ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets. |
| Para. 195 | Where a proposed development will lead to substantial harm to (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 not for profit, 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. |
| Para. 196 | 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. |



| NPPF Section 16: Conserving and enhancing the historic environment | |
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| Para. 197 | The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. |
| Para. 199 | Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible ⁶⁴ . However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. ⁶⁴ Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository. |
| Para. 200 | Local planning authorities should 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. |
| Para. 201 | 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 195 or less than substantial harm under paragraph 196, 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. |
| Para. 202 | Local planning authorities 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. |



Local Planning Policy

| Dartford Local Plan Core Strategy (adopted September 2011) | | |
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| Policy ref. | Title | Scope |
| Policy CS4 | Ebbsfleet to Stone Priority Area | <p>1. In the Ebbsfleet to Stone area, the Council will promote a chain of distinctive and individual but linked communities, existing and new. These will sit alongside a range of facilities of a regional and sub-regional scale and quality, generating vibrancy in the area and providing local access to a wide choice of jobs, retail, leisure and community facilities. Development of the area will continue beyond 2026. The Council will work with its partners to achieve the following outcomes:</p> <p>a) New residential communities focused on Ebbsfleet Valley and Stone, providing up to 7,850 homes within the Plan period, with further development beyond 2026⁵⁷.</p> <p>b) Local community facilities, with a new primary school⁵⁸, GP premises⁵⁹, an enhanced community meeting place and improved facilities at Stone. A range of facilities in the Ebbsfleet Valley (see Policy CS5) to support the new residents and enhance provision for existing residents, in particular, a new secondary school and its sporting facilities and a lifelong learning centre at Eastern Quarry. All new development will be required to contribute proportionally to the land and build costs of facilities, in relation to the demand generated by that development. (see also Policy CS26/1b).</p> <p>c) 9,700 jobs in offices and other B1 uses, provided within the Plan period, with a concentration of these in the Ebbsfleet Valley⁶⁰.</p> <p>d) A distinctive network of multifunctional green spaces defining each community and serving recreational and biodiversity functions. This will include natural habitat enhancement and making existing spaces publicly accessible at Craylands Gorge, St Clements Valley, the eastern end of Stone Lodge and the former Stone House Hospital; creating new spaces in the Ebbsfleet Valley and at St James Lane Pit; and improvements to Stone Recreation Ground.</p> <p>e) A centre of excellence for sport and recreation at Stone Lodge, expanding on the existing Olympic-level provision on the site.⁶¹</p> <p>f) Physical integration of Bluewater with the existing and proposed residential communities surrounding it, with footpaths, cycle paths and buses, including Fastrack. Options for the evolution of Bluewater which provide for a wider range of uses will be explored with the owners and relevant stakeholders, where this can provide synergies with Ebbsfleet and does not adversely impact on neighbouring town centres (see also Policy CS 12).</p> <p>g) Linking of communities, facilities and key activity hubs through the Fastrack bus network, with a new link from Ebbsfleet through Eastern Quarry to Bluewater.</p> <p>h) Built development reflecting the varied heritage of the area in order to create a sense of place. Provision of interpretation facilities, focusing on recent quarry-related industrial heritage as well as activity from earlier archaeological periods. The archaeological potential of parts of the Ebbsfleet Valley should be assessed prior to development through a desk-top study, and investigated via fieldwork, where the desk-top study indicates this will be necessary, or through an archaeological watching brief. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC. Where there is an approved archaeological strategy as part of an extant planning consent, this will take precedence over this part of the policy.</p> <p>2. Proposals at Stone will be required to demonstrate, through a Travel Plan, adequate traffic management measures to address capacity issues on London Road, taking into account all proposed developments in Stone. Measures may include provision for local highway and public transport improvements.</p> |
| Policy CS5 | Ebbsfleet Valley Strategic Site | <p>1. At Ebbsfleet Valley, the Council will work in partnership with developers, service providers, Gravesham Council and government organisations to secure early delivery of the mixed use development, which will eventually comprise:</p> |



| Dartford Local Plan Core Strategy (adopted September 2011) | | |
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| Policy ref. | Title | Scope |
| | | <p>a) a community of up to 10,000 homes, (up to 5,250 assumed to be provided in the Plan period)</p> <p>b) a business district providing approx 16,900 jobs, (up to 9,500 assumed to be provided in the Plan period)</p> <p>c) leisure and retail uses to support local residents, workers and visitors</p> <p>d) community facilities required to support the residential community</p> <p>2. An anchor use, such as relocated government offices, will be sought to act as an impetus for early development.</p> <p>3. Work in partnership to achieve improved interchange facilities between Ebbsfleet Station, Fastrack and local buses and a pedestrian foot link with the North Kent line.</p> <p>4. Applications for changes to existing consents or new applications (excluding consents) will be determined on the basis of the following principles:</p> <p>a) Creation of a high density business district adjacent to Ebbsfleet Station, with a mix of uses, including residential, generating activity in the daytime, reserved matters applications determined in accordance with existing evenings and weekends and ensuring a lively area.</p> <p>b) Quality of built design at Station Quarter North to signal arrival at an international station through the inclusion of landmark buildings and high quality public realm.</p> <p>c) Linked residential communities or 'villages', with a sufficient critical mass to point 4e) At Eastern Quarry and Northfleet West Sub-station, these will consist support services, community infrastructure and the Fastrack service, (see predominantly of family housing.</p> <p>d) A walking and cycling network and a Fastrack route across the area encouraging a high proportion of trips by sustainable means.</p> <p>e) Provision of community infrastructure, including schools, health facilities, sports and leisure facilities, community meeting places and shops provided at an appropriate stage of development to meet the needs of residents located to meet the needs of residents and complementary to existing provision in adjoining communities (see also Policy CS4/1b and CS 26/1b).</p> <p>f) A mixed use centre at the heart of each residential village, including community facilities and local shop(s), located to be easily accessible by sustainable forms of transport to residents and employees, with phased provision as the development progresses. One of these to provide a more comprehensive range of services and shops (see Diagram 6), with smaller, local facilities in the adjacent centres.</p> <p>g) Physical and functional integration of the three individual sites in the Ebbsfleet Valley with each other, as far as possible, as well as with the adjoining communities at Swanscombe and Knockhall.</p> <p>h) Provision of at least 30% of the site as open space, forming a network of multifunctional greenspace linking in to the Green Grid and providing for leisure and recreation purposes, maintenance and improvement and creation of biodiversity corridors and for the management of water.</p> <p>i) The retention and enhancement of the River Ebbsfleet and other water courses with natural habitat retention or creation along appropriate stretches of the bank side, and provision of flood risk mitigation measures within the development site.</p> <p>j) Achievement of at least Code Level 4 in the energy category in advance of mandatory requirements. Where development commences in advance of a mandatory requirement for Code Level 6, buildings to be designed in a way that enables retro-fitting of sustainable energy technologies, for example through solar thermal, photovoltaic systems and ground source heat pumps. It may also be facilitated by supply of energy from a low/zero carbon Combined Heat and Power Plant.</p> <p>k) Achievement of water efficiency to at least Code Level 4/570 in the water use category, or its equivalent in terms of water use reduction, in advance of mandatory standards.</p> |



| Dartford Local Plan Core Strategy (adopted September 2011) | | |
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| Policy ref. | Title | Scope |
| | | <p>5. Applications for, or changes to, area masterplans or reserved matters will need to demonstrate that proposals will not undermine the principles to be achieved across the site as a whole, as set out in the outline consent to which they relate.</p> <p>6. Proposals Map 3 (p143) shows the site boundaries. Diagram 6 will be used to inform detailed proposals for the site.</p> |
| Policy CS6 | Thames Waterfront | <p>1. The Council will promote the creation of a vibrant mixed-use riverfront, incorporating sustainable communities, new employment opportunities, leisure use of the river /riverside and use of the river for sustainable transport, by:</p> <p>a) Supporting residential development of up to 3,750 homes, including on the Swanscombe Peninsula as part of mixed-use development, completion of permitted residential development at The Bridge and the former Everards site; and in the event that assessment demonstrates cargo-handling not to be viable, mixed-use development including riverside greenspace at Thames Europort.</p> <p>b) Development at Swanscombe Peninsula to be fully integrated with Ingress Park, providing shared community facilities and local shops. The need for a primary school on the site will be kept under review. Master planning of the site will define the arrangement of land uses on the site and will be informed by detailed ecological studies to ensure that the biodiversity of the Peninsula is preserved.</p> <p>c) Supporting employment at Swanscombe Peninsula, which, subject to further feasibility and impact assessments may include an Environmental Technology Park, incorporating a low/zero carbon Combined Heat and Power Plant, utilising Bells Wharf and Whites Jetty for the transport of goods and material. At Littlebrook, logistics activities will be supported. The continued development of Crossways for a mix of employment uses will be supported, as will The Bridge for a mix of B1, B2 and B8 uses and other employment generating uses.</p> <p>d) Supporting new development incorporating sporting facilities and waterside -activities, including boating facilities, pubs and restaurants, providing that river -navigation, hydrology, traffic, parking and ecological impacts can be addressed - and that development is appropriate to the character of the area.</p> <p>e) Seeking the redevelopment of sites for alternative uses, where they become available through relocation or rationalisation of existing uses. In the case of wharves, this will be subject to a study demonstrating that cargo handling at the wharf and associated site is not viable. Proposals which incorporate sustainable river transport uses 76 , utilising the wharf will be encouraged, particularly where these support regeneration objectives. Johnsons Wharf will be safeguarded where identified in the forthcoming Kent Minerals and Waste Core Strategy. Development adjacent to wharves should be designed to minimise the potential for conflicts of use and disturbance.</p> <p>f) Protecting and enhancing Black Duck Marsh and Dartford Marshes as areas of biodiversity value and public recreational areas for quiet enjoyment, to the -extent that the ecological protection of the area permits. New development will -be expected to include connecting corridors of natural habitat along the river to enhance biodiversity linkages and to protect s41 species and other species of local ecological value77 and 78 .</p> <p>g) Requiring all new development to incorporate a riverside foot and cycle path, linking with the long-distance Thames Estuary Path. Where, exceptionally, public access is not possible, for example as a result of wharfage facilities, a convenient and attractive route should be provided, linking back to the river at the nearest opportunity.</p> <p>h) Supporting leisure uses at Swanscombe Peninsula where these are of an outdoor nature, or set in generous greenspace subject to compatibility with adjoining uses and impact on town centres. Proposals which maximise the tourism potential of Ebbsfleet and provide fast and convenient public transport links to Ebbsfleet station as part of the scheme will be particularly encouraged.</p> <p>i) Encouragement of built development which reflects the heritage of the area in order to create a sense of place, with on-site interpretation facilities focusing on riparian activity and man-made influences on the landscape, particularly at the Swanscombe Peninsula. The archaeological value of the area should be assessed as part of planning applications through a desk top study and fieldwork investigations, where the desk-top</p> |



| Dartford Local Plan Core Strategy (adopted September 2011) | | |
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| Policy ref. | Title | Scope |
| | | <p>study indicates this will be necessary, or through an archaeological watching brief. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC.</p> <p>j) Requiring development proposals to demonstrate, through a Travel Plan, adequate traffic management measures to address capacity issues not addressed by the Strategic Transport Infrastructure Programme (see Policy CS16), taking into account all proposed developments in the vicinity. Measures may include provision for local highway and public transport improvements. Subject to further assessment, a relief road for the A226 and provision of a dedicated or priority route for Fastrack may be required as part of proposals for development on Swanscombe Peninsula, linking to Ingress Park in the west and into Gravesham Borough in the east.</p> <p>k) Require that Planning applications for development in Flood Zones 2 and 3 are accompanied by a site specific FRA79 to demonstrate that development is safe and will pass Part C of the Exception Test⁸⁰, where applicable. These sites to also be sequentially tested to direct 'more vulnerable'⁸¹ uses to the parts of the site at less risk of flooding, where possible. 2. Diagram 7 will be used to inform detailed proposals for the site.</p> |

| Dartford Development Policies Plan (adopted July 2017) | | |
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| Policy ref. | Title | Scope |
| Policy DP12: | Historic Environment Strategy | <ol style="list-style-type: none">1. Development should contribute to the conservation and enjoyment of the Borough's historic environment. The Local Planning Authority will work with developers on strategies to realise this in the context of site heritage opportunities and constraints.2. Where heritage may be at risk, landowners will be expected to work proactively with the Local Planning Authority in bringing forward proposals to preserve or enhance these assets, to facilitate their successful rehabilitation and seek their viable reuse consistent with their heritage value and special interest.3. Development proposals which may affect the significance of heritage assets (both designated and non-designated) or their setting should demonstrate how these assets will be protected, conserved or enhanced as appropriate. Proposals should aim to reflect and interpret the historic character of a site and conserve its most significant historical and/or architectural aspects.4. A heritage statement should accompany all planning applications affecting heritage assets. On archaeological sites, a desk-based assessment will be required as a minimum. Applications affecting designated heritage assets will be assessed under Policy DP13. Applications affecting non-designated assets will be assessed against the criteria below. Non-Designated Heritage Assets5. The Borough's non-designated heritage assets include:<ul style="list-style-type: none">Archaeological sites, including sites holding an interest as defined in the NPPF;Applicable sites within Areas of Special Character, as defined on the Policies Map;Sites with significant industrial heritage;Land with historic landscape character;Historic open space, parks and gardens.6. Development proposals affecting non-designated heritage assets should establish the asset's significance. Development should conserve or enhance those aspects that have been identified as significant and, where possible, should seek to better reveal an asset's significance. |



| Dartford Development Policies Plan (adopted July 2017) | | |
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| Policy ref. | Title | Scope |
| | | <p>7. In determining planning applications affecting non-designated assets, the effect of the proposal on the asset's significance will be taken into account. A balanced judgement will be taken having regard to the significance of the heritage asset and the scale of any harm or loss of significance. Development resulting in a total loss of significance will not normally be permitted.</p> |
| Policy DP13 | Designated Heritage Assets | <p>1. Designated heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. A heritage statement should establish the significance of the heritage asset in order to enable the assessment the impact of a development proposal. Any harm or loss will require clear and convincing justification.</p> <p>2. In determining planning applications, the Local Planning Authority will pay close regard to:</p> <ul style="list-style-type: none">a) the significance of the heritage asset;b) the desirability of maintaining and, where possible, enhancing significance; andc) the desirability of ensuring viable uses are found for heritage assets, consistent with their conservation. <p>3. Where a proposal will lead to substantial harm or total loss of significance, permission will be refused unless it can be clearly demonstrated that the development is necessary for substantial public benefits to be achieved that will outweigh the harm or loss.</p> <p>4. Where a proposal will lead to less than substantial harm, this will be weighed against the public benefits of the proposal.</p> <p>Listed Buildings</p> <p>5. Development proposals affecting statutorily listed buildings should have special regard to the desirability of preserving the building or its setting. Loss of or harm to a statutorily listed building or its setting will only be permitted in exceptional circumstances in line with clauses 3 and 4 above.</p> <p>Conservation Areas</p> <p>6. Development proposals affecting a conservation area should pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Proposals that would result in harm or loss of Significance will be determined in line with clauses 3 and 4 above.</p> <p>7. The demolition of any building in a conservation area will only be permitted where it is clear that it will not adversely affect the character and appearance of the area.</p> <p>Scheduled Monuments</p> <p>8. Development proposals affecting Scheduled Monuments will only be permitted where they clearly conserve the asset or enhance its significance. Proposals resulting in loss or harm will only be permitted on a wholly exceptional basis and in line with clauses 3 and 4 above.</p> |
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| Gravesham Local Plan Core Strategy (adopted September 2014) | | |
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| Policy ref. | Title | Scope |
| Policy CS03 | Northfleet Embankment and | 4.4.28 The Northfleet Embankment and Swanscombe Peninsula East Opportunity Area is a substantial opportunity for major riverside regeneration in Gravesham. Development will bring significant benefits to existing adjoining residential communities and the Borough as a whole |



| Gravesham Local Plan Core Strategy (adopted September 2014) | | |
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| Policy ref. | Title | Scope |
| | Swanscombe Peninsula East Opportunity Area | <p>through the delivery of new housing and jobs whilst achieving environmental improvement, especially in air quality, and a high standard of design.</p> <p>4.4.29 Any future proposals for the Swanscombe Peninsula East Undeveloped Area will be subject to a comprehensive masterplan approach which deals with the issues of flood risk, transport and access, ground conditions, proximity to existing industrial uses, air quality, biodiversity, utilities, navigation and the presence of the HS1 railway line.</p> <p>4.4.30 The Swanscombe Peninsula East Riverside Industrial Area, Kimberly Clark Site and Imperial Business Estate will be retained in employment use. The Council will support proposals which expand and support their operation.</p> <p>4.4.31 The Council will support the regeneration for residential and employment uses of the Grove Road and Lower Ebbsfleet Area taking into account the ground conditions and existing uses.</p> <p>4.4.32 Development of the Key Sites will lead to the provision of around 980 dwellings and around 133,500 sq m gross employment floorspace. Development on the Key Sites will be in accordance with the principles set out below. Land East of Grove Road and Robin's Creek Key Site (within sub-area 1.3)</p> <p>4.4.33 This will provide a residentially led mixed use development with the potential to create around 200 dwellings. Such development will be expected to: improve and enhance Robin's Creek and the Ebbsfleet stream; improve greenspace; and reduce heavy commercial traffic and parking on Grove Road. Old Northfleet Residential Extension Key Site (sub-area 1.4)</p> <p>4.4.34 This will provide a residential development of around 530 dwellings, open space, an extension and improvements to the Hive local centre and provision of community facilities. Northfleet Cement Works Regeneration Area Key Site (sub-area 1.5)</p> <p>4.4.35 This will provide an employment development of around 46,000 sq m gross new employment floorspace comprising business, industrial, and storage and distribution facilities (use classes B1, B2 and B8) and a Bulk Aggregates Import Terminal. Such development will be required to satisfactorily relocate Bevan's War Memorial. Northfleet Embankment East Regeneration Area Key Site (sub-area 1.8)</p> <p>4.4.36 This will provide an employment led development of around 87,550 sq m gross new employment floorspace including a major industrial and warehousing development (use classes B1, B2 and B8) with multimodal access, subject to masterplanning and overcoming identified constraints. It will also provide around 250 dwellings at the eastern end of the site which will reinforce the existing adjacent residential areas. A buffer zone comprising open space, landscaping and business development (use class B1) will be required between the residential development and the industrial and warehousing development. Such development should seek to restore the listed remains of Rosherville Pier and maintain an east-west route for public transport and general traffic accessing the Imperial Business and Retail Estate and Gravesend town centre. Proposals for the Key Site will be required to retain Red Lion Wharf for commercial river based use that is appropriate to context, subject to capacity for the transshipment of minerals being maintained through appropriate alternative provision off-site.</p> |
| Policy CS06 | Ebbsfleet (Gravesham) Opportunity Area | <p>4.7.17 The Ebbsfleet (Gravesham) Opportunity Area is a substantial opportunity for a high quality, sustainable, mixed use development in line with the long-standing strategy to create a major business district at Ebbsfleet within Dartford as well as Gravesham. Development will bring significant benefits to the Borough and surrounding communities through the delivery of new housing, business employment (within use classes B1a, B1b and B1c) and supporting facilities centred around and well linked to the Ebbsfleet Station transport hub.</p> <p>4.7.18 Development of the Key Sites will lead to the provision of around 690 new dwellings and around 20,000 sq m gross business employment floorspace (use classes B1a, B1b and B1c), together with supporting retail (use class A1) and other facilities, leisure/entertainment floorspace (use class D2), hotels and restaurants. There is potential for the provision of additional dwellings and business floorspace in the longer term.</p> |



| Gravesham Local Plan Core Strategy (adopted September 2014) | | |
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| Policy ref. | Title | Scope |
| | | <p>4.7.19 Development of the Key Sites will be in accordance with the principles set out below.</p> <p>4.7.20 The Springhead Quarter Key Site will provide a residentially led mixed use development of around 690 additional dwellings with the potential to provide some business employment floorspace (use classes B1a, B1b and B1c) and some retail floorspace to support the residential development.</p> <p>4.7.21 The Northfleet Rise Quarter Key Site will provide an employment led development comprising business employment floorspace (use classes B1a, B1b and B1c), leisure/entertainment floorspace (use class D2), and hotels and restaurants. It will provide a local centre to support the development.</p> <p>4.7.22 Retailing will be provided to meet the needs of the resident and daytime population and should safeguard the role of Gravesend town centre as the primary retail centre.</p> <p>4.7.23 Facilities will be provided to support development of the Springhead Quarter and Northfleet Rise Quarter Key Sites and will be accessible to both existing and future communities. These will include the provision of educational, health, social care, sports and community facilities, open space to meet a variety of needs and recycling and waste transfer facilities. These will be provided in accordance with the phasing schedule set out in the Infrastructure Delivery Schedule.</p> <p>4.7.24 Development will be designed to be public transport oriented to encourage a high proportion of trips by sustainable means and discourage the need to travel by private car. This will be achieved by the provision of frequent bus services and a high quality network of publicly accessible footpath and cycle links between the Springhead Quarter Key Site, Northfleet Rise Quarter Key Site and the Dartford Quarters of the development, Ebbsfleet Station and Northfleet. This will include the provision of a bridge over the Ebbsfleet stream to provide a pedestrian, cycle and road link between the Springhead Quarter Key Site and Ebbsfleet Station access road.</p> <p>4.7.25 The Council will support the creation of an enhanced transport hub at Ebbsfleet Station (in the Dartford Borough Council area) providing high quality interchange facilities between bus, rail, walking and cycling and the provision of pedestrian and cycle links between Ebbsfleet and Northfleet stations.</p> <p>4.7.26 Provision will be made for replacement car parking to serve Ebbsfleet Station if any is displaced by development.</p> <p>4.7.27 The layout of development and mix of uses will have regard to railway noise from HS1 and odour from Northfleet Wastewater Treatment Works. Suitable buffer uses will be required between new residential development and this infrastructure to mitigate the impact of noise and odour.</p> <p>4.7.28 A network of multi-functional, accessible greenspace will be provided, forming part of the wider Green Infrastructure network, to meet the needs of the resident and daytime population and to enhance biodiversity. This will include the improvement and management of the Ebbsfleet stream corridor.</p> <p>4.7.29 The Springhead Enterprise Park will be retained in employment use. The Council will support proposals which increase its employment potential and make it more responsive to the market.</p> <p>4.7.30 The Council will support proposals for Blue Lake that better integrate it with the Northfleet Rise Quarter Key Site, secure environmental improvements, increase its nature conservation value and introduce more beneficial uses where these are compatible with the need to maintain its water abstraction functions and public safety.</p> |
| Policy CS20 | Heritage and the Historic Environment | 5.16.10 The Council will accord a high priority towards the preservation, protection and enhancement of its heritage and historic environment as a non-renewable resource, central to the regeneration of the area and the reinforcement of sense of place. Particular attention in this regard will |



| Gravesham Local Plan Core Strategy (adopted September 2014) | | |
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| Policy ref. | Title | Scope |
| | | <p>be focused on those heritage assets most at risk through neglect, decay or other threats. Securing viable, sustainable and appropriate futures for such assets at risk will need to be reconciled with the sensitivity to change that many present.</p> <p>5.16.11 Proposals and initiatives will be supported which preserve and, where appropriate, enhance the significance of the Borough's heritage assets, their setting where it contributes to the significance of the asset and their interpretation and enjoyment, especially where these contribute to the distinct identity of the Borough. These include:</p> <ul style="list-style-type: none"><input type="checkbox"/> Gravesend Town Centre, its development as a heritage riverside town, and its setting;<input type="checkbox"/> The Borough's urban and rural conservation areas; and<input type="checkbox"/> Surviving built features and archaeology relating to the Borough's maritime, military, industrial and transport history. <p>5.16.12 When considering the impact of a proposed development on a designated heritage asset, the weight that will be given to the asset's conservation value will be commensurate with the importance and significance of the asset. For non-designated assets, decisions will have regard to the scale of any harm or loss and the significance of the heritage asset.</p> |

| Gravesham Local Plan First Review Saved and Deleted Policies (2007) | | |
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| Policy ref. | Title | Scope |
| TC7 | Other Archaeological Sites | <p>Throughout the Borough Plan Review area, development on important archaeological sites will not normally be permitted. On archaeological sites where permanent preservation is not warranted, applications will normally be refused unless arrangements have been made by the developer to ensure that time and resources are available to allow satisfactory archaeological investigation and recording of, by an approved archaeological body to take place in advance of or during development. The specification and programme of work for the archaeological investigation, including its relationship to the programme of development are to be submitted to and approved by the Borough Council. In order to determine a planning application the Borough Council may require the developer to provide additional information, in the form of an assessment of the archaeological or historic importance of the site in question and the likely impact of development. In certain cases, such an assessment may involve an evaluation excavation. Planning permission may be refused without adequate assessment of the archaeological implications.</p> |

| Thurrock Core Strategy and Policies for Management of Development (adopted January 2015) | | |
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| Policy ref. | Title | Scope |
| Policy CSTP24 | Heritage Assets and the Historic Environment | <p>1. Protecting and Enhancing Heritage Assets</p> <p>I. The Council will preserve or enhance the historic environment by:</p> <ul style="list-style-type: none">i. Promoting the importance of the heritage assets, including their fabric and their settings;ii. Encouraging the appropriate use of heritage assets and their settings;iii. Supporting increased public access to historic assets, including military and industrial heritage;iv. Reviewing the designation of local heritage assets, including considering the designation of new Conservation Areas;v. Retaining non-designated heritage assets which are considered locally important as well as those with statutory protection; andvi. Encouraging proposals that include enhancement of surrounding landscapes and integration between priority heritage assets and the Greengrid. |



| Thurrock Core Strategy and Policies for Management of Development (adopted January 2015) | | |
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| Policy ref. | Title | Scope |
| | | <p>2. Proposed Development</p> <p>I. All development proposals will be required to consider and appraise development options and demonstrate that the final proposal is the most appropriate for the heritage asset and its setting, in accordance with:</p> <ul style="list-style-type: none">i. The objectives in part 1 above;ii. The requirements of PMD 4 Historic Environment;iii. Conservation Area Character Appraisals and Management Proposals as appropriate; andiv. Relevant national and regional guidance. <p>3. Priorities for Heritage Regeneration and Enhancement</p> <p>I. The Council will work collaboratively with owners and partners to encourage the appropriate regeneration and use of priority heritage assets to secure their long-term future. The Council will identify priority heritage assets from:</p> <ul style="list-style-type: none">i. English Heritage's national Heritage at Risk Register;ii. The Thurrock Heritage at Risk Register, which will be reviewed annually;iii. The Conservation Area Management Proposals, which will be reviewed at least every five years, andiv. A local list of heritage assets once produced.v. The Historic Environment Record <p>II. Of priority heritage assets already identified, the Council will:</p> <ul style="list-style-type: none">i. Ensure that the setting of Tilbury Fort, including views of it from the river, are appropriately protected and enhanced, and that encroachment on the open land around it is not permitted.ii. Ensure that the setting of Coalhouse Fort is appropriately protected from development and that its fabric is conserved.iii. Resist development that undermines an understanding of the role the river Thames has played in the historic development of Thurrock.iv. Promote public access between Tilbury Fort and Coalhouse Fort through riverside links.v. Ensure that any new development close to, or within, Bata Village or the Bata Factory complex is well designed and contributes positively to their settings.vi. Ensure that Thurrock's historic landscapes, and the contribution made to them by ancient woodland, hedgerows and trees, are appropriately considered in all development proposals. |
| Policy PMD4 | Historic Environment | <p>The Council will ensure that the fabric and setting of heritage assets, including Listed Buildings, Conservation Areas, Scheduled Monuments and other important archaeological sites, and historic landscape features are appropriately protected and enhanced in accordance with their significance.</p> <p>1. The Council will also require new development to take all reasonable steps to retain and incorporate non-statutorily protected heritage assets contributing to the quality of Thurrock's broader historic environment.</p> <p>2. Applications must demonstrate that they contribute positively to the special qualities and local distinctiveness of Thurrock, through compliance with local heritage guidance including:</p> <ul style="list-style-type: none">i. Conservation Area Character Appraisals;ii. Conservation Area Management Proposals;iii. Other relevant Thurrock-based studies, including the |



| Thurrock Core Strategy and Policies for Management of Development (adopted January 2015) | | |
|--|-------|--|
| Policy ref. | Title | Scope |
| | | <p>Landscape Capacity Study (2005), the Thurrock Urban Character Study (2007) and the Thurrock Unitary Historic Environment Characterisation Project (2009).</p> <p>iv. Further local guidance as it is developed.</p> <p>3. The Council will follow the approach set out in the NPPF in the determination of applications affecting Thurrock's built or archaeological heritage assets including the expectation that the relevant historic environment record will be consulted and the heritage asset(s) assessed using appropriate expertise where necessary. This will include consideration of alterations, extensions or demolition of Listed Buildings or the demolition of unlisted buildings within Conservation Areas, and requirements for pre-determination archaeological evaluations and for preservation of archaeology in situ or by recording.</p> |



Appendix 3: Gazetteer of information summarised from the KHER and EHER

Kent Project Site Study Area- Palaeolithic Period (Figure 8)

| WA no. | Shape | MonUID | PrefRef | RecordType | Name | MonType | Period | Easting | Northing |
|--------|-------|----------|--------------|------------|--|--|--------------------|---------|----------|
| WA01 | Point | MKE1661 | TQ 67 SW 35 | FS | Palaeolithic artefacts and molluscan remains from Rickson's Pit, AKA Barracks Pit | FINDSPOT | Lower Palaeolithic | 560840 | 174150 |
| WA02 | Point | MKE1727 | TQ 67 SW 103 | FS | Palaeolithic handaxes from near New Barn Farm House | FINDSPOT | Palaeolithic | 561100 | 173800 |
| WA03 | Point | MWX20810 | TQ 67 SW 433 | FS | Galley Hill Pit | FINDSPOT | Lower Palaeolithic | 560600 | 174700 |
| WA04 | Point | MWX20865 | TQ 67 SW 452 | FS | All Saints Church, Galley Hill | FINDSPOT | Lower Palaeolithic | 560570 | 174830 |
| WA05 | Point | MWX20875 | TQ 67 SW 455 | FS | Galley Hill Tram Tracks | FINDSPOT | Palaeolithic | 560500 | 174880 |
| WA06 | Point | MWX20876 | TQ 67 SW 456 | MON | Numerous Palaeolithic handaxes (and other flint artefacts) from gravel overlying the Southfleet Road "Ebbsfleet elephant" site | OCCUPATION SITE | Lower Palaeolithic | 561175 | 173260 |
| WA07 | Point | MKE43400 | TQ 67 SW 470 | FS | Palaeolithic (Clactonian) elephant butchery site, Southfleet Road, Ebbsfleet | LITHIC SCATTER, LITHIC WORKING SITE, BUTCHERY SITE | Lower Palaeolithic | 561160 | 173270 |
| WA08 | Point | MKE57956 | MKE57956 | FS | Palaeolithic flint lithic implement | FINDSPOT | Palaeolithic | 560020 | 174894 |
| | Point | MKE57957 | MKE57957 | FS | Palaeolithic stone lithic implement | FINDSPOT | Palaeolithic | 560020 | 174894 |
| | Point | MKE57958 | MKE57958 | FS | Palaeolithic stone lithic implement | FINDSPOT | Palaeolithic | 560020 | 174894 |
| | Point | MKE57959 | MKE57959 | FS | Palaeolithic stone lithic implement | FINDSPOT | Palaeolithic | 560020 | 174894 |



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|-------------|-------|----------|---------------|-----|--|-----------------|--------------------|--------|--------|
| WA09 | Point | MKE1660 | TQ 67 SW 34 | FS | 16 ovate Palaeolithic handaxes from New Craylands Lane Pit (East Side) | OCCUPATION SITE | Lower Palaeolithic | 560150 | 174590 |
| WA10 | Point | MKE1686 | TQ 67 SW 60 | FS | Palaeolithic handaxe, flakes and animal bones from gravel terrace outcrops to west of St. Botolph's church, Northfleet | FINDSPOT | Palaeolithic | 562040 | 174310 |
| WA11 | Point | MKE1716 | TQ 67 SW 92 | FS | Palaeolithic Handaxes from Bevan's Wash-pit, opposite New Barn Farmhouse | FINDSPOT | Lower Palaeolithic | 561020 | 173520 |
| WA12 | Point | MKE1717 | TQ 67 SW 93 | FS | 6 Palaeolithic handaxes from Hop Garden near Mansion House, Swanscombe | FINDSPOT | Lower Palaeolithic | 560760 | 173970 |
| WA13 | Point | MKE1718 | TQ 67 SW 94 | FS | Palaeolithic Handaxe from Swanscombe Wood Clay Pit | FINDSPOT | Lower Palaeolithic | 559710 | 173030 |
| WA14 | Point | MKE20077 | TQ 67 SW 245 | FS | Palaeolithic handaxes, other flint artefacts and animal bone from area E1, Eastern Quarry Area B, Swanscombe | OCCUPATION SITE | Lower Palaeolithic | 560800 | 173720 |
| WA15 | Point | MKE20145 | TQ 67 SW 221 | FS | Palaeolithic Finds, Swanscombe Thameside Community School | FINDSPOT | Lower Palaeolithic | 560807 | 173908 |
| WA16 | Point | MKE20269 | TQ 57 SE 176 | MON | Ingress Abbey | FINDSPOT | Lower Palaeolithic | 559080 | 174880 |
| WA17 | Point | MKE20308 | TQ 67 SW 322 | FS | Palaeolithic Flint Finds, Springhead, Northfleet | FINDSPOT | Lower Palaeolithic | 561990 | 172760 |
| WA18 | Point | MWX20965 | TQ 57 SE 219 | MON | The Swanscombe Skull and associated Palaeolithic artefacts and fossils from Barnfield Pit, Swanscombe | OCCUPATION SITE | Lower Palaeolithic | 559760 | 174300 |
| WA19 | Point | MKE783 | TQ 57 SE 7 | FS | Dierdon's Pit, Knockhall Road | FINDSPOT | Lower Palaeolithic | 559526 | 174810 |
| WA20 | Point | MKE792 | TQ 57 SE 16 | FS | Globe Pit, Greenhithe | FINDSPOT | Lower Palaeolithic | 558850 | 174620 |
| WA21 | Point | MWX20811 | TQ 57 SE 1003 | FS | Alkerden Lane Allotments | FINDSPOT | Lower Palaeolithic | 559700 | 174200 |
| WA22 | Point | MKE80563 | TQ 67 SW 1353 | FS | Palaeolithic flints, Springhead | FINDSPOT | Lower Palaeolithic | 561926 | 172846 |
| WA23 | Point | MKE90491 | TQ 67 SW 566 | FS | Palaeolithic waste flakes, Northfleet Cement Works | FINDSPOT | Lower Palaeolithic | 561890 | 174636 |



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|-------------|-------|----------|------------------|-----|--|--------------------|---------------------------------|--------|--------|
| WA24 | Point | MKE90917 | TQ 57 SE 379 | FS | Palaeo-landsurface with handaxes and debitage at former Empire Sports Ground, Knockhall Road, Greenhithe | OCCUPATION SITE | Lower Palaeolithic | 559308 | 174510 |
| WA25 | Point | MKE99887 | TQ 67 SW 1431 | MON | Palaeolithic handaxe and flakes from terrace gravels at Galley Hill Pit (N), aka "Higgins' Pit" | FINDSPOT | Lower Palaeolithic | 560400 | 174920 |
| WA26 | Point | MKE99900 | TQ 67 SW 1438 | MON | Castle Hill (formerly Eastern Quarry, Area B): Palaeolithic artefacts and mollusc remains | OCCUPATION SITE | Lower Palaeolithic | 560975 | 173725 |
| WA27 | Point | MKE99901 | TQ 67 SW 1439 | MON | Three Palaeolithic handaxes from TP 127, Castle Hill (formerly Eastern Quarry, Area B) | OCCUPATION SITE | Lower Palaeolithic | 560970 | 173667 |
| WA28 | Point | MKE99903 | TQ 67 SW 1440 | MON | One (very fine) Palaeolithic handaxe from Ebbsfleet, Station Quarter South, TP 25 | OCCUPATION SITE | Lower Palaeolithic | 561100 | 173485 |
| WA29 | Point | MKE99904 | TQ 67 SW 1441 | PFS | Palaeolithic ostracod and mollusc remains from dried lake-bed sediments near the HS1 Ebbsfleet elephant site | FINDSPOT | Lower Palaeolithic | 561210 | 173310 |
| WA30 | Point | MKE99906 | TQ 67 SW 1443 | FS | Palaeolithic artefact from gravel under new shop for Mr Ames, Swanscombe | FINDSPOT | Lower Palaeolithic | 560630 | 174060 |
| WA31 | Point | MKE99907 | TQ 67 SW 1444 | FS | Surface finds of one handaxe and some debitage from sloping cut forming a brickearth bank to north of HS1 elephant butchery site | FINDSPOT | Lower Palaeolithic | 561130 | 173454 |
| WA32 | Point | MWX20879 | TQ 67 SW 457 | FS | Castle Hill (formerly Eastern Quarry): Area E5, abundant Palaeolithic handaxes and debitage on palaeo-landsurfaces (now deeply buried) | OCCUPATION SITE | Lower Palaeolithic | 560900 | 173650 |
| WA33 | Point | MWX20874 | TQ 67 SW 454 | FS | Swanscombe Church | FINDSPOT | Lower Palaeolithic | 560450 | 174050 |
| WA34 | Point | MKE20292 | TQ 67 SW 306 | MON | Palaeolithic Hand Axes, Springhead | FINDSPOT | Lower to Middle Palaeolithic | 561780 | 172620 |
| WA35 | Point | MWX20814 | TQ 67 SW 434 | FS | Springhead | FINDSPOT | Lower to Middle Palaeolithic | 561700 | 172800 |



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|-------------|-------|----------|--------------|-----|--|--|------------------------------|--------|--------|
| WA36 | Point | MWX20821 | TQ 67 SW 439 | FS | One Tree Field, near Southfleet Station | FINDSPOT | Lower to Middle Palaeolithic | 561340 | 172160 |
| WA37 | Point | MWX20858 | TQ 67 SW 441 | FS | Treadwell's Hop Ground | FINDSPOT | Lower to Middle Palaeolithic | 561180 | 173160 |
| WA38 | Point | MWX20863 | TQ 67 SW 450 | FS | Treadwell's Farm | FINDSPOT | Lower to Middle Palaeolithic | 561240 | 173440 |
| WA39 | Point | MWX20864 | TQ 67 SW 451 | FS | Two Palaeolithic handaxes and 1 piece of debitage from Botany Bay Pit, Galley Hill | FINDSPOT | Lower to Middle Palaeolithic | 560800 | 174840 |
| WA40 | Point | MWX20959 | TQ 67 SW 48 | MON | Baker's Hole Palaeolithic Site, Southfleet Pit, Swanscombe - Levalloisian flints and fossil animal remains | OPEN SITE, OPEN SITE, FLINT SCATTER, FLINT SCATTER | Lower to Middle Palaeolithic | 561425 | 173875 |
| WA41 | Point | MWX20960 | TQ 67 SW 445 | MON | Baker's Hole - Bevans Pit [Original Bakers Hole] | FINDSPOT | Lower to Middle Palaeolithic | 561270 | 174020 |
| WA42 | Point | MWX20964 | TQ 67 SW 449 | MON | Baker's Hole - Northfleet Allotments | FINDSPOT | Lower to Middle Palaeolithic | 561150 | 174350 |
| WA43 | Point | MKE1684 | TQ 67 SW 58 | MON | Levalloisian Palaeolithic flakes, cores and animal remains from pit rail cutting to Bevan's (Baker's Hole) Pit | LITHIC WORKING SITE | Lower to Middle Palaeolithic | 561370 | 174045 |
| WA44 | Point | MKE1715 | TQ 67 SW 91 | MON | Palaeolithic levallois flakes from New Craylands Lane Pit (East). | FINDSPOT | Lower to Middle Palaeolithic | 560070 | 174600 |
| WA45 | Point | MKE20251 | TQ 67 SW 286 | FS | Palaeolithic Finds, Ebbsfleet Valley | FINDSPOT | Lower to Middle Palaeolithic | 561605 | 174110 |
| WA46 | Point | MKE20254 | TQ 57 SE 170 | FS | Palaeolithic Flake, Knockhall Road, Greenhithe, Dartford | FINDSPOT | Lower to Middle Palaeolithic | 559020 | 174308 |
| WA47 | Point | MKE20307 | TQ 67 SW 321 | FS | Palaeolithic Flint Finds, Springhead Quarter, Ebbsfleet | FINDSPOT | Lower to Middle Palaeolithic | 561870 | 173350 |
| WA48 | Point | MWX20820 | TQ 67 SW 606 | FS | Palaeolithic handaxe from near Wombwell Hall, Gravesend | FINDSPOT | Lower to Middle Palaeolithic | 563070 | 172800 |
| WA49 | Point | MWX20805 | TQ 57 SE 214 | FS | Lords Wood Lane | FINDSPOT | Lower to Middle Palaeolithic | 558000 | 171800 |
| WA50 | Point | MWX20806 | TQ 57 SE 215 | FS | Stonewood Brickyard | FINDSPOT | Lower to Middle Palaeolithic | 559800 | 172500 |



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|-------------|---------|-----------|---------------|-----|--|-----------------------|------------------------------|--------|--------|
| WA51 | Point | MWX20807 | TQ 57 NE 107 | FS | Handaxe surface-find, Ingress Abbey, Old Garden (Embleton's Garden) | FINDSPOT | Lower to Middle Palaeolithic | 559320 | 175080 |
| WA52 | Point | MWX20808 | TQ 57 SE 1002 | FS | Greenhithe, general Palaeolithic finds of uncertain provenance. | FINDSPOT | Lower to Middle Palaeolithic | 558800 | 174700 |
| WA53 | Point | MWX20855 | TQ 67 NW 104 | FS | Grays | FINDSPOT | Lower to Middle Palaeolithic | 561500 | 176500 |
| WA54 | Point | MWX20856 | TQ 57 SE 218 | FS | The Mounts, Swanscombe | FINDSPOT, FINDSPOT | Lower to Middle Palaeolithic | 558900 | 173450 |
| WA55 | Point | MWX20859 | TQ 67 SW 442 | FS | Snelling's, Southfleet | FINDSPOT | Lower to Middle Palaeolithic | 560720 | 171500 |
| WA56 | Point | MWX20860 | TQ 67 SW 443 | FS | Caerberlarber Hole | FINDSPOT | Lower to Middle Palaeolithic | 560550 | 172810 |
| WA57 | Point | MWX20861 | TQ 67 SW 444 | FS | Swanscombe Wood | FINDSPOT | Lower to Middle Palaeolithic | 560200 | 172900 |
| WA58 | Point | MWX20862 | TQ 57 SE 220 | FS | Bartholomew's Hill | FINDSPOT | Lower to Middle Palaeolithic | 559500 | 173500 |
| WA59 | Point | MWX20866 | TQ 67 SW 453 | FS | Two Palaeolithic handaxes and nine debitage from "Dundel's Farm" | FINDSPOT | Lower to Middle Palaeolithic | 560500 | 172400 |
| WA60 | Point | MWX20870 | TQ 57 SE 221 | FS | Chamber's Farm, Alkerden | FINDSPOT | Lower to Middle Palaeolithic | 559660 | 174010 |
| WA61 | Polygon | MWX20963 | TQ 67 SW 448 | MON | Ebbsfleet Site B, with Palaeolithic Levalloisian occupation floors, mammalian fossils and other palaeo-environmental remains | OCCUPATION SITE | Lower to Middle Palaeolithic | 561230 | 174050 |
| WA62 | Point | MKE104367 | TQ 57 SE 1092 | FS | Worked Palaeolithic flake found within exposure of Coombe deposits | FINDSPOT | Lower to Middle Palaeolithic | 559683 | 174731 |
| WA63 | Point | MKE99873 | TQ 67 SW 1429 | FS | Palaeolithic handaxe finds from Manor Farm, Swanscombe | FINDSPOT | Lower to Middle Palaeolithic | 560485 | 173940 |
| WA64 | Point | MKE99885 | TQ 67 SW 1430 | MON | Palaeolithic flint artefact found in fluvial deposits at north side of old New Craylands Lane Pit (East) | FINDSPOT | Lower to Middle Palaeolithic | 560010 | 174760 |
| WA65 | Point | MKE99891 | TQ 57 SE 1087 | FS | Palaeolithic Handaxe from Lords Wood, Bean, Darenth | FINDSPOT | Lower to Middle Palaeolithic | 558200 | 171600 |



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|-------------|-------|-----------|------------------|-----|--|------------------------|---------------------------------|--------|--------|
| WA66 | Point | MKE99892 | TQ 57 SE 1088 | FS | Palaeolithic handaxe from Stonewood Brickyard, Bean | FINDSPOT | Lower to Middle Palaeolithic | 558670 | 172890 |
| WA67 | Point | MKE99894 | TQ 57 SE 1089 | FS | Palaeolithic handaxes, surface finds from "top fields" beside "the Great Pit, Milton Street" | FINDSPOT | Lower to Middle Palaeolithic | 559650 | 174420 |
| WA68 | Point | MKE99896 | TQ 67 SW 1434 | FS | Palaeolithic flint artefacts from Galley Hill, Swanscombe | FINDSPOT | Lower to Middle Palaeolithic | 560500 | 174700 |
| WA69 | Point | MKE99897 | TQ 67 SW 1435 | FS | Palaeolithic handaxe found in garden at Mansion House, Swanscombe | FINDSPOT | Lower to Middle Palaeolithic | 560710 | 174030 |
| WA70 | Point | MKE99898 | TQ 67 SW 1436 | FS | Numerous Palaeolithic handaxes (and other flint artefacts) from general Swanscombe area. | FINDSPOT | Lower to Middle Palaeolithic | 560500 | 174250 |
| WA71 | Point | MKE99899 | TQ 67 SW 1437 | FS | Several Palaeolithic handaxes (and other flint artefacts) from general Northfleet area. | FINDSPOT | Lower to Middle Palaeolithic | 561230 | 174320 |
| WA72 | Point | MKE97553 | TQ 67 SW 644 | MON | Lower Palaeolithic 'Clactonian' occupation surface, Ebbsfleet | OCCUPATION SITE | Lower Palaeolithic | 561060 | 173300 |
| WA73 | Point | MKE99895 | TQ 67 SW 1433 | PFS | Rich vertebrate and other palaeo- environmental remains from the ZR4 pylon, Baker's Hole, Northfleet | PALAEOCHANNEL | Lower to Middle Palaeolithic | 561160 | 174400 |
| WA74 | Point | MKE20276 | TQ 67 SW 293 | FS | Animal Remains Found in Pleistocene Deposits, Ebbsfleet Valley | ANIMAL BURIAL | Middle to Upper Palaeolithic | 561690 | 174030 |
| WA75 | Point | MKE20087 | TQ 57 SE 161 | FS | Palaeolithic Find, Former Stonewood Brickyard (Site of) | FINDSPOT | Palaeolithic | 559880 | 172530 |
| WA76 | Point | MKE1525 | TQ 67 NW 85 | FS | Palaeolithic handaxe and flake dredged from Thames at Broadness. | FINDSPOT | Palaeolithic | 560500 | 177000 |
| WA77 | Point | MWX20869 | TQ 57 NE 108 | FS | Greenhithe Beach | FINDSPOT | Palaeolithic | 558700 | 175200 |
| WA78 | Point | MKE100543 | TQ 67 SW 1487 | MON | Palaeolithic features Ebbsfleet | FEATURE | Palaeolithic | | |
| WA79 | Point | MKE20294 | TQ 67 SW 307 | MON | Possible Lithic Working Site, Springhead | LITHIC WORKING SITE | Upper Palaeolithic | 561770 | 172610 |



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|-------------|-------|-----------|---------------|-----|--|---------------------|--|--------|--------|
| WA80 | Point | MKE99872 | TQ 57 SE 387 | FS | Late upper Palaeolithic core plus possible blades, surface-finds from 'The Mounts', Swanscombe | FINDSPOT | Upper Palaeolithic | 558900 | 173450 |
| WA81 | Point | MKE99889 | TQ 67 SW 1432 | FS | Large Palaeolithic blade from Botany Bay Pit, Galley Hill | FINDSPOT | Upper Palaeolithic | 561290 | 174930 |
| WA82 | Point | MKE104432 | TQ 67 SW 1488 | MON | Late Upper Palaeolithic flints, 'Springhead Lower Floor', Ebbsfleet | LITHIC WORKING SITE | Upper Palaeolithic | 561590 | 173080 |
| WA83 | Point | MKE114437 | TQ 67 SW 1568 | FS | Late Upper Palaeolithic Long Blade found in 2003 | FINDSPOT | Upper Palaeolithic | 562404 | 172078 |
| WA84 | Point | MKE97555 | TQ 67 SW 646 | MON | Late Upper Palaeolithic (Long Blade) knapping scatter, Ebbsfleet Green | LITHIC WORKING SITE | Upper Palaeolithic to Early Mesolithic | 560900 | 173270 |
| WA85 | Point | MEX6461 | 1779 | FS | Grays, Thurrock - possibly Lion Pit and Globe Pit | FINDSPOT | Palaeolithic | 561499 | 177511 |

Kent Project Site Study Area- Prehistoric Periods (Figure 9)

| WA no. | Shape | MonUID | PrefRef | Record Type | Name | MonType | Period | Easting | Northing |
|-------------|-------|----------|---------------|-------------|--|-----------------|-------------------------------------|---------|----------|
| WA87 | Point | MWX0284 | TQ 57 NE 1080 | LND | Peat/ organic clay exposure by Swanscombe Marshes | NATURAL FEATURE | Early Mesolithic to Late Neolithic | 559593 | 175625 |
| WA88 | Point | MWX0289 | TQ 67 NW 1021 | LND | Organic clay exposure by Broadness saltmarsh | NATURAL FEATURE | Early Mesolithic to Late Neolithic | 560212 | 176289 |
| WA89 | Point | MWX20712 | TQ 67 SW 391 | FS | Flint at Waterloo Connection, Southfleet, Kent | FINDSPOT | Early Mesolithic to Late Neolithic | 561704 | 172000 |
| WA90 | Point | MKE20250 | TQ 67 SW 285 | FS | Worked flint assemblage Springhead Evaluation, Gravesend, Kent | FINDSPOT | Early Mesolithic to Late Neolithic | 561660 | 172940 |
| WA91 | Point | MKE92920 | TQ 57 SE 1071 | FS | Mesolithic to Bronze Age flint assemblage, Knockhall County Primary School | FINDSPOT | Early Mesolithic to Late Bronze Age | 559228 | 174666 |
| WA92 | Point | MKE1676 | TQ 67 SW 50 | FS | Three small Thames picks, found at Swanscombe | FINDSPOT, SITE | Mesolithic | 560000 | 174000 |
| WA93 | Point | MKE20293 | TQ 67 SW 308 | FS | Possible Mesolithic Finds, Springhead | FINDSPOT | Mesolithic | 561770 | 172620 |



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|--------------|-------|-------------|---------------|-----|--|---|-------------------------------------|--------|--------|
| WA94 | Point | MKE860 | TQ 57 SE 85 | FS | Mesolithic flint implements from Swanscombe | FINDSPOT, SITE | Mesolithic | 559800 | 174400 |
| WA95 | Point | MWX20780 | TQ 57 SW 267 | MON | Possible Mesolithic Pit | PIT | Mesolithic | 559011 | 173187 |
| WA96 | Point | MEX6423 | 1770 | FS | Coast line off St Clement's or Fiddler's Reach | FINDSPOT, SITE | Mesolithic | 56000 | 177000 |
| WA97 | point | MEX104015 2 | MEX104015 2 | FS | Grays | FINDSPOT | Mesolithic | 560999 | 177000 |
| | point | MEX6430 | MEX6430 | FS | Grays Thurrock | FINDSPOT | Mesolithic | 560999 | 177000 |
| WA99 | Point | MKE99970 | TQ 67 SW 1459 | FS | Worked flints discovered during a 1997 archaeological evaluation | FINDSPOT | Late Mesolithic | 561547 | 174281 |
| WA100 | Point | MKE99971 | TQ 67 SW 1460 | FS | 6 worked flints discovered during a 1997 archaeological evaluation | FINDSPOT | Late Mesolithic | 561502 | 174176 |
| WA101 | Poly | MWX19229 | TQ 67 SW 1051 | MON | Neolithic Sites at Ebbsfleet flint scatter site (working floor) | SITE, SITE | Early Mesolithic to Late Neolithic | 561590 | 173080 |
| WA102 | Point | MKE80564 | TQ 67 SW 1354 | MON | Early Neolithic flints and pottery, Springhead | TREE THROW | Early Neolithic | 561970 | 172814 |
| WA103 | Point | MWX20743 | TQ 67 SW 400 | FS | Ebbsfleet Ware bowl at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Early Neolithic | 561760 | 173910 |
| WA104 | Point | MKE100537 | TQ 67 SW 1481 | MON | Neolithic Pits Ebbsfleet | PIT | Early Neolithic | | |
| WA105 | Point | MKE1697 | TQ 67 SW 71 | FS | Arrowheads and Potsherds | FINDSPOT | Early Neolithic to Early Bronze Age | 562000 | 173600 |
| WA106 | Point | MKE58068 | MKE58068 | FS | Neolithic flint lithic implement | FINDSPOT | Early Neolithic to Early Bronze Age | 561900 | 171200 |
| WA107 | Point | MKE78453 | TQ 67 SW 506 | FS | Neolithic/Early Bronze Age struck and burnt unworked flints, Ebbsfleet | FINDSPOT | Early Neolithic to Early Bronze Age | 561922 | 173026 |
| WA108 | Point | MKE80359 | TQ 67 SW 538 | FS | Neolithic and Early Bronze Age worked flints, Northfleet Water Treatment Works | FINDSPOT | Early Neolithic to Early Bronze Age | 561814 | 173664 |
| WA109 | Point | MWX20928 | TQ 67 SW 428 | MON | Neolithic or Early Bronze Age features along a spring line east of Springhead. | POST BUILT STRUCTURE, POST HOLE, POST HOLE, PIT | Early Neolithic to Early Bronze Age | 562389 | 172019 |



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|--------------|-------|-----------|---------------|-----|---|---------------------|--------------------------------------|--------|--------|
| WA110 | Point | MKE1667 | TQ 67 SW 41 | MON | Galley Hill Man, Galley Hill, Swanscombe | HUMAN REMAINS | Early Neolithic to Early Bronze Age | 560390 | 174930 |
| WA111 | Point | MKE20157 | TQ 67 SW 256 | FS | Prehistoric Finds, Off Landseer Avenue, Gravesend | FINDSPOT | Early Neolithic to Early Bronze Age | 562870 | 172010 |
| WA112 | Point | MKE20270 | TQ 57 SE 177 | FS | Neolithic or Bronze Age Flints found during fieldwork at Ingress Abbey | FINDSPOT | Early Neolithic to Early Bronze Age | 559080 | 174930 |
| WA113 | Point | MKE20541 | TQ 67 SW 337 | FS | Neolithic and Bronze Age burnt flint found south of Springhead Roman town | FINDSPOT | Early Neolithic to Early Bronze Age | 561901 | 172348 |
| WA114 | Point | MKE78328 | TQ 67 SW 504 | FS | Bronze Age worked flints and burnt flints, Northfleet Riding School West | FINDSPOT | Early Neolithic to Early Bronze Age | 563184 | 171467 |
| WA115 | Point | MKE20257 | TQ 67 SW 290 | FS | Neolithic/Early Bronze Age Artefacts, Ebbsfleet Valley | FINDSPOT | Middle Neolithic to Early Bronze Age | 561660 | 174112 |
| WA116 | Point | MKE79319 | MKE79319 | FS | Neolithic stone axe | FINDSPOT | Middle Neolithic to Early Bronze Age | 561300 | 171500 |
| WA117 | Poly | MKE111197 | TQ 67 SW 1494 | | Ebbsfleet Site 1: Neolithic Pottery | FINDSPOT: TRACKWAY? | Neolithic | 561745 | 173613 |
| WA118 | Point | MKE1695 | TQ 67 SW 69 | FS | A polished axe from Galley Hill | FINDSPOT, SITE | Neolithic | 560700 | 174700 |
| WA119 | Point | MKE1728 | TQ 67 SW 104 | FS | Neolithic implements at Ebbsfleet | FINDSPOT | Neolithic | 561700 | 173600 |
| WA120 | Point | MKE20076 | TQ 67 SW 244 | FS | Surface Flint Lithics, Eastern Quarry, Swanscombe | FINDSPOT | Neolithic | 561000 | 173700 |
| WA121 | Point | MKE858 | TQ 57 SE 83 | FS | Neolithic pottery and flints from Ingress vale | FINDSPOT | Neolithic | 559000 | 174000 |
| WA122 | Point | MWX20737 | TQ 67 SW 398 | FS | Neolithic findspot at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Neolithic | 561706 | 174129 |
| WA123 | Point | MWX20745 | TQ 67 SW 402 | FS | Worked wood findspot at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Neolithic | 561760 | 173910 |
| WA124 | Point | MKE11180 | TQ 67 SW 1493 | FS | Single small sherd of Neolithic pottery, Springhead | FINDSPOT | Neolithic | 561545 | 172830 |



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|--------------|-------|-----------|---------------|-----|--|--|-------------------------|--------|--------|
| WA125 | Point | MKE20249 | TQ 67 SW 284 | FS | Neolithic Finds, Ebbsfleet | FINDSPOT | Neolithic | 561450 | 174230 |
| WA126 | Point | MKE20226 | TQ 67 SW 261 | FS | Prehistoric flint. Springhead Nursey Southfleet, Kent, Archaeological Evaluation | FINDSPOT | Neolithic to Bronze Age | 561580 | 172810 |
| WA127 | Point | MWX19194 | TQ 67 NW 1017 | FS | Bronze Celt, Broadness | FINDSPOT | Neolithic to Bronze Age | 560000 | 176000 |
| WA128 | Point | MWX20929 | TQ 67 SW 429 | MON | Late Bronze Age Pit | PIT | Neolithic to Bronze Age | 562209 | 171988 |
| WA129 | Point | MKE99976 | TQ 67 SW 1465 | MON | Late Neolithic Features, Ebbsfleet | PIT;POSTHOLE: GULLY | Late Neolithic | 561660 | 173300 |
| WA130 | Point | MKE99977 | TQ 67 SW 1466 | MON | Late Neolithic Features, Ebbsfleet | PIT;HEARTH;GULLY | Late Neolithic | 561652 | 173300 |
| WA131 | Point | MKE20075 | TQ 57 SE 242 | FS | Bronze Age Pottery, Collyer's Pit | FINDSPOT | Early Bronze Age | 559680 | 174490 |
| WA132 | Point | MKE80435 | TQ 67 SW 543 | MON | Early Bronze Age Cremation, Northumberland Bottom | CREMATION | Early Bronze Age | 562638 | 171719 |
| WA133 | Point | MKE80565 | TQ 67 SW 1355 | MON | Early Bronze Age activity, Springhead | PIT, POST HOLE, FIELD SYSTEM?, DITCH, CREMATION BURIAL | Early Bronze Age | 561976 | 172824 |
| WA134 | Point | MKE100538 | TQ 67 SW 1482 | MON | Bronze Age Field System Ebbsfleet | TREE THROW; FIELD? | Early Bronze Age | 562060 | 172965 |
| WA135 | Point | MKE14537 | TQ 67 SW 174 | FS | Bronze Age socketed axes and a palstave | FINDSPOT | Bronze Age | 561000 | 173900 |
| WA136 | Point | MKE1644 | TQ 67 SW 18 | FS | Bronze Age socketed spearhead | FINDSPOT | Bronze Age | 561800 | 172700 |
| WA137 | Point | MKE1666 | TQ 67 SW 40 | FS | A fragment of a Bronze Age rapier from Northfleet | FINDSPOT, SITE | Bronze Age | 562000 | 174000 |
| | Point | MKE1672 | TQ 67 SW 46 | FS | Bronze Age winged and looped axe | FINDSPOT, SITE | Bronze Age | 562000 | 174000 |
| WA138 | Point | MKE1698 | TQ 67 SW 72 | FS | Probable Bronze Age Macehead | FINDSPOT | Bronze Age | 561500 | 173000 |
| WA139 | Point | MKE1719 | TQ 67 SW 95 | FS | Early Bronze Age arrowhead | FINDSPOT | Bronze Age | 561600 | 174100 |
| WA140 | Point | MKE1726 | TQ 67 SW 102 | FS | Bronze Age Rapier fragment | FINDSPOT | Bronze Age | 563000 | 173000 |



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|--------------|-------|-----------|---------------|-----|---|---|---------------------------|--------|--------|---|
| WA141 | Point | MWX20709 | TQ 67 SW 389 | FS | Possible Bronze Age Flint Flakes at Waterloo Connection, Southfleet, Kent | FINDSPOT | Bronze Age | 561421 | 171847 | |
| WA142 | Point | MWX20711 | TQ 67 SW 390 | FS | Flint at Waterloo Connection, Southfleet, Kent | FINDSPOT | Bronze Age | 561704 | 171995 | |
| WA143 | Point | MKE1523 | TQ 67 NW 19 | FS | Late Bronze Age hoard, River Thames, Broadness | Hoard | Bronze Age | 560000 | 176000 | |
| WA144 | Point | MKE20255 | TQ 67 SW 288 | MON | Possible Bronze Age Surface, Ebbsfleet Valley | FEATURE | Bronze Age | 561471 | 174183 | |
| WA145 | Poly | MKE20295 | TQ 67 SW 309 | MON | Two Bell Barrows, Springhead | BELL BARROW, CREMATION, HEARTH, BURNT MOUND | Middle Bronze Age | 561790 | 172610 | |
| | | MKE114315 | TQ 67 SW 556 | | | Earliest of two Bell Barrows with cremation, Ebbsfleet | | | | BELL BARROW, CREMATION, HEARTH, BURNT MOUND |
| | | MKE114316 | TQ 67 SW 557 | | | Later of Two Bell Barrows Ebbsfleet | | | | BELL BARROW, CREMATION, HEARTH, BURNT MOUND |
| WA146 | Poly | MKE20256 | TQ 67 SW 289 | MON | Possible Bronze Age Fence or Fish Trap, Ebbsfleet Valley | FENCE?, FISH TRAP? | Middle Bronze Age | 561472 | 174157 | |
| WA147 | Point | MKE79320 | MKE79320 | FS | Bronze Age copper alloy palstave | FINDSPOT | Middle Bronze Age | 561617 | 172064 | |
| WA148 | Point | MKE80319 | TQ 67 SW 526 | MON | Middle Bronze Age pit with burnt animal remains, Downs Road | PIT | Middle Bronze Age | 562963 | 171784 | |
| WA149 | Point | MKE20622 | TQ 67 SW 372 | MON | Bronze Age Ditches, East of Dale Road, Southfleet | DITCH | Middle to Late Bronze Age | 561470 | 171930 | |
| WA150 | Point | MKE80416 | TQ 67 SW 541 | MON | Bronze Age features, east of Springhead | PIT | Middle to Late Bronze Age | 562194 | 171893 | |
| WA151 | Point | MKE80566 | TQ 67 SW 1356 | MON | Bronze Age field system, Springhead | FIELD SYSTEM, DITCH, TRACKWAY, CREMATION, PIT, FENCE, POST HOLE, RITUAL PIT | Middle to Late Bronze Age | 561915 | 172910 | |



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|--------------|-------|----------|---------------|-----|--|------------------------------------|---------------------------|--------|--------|
| WA152 | Point | MKE90740 | TQ 67 SW 1370 | MON | Mid to Late Bronze Age ditch, Wingfield Bank, Northfleet | DITCH | Middle to Late Bronze Age | 562142 | 172638 |
| WA153 | Point | MKE40130 | TQ 67 SW 485 | MON | Late Bronze Age Pits Downs Road | PIT | Late Bronze Age | 563070 | 171629 |
| WA154 | Point | MKE80360 | TQ 67 SW 539 | MON | Late Bronze Age activity, Northfleet Water Treatment Works | DITCH, BURIED LAND SURFACE? | Late Bronze Age | 561821 | 173663 |
| WA155 | Point | MWX20706 | TQ 67 SW 386 | MON | Bronze Age ditch at Waterloo Connection, Southfleet, Kent | DITCH | Late Bronze Age | 561416 | 171910 |
| WA156 | Point | MKE20252 | TQ 67 SW 287 | FS | Bronze Age Finds, Ebbsfleet Valley | FINDSPOT | Late Bronze Age | 561300 | 174360 |
| WA157 | Point | MKE20296 | TQ 67 SW 310 | MON | Group of Bronze Age Pits , Springhead | PIT | Late Bronze Age | 561790 | 172640 |
| WA158 | Point | MKE20239 | TQ 67 SW 275 | MON | Iron Age Ditches, Springhead Evaluation, Gravesend, Kent | DITCH | Bronze Age to Iron Age | 561690 | 172870 |
| WA159 | Point | MKE20297 | TQ 67 SW 312 | MON | Possible Late Bronze Age/Early Iron Age Boundary Features, Springhead | GULLY, ENCLOSURE?, BOUNDARY DITCH? | Bronze Age to Iron Age | 561680 | 172970 |
| WA160 | Point | MKE97554 | TQ 67 SW 645 | MON | Possible Bronze Age-Iron Age features, Ebbsfleet | PIT, PIT | Bronze Age to Iron Age | 561044 | 173315 |
| WA161 | Point | MKE97557 | MKE97557 | MON | Bronze Age and Iron Age features | FEATURE | Bronze Age to Iron Age | 561009 | 173155 |
| WA162 | Point | MWX0290 | TQ 67 NW 1022 | MON | Wooden stake and brushwood trackway on foreshore near the mouth of Broadness Creek | TRACKWAY | Bronze Age to Iron Age | 560412 | 176528 |
| WA163 | Point | MKE1694 | TQ 67 SW 68 | MON | Later Prehistoric human skull found at Baker's Hole quarry complex | HUMAN REMAINS | Prehistoric | 561500 | 174000 |
| WA164 | Point | MKE20155 | TQ 57 SE 244 | FS | Bluewater, Stone, Dartford | FINDSPOT | Prehistoric | 558350 | 173170 |
| WA165 | Point | MKE20546 | TQ 67 SW 340 | MON | Prehistoric ditch found during trenching east of New Barn Road | DITCH | Prehistoric | 562376 | 171835 |
| WA166 | Point | MKE20577 | TQ 67 SW 362 | MON | Flint spread found during an archaeological evaluation of land east of Springhead | FLINT SCATTER | Prehistoric | 561840 | 173150 |
| WA167 | Point | MKE20586 | TQ 67 SW 364 | MON | Two prehistoric ditches east of Springhead | DITCH | Prehistoric | 561900 | 173030 |



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|--------------|-------|-----------|---------------|-----|--|-------------------------------|-------------------|--------|--------|
| WA168 | Point | MKE40131 | TQ 67 SW 486 | MON | Prehistoric Metalled surface on A2 Pepperhill to Cobham widening scheme (Area B) | BURIED LAND SURFACE | Prehistoric | 563351 | 171518 |
| WA169 | Point | MKE78318 | TQ 67 SW 501 | FS | Prehistoric and Roman pottery, Northfleet Riding School West | FINDSPOT | Prehistoric | 563205 | 171440 |
| WA170 | Point | MKE97548 | MKE97548 | MON | Undated cremation in pottery vessel | CREMATION BURIAL | Prehistoric | 558422 | 172103 |
| WA171 | Point | MKE99973 | TQ 67 SW 1462 | MON | Prehistoric Ditch found east of New Barn Road | DITCH | Prehistoric | 562029 | 171935 |
| WA172 | Point | MKE90698 | TQ 67 SW 591 | FS | Worked and burnt flints, Ebbsfleet | FINDSPOT | Prehistoric | 561723 | 174017 |
| WA173 | Point | MKE43396 | TQ 67 SW 493 | FS | Flint findspot on footpath NU14, Gravesham, west of Gravesend | LITHIC SCATTER | Prehistoric | 561740 | 173613 |
| WA174 | Point | MEX5945 | 1651 | FS | Grays Thurrock | | Prehistoric | 561000 | 177000 |
| | Point | MEX5978 | 1659 | FS | Grays Thurrock | | | | |
| | Point | MEX5986 | 1661 | FS | dredged from the Thames near Grays | | | | |
| | Point | MEX5997 | 1665 | FS | Grays Thurrock - only 4 fig grid ref | | | | |
| WA175 | Point | MKE20222 | TQ 67 SW 259 | FS | Prehistoric Flint, Northfleet Substation, Springhead | FINDSPOT | Later Prehistoric | 562117 | 172565 |
| WA176 | Point | MKE20578 | TQ 67 SW 1352 | MON | Posthole east of Springhead, Southfleet | POST HOLE | Later Prehistoric | 561946 | 173049 |
| WA177 | Point | MKE20278 | TQ 67 SW 295 | MON | Gully Ditch and Cremation Burial, Ebbsfleet Valley | GULLY, BURIAL | Later Prehistoric | 561640 | 174050 |
| WA178 | Poly | MKE20285 | TQ 67 SW 302 | MON | Early Prehistoric Site, Ebbsfleet Valley Sports Ground | SITE, FEATURE, PIT, CREMATION | Later Prehistoric | 561380 | 174160 |
| | Poly | MKE114244 | TQ 67 SW 1546 | MON | Early Prehistoric Site, Ebbsfleet Valley Sports Ground | SITE, FEATURE, PIT, CREMATION | Later Prehistoric | 561380 | 174160 |
| WA179 | Point | MKE20584 | TQ 67 SW 363 | MON | Flints found capping two postholes east of Springhead | POST HOLE | Later Prehistoric | 561910 | 172988 |
| WA180 | Point | MKE90699 | TQ 67 SW 592 | FS | Worked and burnt flints, Ebbsfleet | FINDSPOT | Later Prehistoric | 561460 | 174448 |
| WA181 | Point | MKE859 | TQ 57 SE 84 | MON | Post-Palaeolithic flint artefacts with coarse pottery, Greenhithe. | FINDSPOT | Later Prehistoric | 559555 | 174630 |



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|--------------|-------|----------|---------------|-----|---|----------|-------------------|--------|--------|
| WA182 | Point | MKE43396 | TQ 67 SW 493 | FS | Flint findspot on footpath NU14, Gravesham, West of Gravesend | FINDSPOT | Later Prehistoric | 561740 | 173613 |
| WA183 | Point | MKE99978 | TQ 67 SW 1467 | MON | Undated later prehistoric ditch, Ebbsfleet | DITCH | Later Prehistoric | 561657 | 173278 |

Kent Project Site Study Area- Iron Age period (Figure 10)

| WA no | Shape | MonUID | PrefRef | RecordType | Name | MonType | Period | Easting | Northing |
|--------------|-------|----------|--------------|------------|---|---|--------------------------|---------|----------|
| WA184 | Point | MKE80320 | TQ 67 SW 527 | MON | Iron Age pits and post hole, Downs Road | RITUAL PIT, STORAGE PIT, POST HOLE | Early Iron Age | 562989 | 171792 |
| WA185 | Point | MKE80607 | TQ 67 SW 559 | MON | Early Iron Age pits, Downs Road | PIT | Early Iron Age | 563037 | 171672 |
| WA186 | Point | MKE20587 | TQ 67 SW 365 | MON | Early / Middle Iron Age ditch discovered east of Springhead | DITCH | Early to Middle Iron Age | 562138 | 172776 |
| WA187 | Point | MKE80444 | TQ 67 SW 545 | MON | Early to Middle Iron Age occupation, Northumberland Bottom | PIT, STAKE HOLE, DITCH, RITUAL PIT, FURNACE | Early to Middle Iron Age | 562721 | 171643 |
| WA188 | Poly | MKE1664 | TQ 67 SW 38 | MON | Northfleet Roman Villa Site, Ebbsfleet Valley | VILLA, SETTLEMENT, LIME KILN, WELL, CREMATION, DITCH, REVETMENT, WHARF, BUILDING, COURTYARD, TESSELLATED FLOOR, CREMATION | Early Iron Age to Roman | 561600 | 174080 |
| WA189 | Point | MKE58076 | MKE58076 | FS | Iron Age copper alloy coin | FINDSPOT | Early Iron Age to Roman | 559500 | 171800 |
| WA190 | Point | MKE58533 | MKE58533 | FS | Iron Age gold metal working debris | FINDSPOT | Early Iron Age to Roman | 560200 | 172400 |
| WA191 | Point | MKE796 | TQ 57 SE 20 | MON | Iron Age denehole containing skeletons | RUBBISH PIT, DENE HOLE, INHUMATION, RITUAL SHAFT, LATRINE PIT | Early Iron Age to Roman | 558950 | 174770 |



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|--------------|-------|----------|--------------|-----|---|---|-------------------------|--------|--------|
| WA192 | Point | MKE830 | TQ 57 SE 54 | MON | Iron Age and Romano-British settlement at Stone Castle Quarry | FARMSTEAD, SETTLEMENT, HEARTH, PIT, DITCH | Early Iron Age to Roman | 558240 | 173270 |
| WA193 | Point | MKE13568 | TQ 67 SW 154 | FS | Iron Age coin | FINDSPOT | Iron Age | 561800 | 172000 |
| | Point | MKE58794 | MKE58794 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561800 | 172000 |
| WA194 | Point | MKE1636 | TQ 67 SW 10 | MON | Little Woodbury type pit; Iron Age pottery | PIT | Iron Age | 562000 | 173700 |
| WA195 | Point | MKE58667 | MKE58667 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 174000 |
| | Point | MKE58807 | MKE58807 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 174000 |
| | Point | MKE58780 | MKE58780 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 174000 |
| | Point | MKE58811 | MKE58811 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 174000 |
| | Point | MKE1654 | TQ 67 SW 28 | MON | Iron Age 'C' cremation | CREMATION | Iron Age | 562000 | 174000 |
| | Point | MKE1657 | TQ 67 SW 31 | FS | Iron Age uninscribed gold stater, found at Northfleet | FINDSPOT | Iron Age | 562000 | 174000 |
| WA196 | Point | MKE1677 | TQ 67 SW 51 | FS | Iron Age uninscribed gold stater found at Swanscombe | FINDSPOT | Iron Age | 560000 | 174000 |
| WA197 | Point | MKE58781 | MKE58781 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561200 | 172700 |
| | Point | MKE58782 | MKE58782 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561200 | 172700 |
| | Point | MKE58790 | MKE58790 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561200 | 172700 |
| | Point | MKE1714 | TQ 67 SW 90 | FS | Two Iron Age Bronze Coins | FINDSPOT | Iron Age | 561200 | 172700 |
| WA198 | Point | MKE20588 | TQ 67 SW 366 | MON | Concentration of prehistoric features discovered east of Springhead | DITCH | Iron Age | 562102 | 172891 |
| WA199 | Point | MKE58470 | MKE58470 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58471 | MKE58471 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58472 | MKE58472 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58473 | MKE58473 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58474 | MKE58474 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58475 | MKE58475 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58476 | MKE58476 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |



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|-------|----------|----------|----|----------------------------|----------|----------|--------|--------|
| Point | MKE58477 | MKE58477 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58478 | MKE58478 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58479 | MKE58479 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58734 | MKE58734 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58735 | MKE58735 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58736 | MKE58736 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58737 | MKE58737 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58738 | MKE58738 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58739 | MKE58739 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58740 | MKE58740 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58741 | MKE58741 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58742 | MKE58742 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58743 | MKE58743 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58744 | MKE58744 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58745 | MKE58745 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58746 | MKE58746 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58747 | MKE58747 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58748 | MKE58748 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58749 | MKE58749 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58753 | MKE58753 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58754 | MKE58754 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58755 | MKE58755 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58756 | MKE58756 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58657 | MKE58657 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58659 | MKE58659 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58661 | MKE58661 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58662 | MKE58662 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |



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|-------|----------|----------|----|----------------------------|----------|----------|--------|--------|
| Point | MKE58663 | MKE58663 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58725 | MKE58725 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58726 | MKE58726 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58727 | MKE58727 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58728 | MKE58728 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58729 | MKE58729 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58730 | MKE58730 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58731 | MKE58731 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58732 | MKE58732 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58733 | MKE58733 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58757 | MKE58757 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58758 | MKE58758 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58759 | MKE58759 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58760 | MKE58760 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58761 | MKE58761 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58762 | MKE58762 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58763 | MKE58763 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58764 | MKE58764 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58765 | MKE58765 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58766 | MKE58766 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58767 | MKE58767 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58768 | MKE58768 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58769 | MKE58769 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58770 | MKE58770 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58771 | MKE58771 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58772 | MKE58772 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58773 | MKE58773 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |



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|-------|----------|----------|----|----------------------------|----------|----------|--------|--------|
| Point | MKE58668 | MKE58668 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58669 | MKE58669 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58670 | MKE58670 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58671 | MKE58671 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58672 | MKE58672 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58673 | MKE58673 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58674 | MKE58674 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58675 | MKE58675 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58676 | MKE58676 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58677 | MKE58677 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58701 | MKE58701 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58702 | MKE58702 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58703 | MKE58703 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58704 | MKE58704 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58705 | MKE58705 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58706 | MKE58706 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58707 | MKE58707 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58708 | MKE58708 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58709 | MKE58709 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58710 | MKE58710 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58711 | MKE58711 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58712 | MKE58712 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58713 | MKE58713 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58714 | MKE58714 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58715 | MKE58715 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58716 | MKE58716 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58717 | MKE58717 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |



| | | | | | | | | |
|-------|----------|----------|----|----------------------------|----------|----------|--------|--------|
| Point | MKE58718 | MKE58718 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58719 | MKE58719 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58720 | MKE58720 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58721 | MKE58721 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58722 | MKE58722 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58723 | MKE58723 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58813 | MKE58813 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58814 | MKE58814 | FS | Iron Age gold coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58678 | MKE58678 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58679 | MKE58679 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58681 | MKE58681 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58682 | MKE58682 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58683 | MKE58683 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58684 | MKE58684 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58685 | MKE58685 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58686 | MKE58686 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58687 | MKE58687 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58688 | MKE58688 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58689 | MKE58689 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58690 | MKE58690 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58691 | MKE58691 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58692 | MKE58692 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58693 | MKE58693 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58694 | MKE58694 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58695 | MKE58695 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58696 | MKE58696 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| Point | MKE58697 | MKE58697 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |



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|--------------|-------|-----------|------------------|-----|--|---|-----------------------------|--------|--------|
| | Point | MKE58698 | MKE58698 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58699 | MKE58699 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58700 | MKE58700 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58796 | MKE58796 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58797 | MKE58797 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| | Point | MKE58812 | MKE58812 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 562000 | 172000 |
| WA200 | Point | MKE58563 | MKE58563 | FS | Iron Age silver coin | FINDSPOT | Iron Age | 560450 | 172480 |
| | Point | MKE58779 | MKE58779 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561700 | 172500 |
| WA201 | Point | MKE58783 | MKE58783 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561700 | 172500 |
| WA202 | Point | MKE97577 | MKE97577 | MON | Iron Age Gully | GULLY | Iron Age | 560798 | 173224 |
| WA203 | Point | MKE100539 | TQ 67 SW 1483 | MON | Iron Age Ditches and Pits Ebbsfleet | DITCH | Iron Age | 561915 | 172974 |
| WA204 | Point | MKE114435 | TQ 67 SW 4649 | MON | Cropmark, runs against grain of field, possibly Iron Age | LINEAR FEATURE | Iron Age | 563154 | 171536 |
| WA205 | Point | MKE80458 | TQ 67 SW 554 | MON | Middle Iron Age enclosure, Northumberland Bottom | DROVE ROAD, ENCLOSURE?, DITCH, WELL?, POST BUILT STRUCTURE | Middle Iron Age | 563155 | 171447 |
| WA206 | Point | MKE90975 | TQ 67 SW 626 | MON | Middle Iron Age enclosure, A2 Activity Park, Gravesend | ENCLOSURE, DITCH | Middle Iron Age | 563321 | 171686 |
| WA207 | Point | MKE90977 | TQ 67 SW 628 | MON | Middle Iron Age pits, A2 Activity Park, Gravesend | PIT | Middle Iron Age | 563170 | 171684 |
| WA208 | Point | MKE20309 | TQ 67 SW 323 | MON | Middle to Late Iron Age enclosure, Springhead, Northfleet | ENCLOSURE, DITCH, POST BUILT STRUCTURE, PIT | Middle to Late Iron Age | 562104 | 172865 |
| WA209 | Point | MKE80274 | TQ 67 SW 522 | MON | Middle Iron Age burial, Pepper Hill | EXTENDED INHUMATION | Middle to Late Iron Age | 561838 | 171975 |
| WA210 | Point | MKE80321 | TQ 67 SW 528 | MON | Iron Age boundary ditch, Downs Road | DITCH, BANK (EARTHWORK), CROUCHED INHUMATION, EXTENDED INHUMATION, EXTENDED | Middle Iron Age to Roman | 562907 | 171815 |



| | | | | | | INHUMATION, PIT, GULLY, RITUAL PIT | | | |
|--------------|-------|----------|------------------|-----|---|---------------------------------------|---------------------------------|--------|--------|
| WA211 | Poly | MK99356 | TQ 67 SW 1384 | MON | Possible Late Iron Age processional way, Springhead | TRACKWAY; DITCH | Late Iron Age | 561745 | 172960 |
| WA212 | Point | MKE20310 | TQ 67 SW 324 | MON | Iron Age Ditch, Springhead Nursery | DITCH? | Late Iron Age | 561600 | 172770 |
| WA213 | Point | MKE57949 | MKE57949 | FS | Roman silver coin | FINDSPOT | Late Iron Age | 560400 | 171800 |
| WA214 | Point | MKE58121 | MKE58121 | FS | Iron Age copper alloy coin | FINDSPOT | Late Iron Age | 563300 | 171600 |
| WA215 | Point | MKE58291 | MKE58291 | FS | Iron Age copper alloy coin | FINDSPOT | Late Iron Age | 562000 | 172300 |
| | Point | MKE58310 | MKE58310 | FS | Roman copper alloy coin | FINDSPOT | Iron Age | 562000 | 172300 |
| | Point | MKE58322 | MKE58322 | FS | Roman copper alloy key (locking) | FINDSPOT | Late Iron Age to Anglo-Saxon | 562000 | 172300 |
| | Point | MKE58274 | MKE58274 | FS | Roman copper alloy brooch | FINDSPOT | Iron Age | 562000 | 172300 |
| | Point | MKE58343 | MKE58343 | FS | Roman copper alloy brooch | FINDSPOT | Iron Age | 562000 | 172300 |
| | Point | MKE58344 | MKE58344 | FS | Roman copper alloy brooch | FINDSPOT | Iron Age | 562000 | 172300 |
| | Point | MKE58345 | MKE58345 | FS | Roman copper alloy brooch | FINDSPOT | Iron Age | 562000 | 172300 |
| WA216 | Point | MKE58391 | MKE58391 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561800 | 172400 |
| WA217 | Point | MKE58551 | MKE58551 | FS | Iron Age copper alloy coin | FINDSPOT | Late Iron Age | 561800 | 172300 |
| | Point | MKE58558 | MKE58558 | FS | Roman copper alloy brooch | FINDSPOT | Late Iron Age to Roman | 561800 | 172300 |
| WA218 | Point | MKE80322 | TQ 67 SW 529 | MON | Late Iron Age Field System, Downs Road | FIELD SYSTEM | Late Iron Age | 562947 | 171727 |
| WA219 | Point | MKE80574 | TQ 67 SW 1364 | FS | Late Iron Age coins, Springhead | FINDSPOT | Late Iron Age | 561984 | 172855 |
| WA220 | Point | MKE94994 | MKE94994 | FS | Copper alloy coin | FINDSPOT | Late Iron Age | 561600 | 172200 |
| WA221 | Point | MWX20898 | TQ 67 SW 420 | MON | Late Iron Age ditch and pits, Pepper Hill | DITCH, PIT | Late Iron Age | 561834 | 171940 |
| WA222 | Poly | MKE99657 | TQ 67 SW 1385 | MON | Late Iron Age enclosure, Springhead | ENCLOSURE | Late Iron Age to Roman | 561849 | 172812 |
| WA223 | Poly | MKE99362 | TQ 67 SW 323 | MON | Approximate Location of Springs and ritual pool in early roman period, Springhead | SPRING | Late Iron Age to Roman | 561763 | 172618 |
| WA224 | Poly | MKE99459 | TQ 67 SW 1427 | MON | Late Iron Age to early/middle Roman activity, west of Northfleet roman villa | GULLY; PIT; DITVH; OVEN; ENCLOSURE | Late Iron Age to Roman | 561399 | 174137 |



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|--------------|-------|-----------|---------------|-----|---|-----------------------------------|------------------------|--------|--------|
| WA225 | Poly | MKE111905 | TQ 67 SW 1511 | MON | Late Iron Age to early/middle Roman activity, west of Northfleet roman villa-Iron Age Gully | GULLY | Late Iron Age to Roman | 561405 | 174137 |
| WA226 | Poly | MKE111907 | TQ 67 SW 1512 | MON | Late Iron Age to early/middle Roman activity, west of Northfleet roman villa-Iron Age Pits | PITS | Late Iron Age to Roman | 561404 | 174138 |
| WA227 | Poly | MKE20279 | TQ 67 SW 296 | MON | Linear Prehistoric Features, Ebbsfleet Valley | FINDSPOT | Late Iron Age to Roman | 561690 | 174060 |
| WA228 | Poly | MKE99358 | TQ 67 SW 1386 | MON | Late iron Age enclosure, Springhead | ENCLOSURE | Late Iron Age to Roman | 561887 | 172532 |
| WA229 | Poly | MKE99360 | TQ 67 SW 1387 | MON | Late iron Age pit groups, Springhead | ENCLOSURE, PIT, POST HOLE, HEARTH | Late Iron Age to Roman | 561770 | 172708 |
| WA230 | Poly | MKE114430 | TQ 67 SW 1564 | MON | Late Iron Age Pit Group 2, Springhead | PITS | Late Iron Age to Roman | 561799 | 172703 |
| WA231 | Poly | MKE114431 | TQ 67 SW 1565 | MON | Late Iron Age Pit Group 3, Springhead | PITS | Late Iron Age to Roman | 561858 | 172665 |
| WA232 | Poly | MKE114432 | TQ 67 SW 1566 | MON | Late Iron Age Sunken Terrace | TERRACE | Late Iron Age to Roman | 561819 | 172711 |
| WA233 | Point | MKE20298 | TQ 67 SW 311 | MON | Iron Age ritual site, Springhead | SPRING, PLATFORM, HOLLOW, DITCH | Late Iron Age to Roman | 561760 | 172850 |
| WA234 | Point | MKE20545 | TQ 67 SW 339 | MON | Late Iron Age / Romano-British ditch found east of New Barn Road | DITCH | Late Iron Age to Roman | 562059 | 171973 |
| WA235 | Point | MKE20549 | TQ 67 SW 343 | FS | Sherd of late Iron Age / Romano-British pottery found during trial trenching | FINDSPOT | Late Iron Age to Roman | 562274 | 172105 |
| WA236 | Point | MKE20550 | TQ 67 SW 344 | FS | Single sherd of late Iron Age / early Romano-British pottery found in 1997 | FINDSPOT | Late Iron Age to Roman | 562446 | 171999 |
| WA237 | Point | MKE58120 | MKE58120 | FS | Iron Age silver coin | FINDSPOT | Late Iron Age to Roman | 563200 | 171600 |
| WA238 | Point | MKE58189 | MKE58189 | FS | Roman copper alloy coin | FINDSPOT | Late Iron Age to Roman | 558500 | 172400 |
| WA239 | Point | MKE58379 | MKE58379 | FS | Iron Age copper alloy coin | FINDSPOT | Late Iron Age to Roman | 561600 | 172200 |
| WA240 | Point | MKE58438 | MKE58438 | FS | Iron Age copper alloy brooch | FINDSPOT | Late Iron Age to Roman | 561900 | 172400 |
| WA241 | Point | MKE58448 | MKE58448 | FS | Roman copper alloy brooch | FINDSPOT | Late Iron Age to Roman | 561700 | 172300 |



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|--------------|-------|----------|---------------|-----|---|---|------------------------|--------|--------|
| | Point | MKE58457 | MKE58457 | FS | Iron Age copper alloy coin | FINDSPOT | Late Iron Age to Roman | 561700 | 172300 |
| | Point | MKE58461 | MKE58461 | FS | Roman copper alloy brooch | FINDSPOT | Late Iron Age to Roman | 561700 | 172300 |
| WA242 | Point | MKE58619 | MKE58619 | FS | Roman copper alloy coin | FINDSPOT | Late Iron Age to Roman | 560870 | 172870 |
| WA243 | Point | MKE67156 | MKE67156 | FS | Roman copper alloy brooch | FINDSPOT | Late Iron Age to Roman | 562700 | 171600 |
| WA244 | Point | MKE67465 | MKE67465 | FS | copper alloy brooch | FINDSPOT | Late Iron Age to Roman | 561400 | 172300 |
| WA245 | Point | MKE80275 | TQ 67 SW 523 | MON | Late Iron Age/Roman ritual shaft/well, Pepper Hill | SHAFT | Late Iron Age to Roman | 561862 | 171944 |
| WA246 | Point | MKE80654 | TQ 57 SE 292 | MON | Late Iron Age/early Roman enclosures, pits and field systems, Waterstone Park, Stone Castle | ENCLOSURE, DITCH, PIT, ANIMAL BURIAL, RITUAL PIT, GRANARY, POST HOLE | Late Iron Age to Roman | 558356 | 173971 |
| WA247 | Point | MKE90741 | TQ 67 SW 1371 | MON | Late Iron Age/Roman activity, Wingfield Bank, Northfleet | HOLLOW, DITCH, BUILDING, BEAM SLOT, POST HOLE, STAKE HOLE, CELLAR?, PIT | Late Iron Age to Roman | 562192 | 172590 |
| WA248 | Point | MKE90978 | TQ 67 SW 629 | MON | Late Iron Age to Early Roman Inhumation Cemetery, A2 Activity Park | INHUMATION | Late Iron Age to Roman | 563311 | 171690 |
| WA249 | Point | MKE99974 | TQ 67 SW 1463 | FS | Sherd of Probable Bronze Age(?) pottery found during trial trenching | FINDSPOT | Late Iron Age to Roman | 562344 | 172057 |
| WA250 | Point | MKE58792 | MKE58792 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561850 | 172070 |
| WA251 | Point | MKE58798 | MKE58798 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561890 | 172100 |
| WA252 | Point | MKE58776 | MKE58776 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561000 | 172000 |
| | Point | MKE58777 | MKE58777 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561000 | 172000 |
| | Point | MKE67325 | MKE67325 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 561000 | 172000 |
| WA253 | Point | MKE58799 | MKE58799 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 562810 | 171330 |
| WA254 | Point | MKE80330 | TQ 67 SW 533 | MON | Iron Age pits and structures, Site K A2 widening scheme | RITUAL PIT, PIT, DITCH, POST BUILT STRUCTURE?, | Iron Age | 562725 | 171811 |



| | | | | | | POST BUILT STRUCTURE? | | | |
|--------------|-------|----------|--------------|-----|--|--------------------------|------------------------------|--------|--------|
| WA255 | Point | MKE831 | TQ 57 SE 55 | FS | Iron Age (1st c AD brooches) found at Greenhithe | FINDSPOT | Iron Age | 558000 | 174000 |
| WA256 | Point | MKE824 | TQ 57 SE 48 | MON | Iron Age pit found at Stone Castle Chalk Pit | PIT | Iron Age | 557960 | 174000 |
| WA257 | Point | MKE58774 | MKE58774 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 558000 | 173000 |
| | Point | MKE58775 | MKE58775 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 558000 | 173000 |
| | Point | MKE58778 | MKE58778 | FS | Iron Age copper alloy coin | FINDSPOT | Iron Age | 558000 | 173000 |
| WA258 | Point | MEX5962 | 1655 | FS | Near Grays town centre | FINDSPOT | Iron Age | 561000 | 177000 |
| WA259 | Point | MEX5922 | 1645 | FS | Grays Thurrock | FINDSPOT | Iron Age | 561000 | 177000 |
| WA260 | Point | MWX20685 | TQ 67 SW 417 | MON | Pepper Hill Roman Cemetery | MIXED CEMETERY | Late Iron Age to Roman | 561848 | 171937 |
| WA261 | Point | MWX20796 | TQ 67 SW 408 | MON | Late Iron Age and Roman features at Station Quarter South, Ebbsfleet, Kent | DITCH | Late Iron Age to Roman | 561560 | 172974 |
| WA262 | Point | MKE20277 | TQ 67 SW 294 | MON | Possible Prehistoric Pits, Ebbsfleet Valley | PIT | Late Iron Age to Roman | 561635 | 174055 |
| WA263 | Point | MKE58265 | MKE58265 | FS | Roman copper alloy harness | FINDSPOT | Iron Age to Anglo-Saxon | 558200 | 172000 |
| WA264 | Point | MKE58335 | MKE58335 | FS | Roman lead figurine | FINDSPOT | Iron Age to Anglo-Saxon | 561900 | 172300 |
| WA265 | Point | MKE67087 | MKE67087 | FS | Iron Age copper alloy brooch | FINDSPOT | Late Iron Age to Anglo-Saxon | 565500 | 174500 |

Kent Project Site Study Area- Romano-British period (Figure 11 & 12)

| WA no | Shape | MonUID | PrefRef | RecordType | Name | MonType | Period | Easting | Northing |
|--------------|---------|---------|-------------|------------|-----------------------|------------------------------|----------------|---------|----------|
| WA266 | Polygon | MKE1713 | TQ 67 SW 89 | MON | Walled Roman Cemetery | WALLED CEMETERY, COFFIN, URN | Romano-British | 562052 | 172097 |



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|--------------|---------|-----------|------------------|-----|---|---|----------------|--------|--------|
| | | | | | | TOWN, KILN, INHUMATION CEMETERY, TEMPLE, DITCH, METAL WORKING SITE, TRACKWAY, FEATURE, ROAD, HOLLOW WAY?, BEAM SLOT?, PIT, HEARTH, FENCE?, POST HOLE, MIDDEN, STRUCTURE, FLOOR?, ENCLOSURE?, YARD, TERRACE?, SHRINE, BUILDING, CEMETERY, AISLED BUILDING, | | | |
| | Polygon | MKE1632 | TQ 67 SW 6 | MON | Vagniacis (Springhead), Iron Age and Roman religious centre | | Roman | 561585 | 172521 |
| WA267 | Polygon | MKE100308 | TQ 67 SW 1477 | MON | Roman roadside settlement springhead | SETTLEMENT | Roman | 561585 | 172521 |
| WA268 | Point | MKE15143 | TQ 67 SW 176 | MON | Romano-British settlement, Station Road, Southfleet | SETTLEMENT, CEMETERY, CORN DRYING OVEN, ROAD, BUILDING, PIT, POST HOLE, DITCH, INHUMATION, CREMATION, ANIMAL BURIAL | Romano-British | 561870 | 172280 |
| WA269 | Point | MKE1524 | TQ 67 NW 20 | FS | Roman tile, Thames foreshore, Broadness Creek | FINDSPOT, SITE | Romano-British | 560000 | 176000 |



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|--------------|-------|---------|--------------|-----|---|---------------------|----------------|--------|--------|
| WA270 | Point | MKE1640 | TQ 67 SW 14 | FS | Roman coins found 1923 | FINDSPOT | Romano-British | 562720 | 171990 |
| WA271 | Point | MKE1641 | TQ 67 SW 15 | MON | Cropmark - Enclosed Settlement | ENCLOSED SETTLEMENT | Romano-British | 562760 | 171910 |
| WA272 | Point | MKE1647 | TQ 67 SW 21 | FS | Romano-British fibula, one of Iron Age form, Romano-British coins, Gaulish coin | FINDSPOT | Romano-British | 562000 | 172000 |
| WA273 | Point | MKE1649 | TQ 67 SW 23 | FS | Romano-British pottery | FINDSPOT | Romano-British | 560000 | 172680 |
| WA274 | Point | MKE1652 | TQ 67 SW 26 | FS | Roman artefacts washed out from saltings near Hope Point, North Fleet | FINDSPOT, SITE | Romano-British | 562000 | 174000 |
| WA275 | Point | MKE1653 | TQ 67 SW 27 | FS | Roman coins | FINDSPOT | Romano-British | 563000 | 172000 |
| WA276 | Point | MKE1736 | TQ 67 SW 115 | FS | Roman coins, pottery and other articles | FINDSPOT, SITE | Romano-British | 563000 | 173000 |
| | Point | MKE1659 | TQ 67 SW 33 | FS | Roman coins from Perry Street, Northfleet | FINDSPOT, SITE | Romano-British | 563000 | 173000 |
| WA277 | Point | MKE1669 | TQ 67 SW 43 | MON | Romano-British pottery kiln found AD 1904 | POTTERY KILN | Romano-British | 560390 | 174950 |
| WA278 | Point | MKE1671 | TQ 67 SW 45 | FS | Roman bronze statuette (Osiris) | FINDSPOT, SITE | Romano-British | 560000 | 174000 |
| | Point | MKE1675 | TQ 67 SW 49 | FS | Unprovenanced Roman amphora | FINDSPOT, SITE | Romano-British | 560000 | 174000 |
| | Point | MKE1685 | TQ 67 SW 59 | FS | Roman "Aucissa" brooch found at Swanscombe | FINDSPOT, SITE | Romano-British | 560000 | 174000 |



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|--------------|-------|----------|--------------|-----|--|--------------------------|----------------|--------|--------|
| WA279 | Point | MKE1678 | TQ 67 SW 52 | MON | Romano-British and Roman finds; possible buildings | SITE | Romano-British | 561900 | 173800 |
| WA280 | Point | MKE1682 | TQ 67 SW 56 | MON | Roman tile cist inhumation | CIST, HUMAN REMAINS | Romano-British | 560970 | 173820 |
| WA281 | Point | MKE1683 | TQ 67 SW 57 | FS | Samian ware dug up on Swanscombe Manor Estate | FINDSPOT | Romano-British | 560450 | 173930 |
| WA282 | Point | MKE1696 | TQ 67 SW 70 | MON | Site of possible Romano-British ritual pit | PIT | Romano-British | 561000 | 174200 |
| WA283 | Point | MKE1699 | TQ 67 SW 73 | FS | Three Roman bronze Coins, Northfleet | FINDSPOT | Romano-British | 562570 | 174660 |
| WA284 | Point | MKE1700 | TQ 67 SW 74 | FS | Rotary quern (possibly Romano-British) | FINDSPOT | Romano-British | 560700 | 171500 |
| WA285 | Point | MKE1710 | TQ 67 SW 86 | MON | Six Roman temples found at Springhead, Southfleet | TEMPLE | Romano-British | 561760 | 172460 |
| WA286 | Point | MKE1711 | TQ 67 SW 87 | MON | Romano-British kiln (site of) | KILN | Romano-British | 561700 | 172590 |
| WA287 | Point | MKE1712 | TQ 67 SW 88 | MON | Romano-British burial ground | CEMETERY | Romano-British | 562030 | 172430 |
| WA288 | Point | MKE17182 | TQ 57 SE 145 | MON | Roman pit, gully, pottery | PIT, GULLY | Romano-British | 559420 | 172500 |
| WA289 | Point | MKE58286 | MKE58286 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561000 | 172000 |
| | Point | MKE58287 | MKE58287 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561000 | 172000 |
| | Point | MKE58288 | MKE58288 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561000 | 172000 |
| | Point | MKE58289 | MKE58289 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561000 | 172000 |
| | Point | MKE1731 | TQ 67 SW 107 | FS | Roman fibulae | FINDSPOT | Romano-British | 561000 | 172000 |
| | Point | MKE58290 | MKE58290 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561000 | 172000 |
| WA290 | Point | MKE1734 | TQ 67 SW 112 | MON | Rectilinear enclosure, possibly a building - cropmark | RECTANGULAR ENCLOSURE | Romano-British | 561610 | 172350 |



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|--------------|-------|----------|--------------|-----|--|--|----------------|--------|--------|
| WA291 | Point | MKE1740 | TQ 67 SW 119 | FS | Roman bronze hackamore and pottery from two different features at Springhead | FINDSPOT | Romano-British | 561700 | 172600 |
| | Point | MKE1746 | TQ 67 SW 125 | MON | Enclosed settlement complex - cropmark | ENCLOSED SETTLEMENT | Romano-British | 563380 | 171520 |
| WA292 | Point | MKE9467 | TQ 67 SW 140 | MON | Cropmark of a possible boundary ditch | DITCH | Romano-British | 563390 | 171490 |
| WA293 | Point | MKE20146 | TQ 67 SW 222 | MON | Roman Ritual Enclosure Site, Swanscombe Thameside Community School | POST BUILT STRUCTURE, SQUARE ENCLOSURE, PIT, SHRINE?, METAL WORKING SITE, DITCH, RITUAL PIT?, CORN DRYING OVEN?, CREMATION | Romano-British | 560849 | 173912 |
| WA294 | Point | MKE20223 | TQ 67 SW 260 | FS | Roman Finds Scatter, Northfleet Substation, Springhead | FINDSPOT | Romano-British | 562117 | 172565 |
| WA295 | Point | MKE20268 | TQ 57 SE 175 | MON | Early Roman military encampment, Ingress Abbey, Greenhithe, Kent | DITCH, GULLY, ENCLOSURE? | Romano-British | 559080 | 174890 |
| WA296 | Point | MKE20299 | TQ 67 SW 313 | MON | Possible Defended Roman Enclosure and Road, Springhead | DITCHED ENCLOSURE | Romano-British | 561750 | 172800 |
| WA297 | Point | MKE20302 | TQ 67 SW 316 | MON | Early Roman Quarry Pits, Springhead | BRICKEARTH PIT, STONE QUARRY, GRAVEL PIT | Romano-British | 561830 | 172570 |
| WA298 | Point | MKE20341 | TQ 67 SW 325 | MON | Roman Road, Swanscombe Thameside Community School | ROAD | Romano-British | 560852 | 173795 |
| WA299 | Point | MKE20529 | TQ 67 SW 326 | MON | Cobbled yard surface and small Romano-British finds discovered during evaluation in 2003 | FEATURE | Romano-British | 561702 | 172536 |



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|--------------|-------|----------|--------------|-----|---|--------------------|----------------|--------|--------|
| WA300 | Point | MKE20530 | TQ 67 SW 328 | MON | Romano-British occupation remains discovered during CTRL works in 2003 | SITE, PIT, ROAD? | Romano-British | 561773 | 172486 |
| WA301 | Point | MKE20532 | TQ 67 SW 329 | MON | Possible Roman road discovered by resistance survey south of the A2 | ROAD? | Romano-British | 561647 | 172513 |
| WA302 | Point | MKE20534 | TQ 67 SW 331 | MON | Roman ground surface layer discovered in works during electrical works associated with the Channel Tunnel Rail Link | FEATURE | Romano-British | 562015 | 172285 |
| WA303 | Point | MKE20537 | TQ 67 SW 333 | MON | Probable Romano-British surface observed during cabling works in 1992 | ROAD? | Romano-British | 561650 | 172642 |
| WA304 | Point | MKE20539 | TQ 67 SW 335 | MON | Metalworking pits south of Springhead Roman town | METAL WORKING SITE | Romano-British | 561794 | 172339 |
| WA305 | Point | MKE20540 | TQ 67 SW 336 | MON | Roman occupation site south of Springhead Roman town | OCCUPATION SITE | Romano-British | 561819 | 172339 |
| WA306 | Point | MKE20555 | TQ 67 SW 347 | MON | Roman bakery at Springhead Roman religious complex | BAKERY | Romano-British | 561712 | 172494 |
| WA307 | Point | MKE20556 | TQ 67 SW 348 | MON | Large Roman building east of Watling Street, Springhead | BUILDING | Romano-British | 561713 | 172571 |
| WA308 | Point | MKE20557 | TQ 67 SW 349 | MON | Roman building found west of Watling St, Springhead | BUILDING | Romano-British | 561772 | 172509 |
| WA309 | Point | MKE20558 | TQ 67 SW 350 | MON | Two Roman buildings found north of Watling St beneath the A2 | BUILDING | Romano-British | 561810 | 172487 |
| WA310 | Point | MKE20559 | TQ 67 SW 351 | MON | Roman shop beneath the A2 at Springhead | SHOP | Romano-British | 561789 | 172464 |
| WA311 | Point | MKE20560 | TQ 67 SW 352 | MON | Substantial structure discovered at Springhead | GATE?, RITUAL PIT | Romano-British | 561708 | 172555 |
| WA312 | Point | MKE20561 | TQ 67 SW 353 | MON | Roman flint building discovered to the south of Springhead | BUILDING | Romano-British | 561830 | 172395 |



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| WA313 | Point | MKE20562 | TQ 67 SW 354 | MON | Area of probable Romano-British occupation immediately north of Roman Watling St, Springhead | PIT, CREMATION, FEATURE, TRACKWAY, OCCUPATION SITE | Romano-British | 561739 | 172516 |
| WA314 | Point | MKE20563 | TQ 67 SW 355 | MON | Area of probable Romano-British occupation north of Roman Watling St, Southfleet | BRONZE WORKING SITE, FEATURE, WELL, SITE | Romano-British | 561629 | 172653 |
| WA315 | Point | MKE20564 | TQ 67 SW 356 | MON | Courtyard and well, probably of Romano-British date, at Springhead, Southfleet | COURTYARD, WELL, SITE | Romano-British | 561729 | 172554 |
| WA316 | Point | MKE20565 | TQ 67 SW 357 | MON | Romano-British bath-house found beneath current route of A2 at Springhead | BATH HOUSE, HYPOCAUST | Romano-British | 561656 | 172591 |
| WA317 | Point | MKE20566 | TQ 67 SW 358 | MON | Length of Roman ditch at Springhead, Southfleet | DITCH | Romano-British | 561883 | 172504 |
| WA318 | Point | MKE20567 | TQ 67 SW 359 | MON | Romano-British ditch discovered during the 1960s at Springhead | DITCH | Romano-British | 561909 | 172417 |
| WA319 | Point | MKE20568 | TQ 67 SW 360 | MON | Area of probable Romano-British activity at Springhead, Southfleet | SITE, PIT, KILN, WELL, DITCH | Romano-British | 561898 | 172444 |
| WA320 | Point | MKE20569 | TQ 67 SW 361 | MON | Area of Romano-British activity immediately north of the A2 at Springhead | PIT, KILN, FLOOR, DITCH, SITE | Romano-British | 561967 | 172432 |
| WA321 | Point | MKE20592 | TQ 67 SW 368 | MON | Possible Romano-British field system discovered east of Springhead | DITCH | Romano-British | 562085 | 172873 |
| WA322 | Point | MKE20619 | TQ 67 SW 371 | MON | Roman Ditch and Possible Cremation Burial, South of Dale Road, Southfleet | DITCH, CREMATION? | Romano-British | 561253 | 171837 |
| WA323 | Point | MKE57962 | MKE57962 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561300 | 172200 |
| WA324 | Point | MKE58077 | MKE58077 | FS | Roman silver coin | FINDSPOT | Romano-British | 559500 | 171800 |
| | Point | MKE58078 | MKE58078 | FS | Roman copper alloy brooch | FINDSPOT | Romano-British | 559500 | 171800 |
| WA325 | Point | MKE79343 | MKE79343 | FS | Roman silver coin | FINDSPOT | Romano-British | 558500 | 172400 |
| | Point | MKE58108 | MKE58108 | FS | Roman brooch | FINDSPOT | Romano-British | 558500 | 172400 |



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| | Point | MKE58916 | MKE58916 | FS | copper alloy bead | FINDSPOT | Romano-British | 558500 | 172400 |
| WA326 | Point | MKE58146 | MKE58146 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 560300 | 171800 |
| | Point | MKE58172 | MKE58172 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58173 | MKE58173 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58174 | MKE58174 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58292 | MKE58292 | FS | Roman copper alloy lock | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58293 | MKE58293 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58294 | MKE58294 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58295 | MKE58295 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58296 | MKE58296 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58297 | MKE58297 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58298 | MKE58298 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58299 | MKE58299 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58300 | MKE58300 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58301 | MKE58301 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58302 | MKE58302 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58303 | MKE58303 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58304 | MKE58304 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58305 | MKE58305 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58306 | MKE58306 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58307 | MKE58307 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58308 | MKE58308 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58309 | MKE58309 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58311 | MKE58311 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58312 | MKE58312 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58313 | MKE58313 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| WA327 | Point | MKE58314 | MKE58314 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |



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| Point | MKE58315 | MKE58315 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58316 | MKE58316 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58317 | MKE58317 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58318 | MKE58318 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58319 | MKE58319 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58320 | MKE58320 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58321 | MKE58321 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58323 | MKE58323 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58324 | MKE58324 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58325 | MKE58325 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58326 | MKE58326 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58327 | MKE58327 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58328 | MKE58328 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58329 | MKE58329 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58330 | MKE58330 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58331 | MKE58331 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58332 | MKE58332 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58333 | MKE58333 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58334 | MKE58334 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58160 | MKE58160 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58161 | MKE58161 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58162 | MKE58162 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58163 | MKE58163 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58164 | MKE58164 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58165 | MKE58165 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58166 | MKE58166 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |



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| Point | MKE58167 | MKE58167 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58168 | MKE58168 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58169 | MKE58169 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58170 | MKE58170 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58171 | MKE58171 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58271 | MKE58271 | FS | Roman silver coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58272 | MKE58272 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58273 | MKE58273 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58346 | MKE58346 | FS | Roman copper alloy finger ring | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58347 | MKE58347 | FS | Roman copper alloy bracelet | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58348 | MKE58348 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58349 | MKE58349 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58350 | MKE58350 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58351 | MKE58351 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58352 | MKE58352 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58353 | MKE58353 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58354 | MKE58354 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58355 | MKE58355 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58356 | MKE58356 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58357 | MKE58357 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58358 | MKE58358 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58359 | MKE58359 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58360 | MKE58360 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58361 | MKE58361 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| Point | MKE58362 | MKE58362 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |



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| | Point | MKE58363 | MKE58363 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58364 | MKE58364 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58365 | MKE58365 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| | Point | MKE58366 | MKE58366 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172300 |
| WA328 | Point | MKE58238 | MKE58238 | FS | Roman copper alloy buckle | FINDSPOT | Romano-British | 558300 | 172400 |
| | Point | MKE58240 | MKE58240 | FS | Roman silver coin | FINDSPOT | Romano-British | 561720 | 172540 |
| | Point | MKE58241 | MKE58241 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561720 | 172540 |
| | Point | MKE58242 | MKE58242 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561720 | 172540 |
| WA329 | Point | MKE58243 | MKE58243 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561720 | 172540 |
| | Point | MKE58282 | MKE58282 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 560500 | 171900 |
| WA330 | Point | MKE58283 | MKE58283 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 560500 | 171900 |
| WA331 | Point | MKE58378 | MKE58378 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562000 | 172350 |
| | Point | MKE58449 | MKE58449 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58450 | MKE58450 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58451 | MKE58451 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58452 | MKE58452 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58453 | MKE58453 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58454 | MKE58454 | FS | Roman silver coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58455 | MKE58455 | FS | Roman copper alloy mount | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58456 | MKE58456 | FS | Roman pottery vessel | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58459 | MKE58459 | FS | Roman copper alloy brooch | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58460 | MKE58460 | FS | Roman copper alloy brooch | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58462 | MKE58462 | FS | Roman iron unidentified object | FINDSPOT | Romano-British | 561700 | 172300 |
| WA332 | Point | MKE58488 | MKE58488 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |



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| | Point | MKE58489 | MKE58489 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58490 | MKE58490 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58491 | MKE58491 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58492 | MKE58492 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58493 | MKE58493 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58494 | MKE58494 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58495 | MKE58495 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58496 | MKE58496 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58497 | MKE58497 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58498 | MKE58498 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58499 | MKE58499 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58500 | MKE58500 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58501 | MKE58501 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58502 | MKE58502 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561700 | 172300 |
| | Point | MKE58552 | MKE58552 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 172300 |
| | Point | MKE58553 | MKE58553 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 172300 |
| | Point | MKE58554 | MKE58554 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 172300 |
| | Point | MKE58555 | MKE58555 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 172300 |
| | Point | MKE58556 | MKE58556 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 172300 |
| | Point | MKE58557 | MKE58557 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 172300 |
| | Point | MKE58827 | MKE58827 | FS | copper alloy brooch | FINDSPOT | Romano-British | 561800 | 172300 |
| WA333 | Point | MKE58559 | MKE58559 | FS | Roman copper alloy bracelet | FINDSPOT | Romano-British | 561800 | 172300 |
| WA334 | Point | MKE58597 | MKE58597 | FS | Roman copper alloy brooch | FINDSPOT | Romano-British | 560340 | 172320 |
| WA335 | Point | MKE58604 | MKE58604 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 560670 | 172290 |
| WA336 | Point | MKE58605 | MKE58605 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562660 | 171390 |
| WA337 | Point | MKE58618 | MKE58618 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 560480 | 171830 |
| | Point | MKE58620 | MKE58620 | FS | Roman silver brooch | FINDSPOT | Romano-British | 561400 | 172000 |
| WA338 | Point | MKE58624 | MKE58624 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561400 | 172000 |



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| | Point | MKE58625 | MKE58625 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561400 | 172000 |
| | Point | MKE58626 | MKE58626 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561400 | 172000 |
| | Point | MKE58627 | MKE58627 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561400 | 172000 |
| | Point | MKE58629 | MKE58629 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561400 | 172000 |
| WA339 | Point | MKE58821 | MKE58821 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562230 | 171200 |
| WA340 | Point | MKE58828 | MKE58828 | FS | copper alloy coin | FINDSPOT | Romano-British | 560600 | 173000 |
| WA341 | Point | MKE58841 | MKE58841 | FS | ceramic vessel | FINDSPOT | Romano-British | 560600 | 173000 |
| WA342 | Point | MKE58855 | MKE58855 | FS | copper alloy coin | FINDSPOT | Romano-British | 561400 | 172300 |
| WA343 | Point | MKE58903 | MKE58903 | FS | Roman silver coin | FINDSPOT | Romano-British | 560940 | 172480 |
| WA344 | Point | MKE58911 | MKE58911 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562275 | 171014 |
| WA345 | Point | MKE58917 | MKE58917 | FS | copper alloy coin | FINDSPOT | Romano-British | 557900 | 171900 |
| | Point | MKE58922 | MKE58922 | FS | copper alloy coin | FINDSPOT | Romano-British | 557900 | 171900 |
| WA346 | Point | MKE66677 | MKE66677 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562900 | 171300 |
| WA347 | Point | MKE66760 | MKE66760 | FS | Roman silver coin | FINDSPOT | Romano-British | 562830 | 171530 |
| WA348 | Point | MKE66761 | MKE66761 | FS | Roman silver coin | FINDSPOT | Romano-British | 562880 | 171530 |
| WA349 | Point | MKE66897 | MKE66897 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562200 | 171200 |
| WA350 | Point | MKE66898 | MKE66898 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 563200 | 171500 |
| WA351 | Point | MKE66936 | MKE66936 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562500 | 173900 |
| | Point | MKE66950 | MKE66950 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562500 | 173900 |
| | Point | MKE66951 | MKE66951 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562500 | 173900 |
| | Point | MKE66952 | MKE66952 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562500 | 173900 |
| WA352 | Point | MKE67042 | MKE67042 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| | Point | MKE67043 | MKE67043 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| | Point | MKE67044 | MKE67044 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| | Point | MKE67045 | MKE67045 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| | Point | MKE67046 | MKE67046 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| WA352 | Point | MKE67047 | MKE67047 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |



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| Point | MKE67048 | MKE67048 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67049 | MKE67049 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67050 | MKE67050 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67051 | MKE67051 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67052 | MKE67052 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67053 | MKE67053 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67054 | MKE67054 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67055 | MKE67055 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67056 | MKE67056 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67057 | MKE67057 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67058 | MKE67058 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67059 | MKE67059 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67060 | MKE67060 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67061 | MKE67061 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67062 | MKE67062 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67063 | MKE67063 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67064 | MKE67064 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67065 | MKE67065 | FS | Byzantine copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67066 | MKE67066 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67067 | MKE67067 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67068 | MKE67068 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67069 | MKE67069 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67070 | MKE67070 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67071 | MKE67071 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 561800 | 171300 |
| Point | MKE67081 | MKE67081 | FS | Roman copper alloy mount | FINDSPOT | Romano-British | 561800 | 171300 |



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| | Point | MKE67083 | MKE67083 | FS | Roman copper alloy mount | FINDSPOT | Romano-British | 561800 | 171300 |
| WA353 | Point | MKE67148 | MKE67148 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562700 | 171600 |
| WA354 | Point | MKE78454 | TQ 67 SW 507 | FS | Roman Pottery, Ebbsfleet | FINDSPOT | Romano-British | 561765 | 172816 |
| WA355 | Point | MKE787 | TQ 57 SE 11 | MON | Romano-British vase and cremation urn, Elm villas | VASE, CREMATION, CINERARY URN | Romano-British | 559290 | 174850 |
| WA356 | Point | MKE79331 | MKE79331 | FS | copper alloy coin | FINDSPOT | Romano-British | 560900 | 171800 |
| | Point | MKE79332 | MKE79332 | FS | copper alloy coin | FINDSPOT | Romano-British | 560900 | 171800 |
| | Point | MKE79334 | MKE79334 | FS | copper alloy coin | FINDSPOT | Romano-British | 560900 | 171800 |
| WA357 | Point | MKE80324 | TQ 67 SW 530 | MON | Roman cemetery, Downs Road | INHUMATION CEMETERY, EXTENDED INHUMATION | Romano-British | 562936 | 171774 |
| WA358 | Point | MKE80361 | TQ 67 SW 540 | MON | Late Iron Age activity and a Roman water tank, Northfleet Water Treatment Works | WATER TANK? | Romano-British | 561827 | 173669 |
| WA359 | Point | MKE80453 | TQ 67 SW 549 | MON | Roman road, field and corn drier, Northumberland Bottom | ROAD, BANK (EARTHWORK), DITCH, FIELD SYSTEM, CORN DRYING OVEN, WHEEL RUT, PIT, DITCH, DITCH | Romano-British | 562921 | 171490 |
| WA360 | Point | MKE80568 | TQ 67 SW 1358 | MON | Small Roman enclosure, Springhead | ENCLOSURE, DITCH | Romano-British | 561927 | 172868 |
| WA361 | Point | MKE80569 | TQ 67 SW 1359 | MON | Roman inhumation burials, Springhead | EXTENDED INHUMATION, COFFIN | Romano-British | 562109 | 172814 |
| WA362 | Point | MKE80575 | TQ 67 SW 1365 | FS | Roman coins, Springhead | FINDSPOT | Romano-British | 561984 | 172868 |
| WA363 | Point | MKE807 | TQ 57 SE 31 | MON | Romano-British site, Betsham | POTTERY KILN, BUILDING | Romano-British | 558650 | 171410 |



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| WA364 | Point | MKE808 | TQ 57 SE 32 | MON | Two pits containing Romano-British pottery at Branton's Brickfield | POTTERY KILN, PIT | Romano-British | 558600 | 172900 |
| WA365 | Point | MKE832 | TQ 57 SE 56 | MON | Romano-British burial (?cremation) | CREMATION, CINERARY URN | Romano-British | 558940 | 174880 |
| WA366 | Point | MKE844 | TQ 57 SE 68 | MON | New Crayland's lane pit | HUMAN REMAINS | Romano-British | 559800 | 174700 |
| WA367 | Point | MKE863 | TQ 57 SE 88 | MON | Romano-British ritual pit | INHUMATION, RITUAL PIT | Romano-British | 559000 | 174000 |
| WA368 | Point | MKE95001 | MKE95001 | FS | Copper alloy coin | FINDSPOT | Romano-British | 561860 | 171350 |
| WA369 | Point | MKE95002 | MKE95002 | FS | Copper alloy coin | FINDSPOT | Romano-British | 561978 | 171291 |
| WA370 | Point | MKE95458 | MKE95458 | FS | Roman Copper alloy coin | FINDSPOT | Romano-British | 561805 | 172425 |
| WA371 | Point | MKE97549 | MKE97549 | MON | Roman Ditch | DITCH | Romano-British | 558439 | 172102 |
| WA372 | Point | MKE99368 | TQ 67 SW 1389 | MON | Six early Roman burials, Springhead, Northfleet | HUMAN REMAINS, INHUMATION, COFFIN | Romano-British | 561807 | 172581 |
| WA373 | Point | MKE99371 | TQ 67 SW 1400 | MON | Early Roman pits, ovens, trackway and burials, Springhead, Northfleet | PIT, OVEN, HEARTH, GRAVE, INHUMATION, HEARTH, FLOOR, QUARRY | Romano-British | 561813 | 172591 |
| WA374 | Point | MKE99380 | TQ 67 SW 1393 | MON | Early Roman cenotaph Springhead, Northfleet | CENOTAPH | Romano-British | 561805 | 172582 |
| WA375 | Point | MKE99382 | TQ 67 SW 1394 | MON | Early Roman building Springhead, Northfleet | BUILDING | Romano-British | 561815 | 172587 |
| WA376 | Point | MKE99412 | TQ 67 SW 1420 | MON | Roman road-side shrine, Springhead | SHRINE | Romano-British | 561609 | 172704 |
| WA377 | Point | MKE99922 | TQ 67 SW 1427 | MON | Early Roman metalled road west of Northfleet Roman villa, Northfleet | ROAD, GULLY | Romano-British | 561471 | 174121 |
| WA378 | Point | MKE99972 | TQ 67 SW 1461 | MON | Romano-British trackway discovered during evaluation in 2001. | TRACKWAY; WALL | Roman | 561602 | 172750 |



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| WA379 | Point | MKE99980 | TQ 67 SW 1469 | MON | Early Roman alluvial deposits, peat, pottery, ceramics and coins, Ebbsfleet | FINDSPOT | Roman | 561656 | 173283 |
| WA380 | Point | MKE99981 | TQ 67 SW 1470 | FS | Roman pottery, Near Springhead Nursery, Springhead | FINDSPOT | Roman | 561515 | 172754 |
| WA381 | Point | MWX19228 | TQ 67 SW 1056 | MON | Roman Pottery found in possible denehole | FINDSPOT, SITE | Romano-British | 561630 | 174120 |
| WA382 | Point | MWX20704 | TQ 67 SW 385 | MON | Late 1st /2nd Century Pit at Waterloo Connection, Southfleet | PIT | Romano-British | 561415 | 171909 |
| WA383 | Point | MWX20794 | TQ 67 SW 406 | MON | Roman features at Station Quarter South, Ebbsfleet, Kent | GULLY, POST HOLE, FEATURE? | Romano-British | 561488 | 172883 |
| WA384 | Point | MWX20809 | TQ 67 SW 409 | MON | Wall structure at Station Quarter South, Ebbsfleet, Kent | WALL | Romano-British | 561560 | 172967 |
| WA385 | Point | MWX20812 | TQ 67 SW 410 | MON | 23 Features at Station Quarter South, Ebbsfleet, Kent | FEATURE | Romano-British | 561560 | 172962 |
| WA386 | Point | MWX20832 | TQ 67 SW 412 | FS | Findspot at station Quarter South, Ebbsfleet, Kent | FINDSPOT | Romano-British | 561604 | 172866 |
| WA387 | Point | MWX20930 | TQ 67 SW 430 | MON | Enclosure ditch | ENCLOSURE, OVEN, PIT, DITCH | Romano-British | 561370 | 171875 |
| WA388 | Point | MKE100540 | TQ 67 SW 1484 | MON | Romano-British features, Ebbsfleet | FEATURE? | Roman | 561863 | 173037 |
| WA389 | Point | MKE111553 | TQ 67 SW 1495 | MON | Romano-British pits and finds, Wingfield Bank Farm | PIT | Roman | 562200 | 172600 |
| WA390 | Point | MKE114326 | TQ 67 SW 1560 | MON | Neonatal burials within 2nd century Roman Temple at Springhead | HUMAN REMAINS | Roman | 561681 | 172636 |
| WA391 | Point | MKE58006 | MKE58006 | FS | Roman copper alloy brooch | FINDSPOT | Romano-British to Anglo-Saxon | 562770 | 171510 |
| WA392 | Point | MKE58598 | MKE58598 | FS | Roman copper alloy finger ring | FINDSPOT | Romano-British to Anglo-Saxon | 560460 | 172470 |
| WA393 | Point | MKE66682 | MKE66682 | FS | Roman copper alloy brooch | FINDSPOT | Romano-British to Anglo-Saxon | 562100 | 171100 |
| WA394 | Point | MKE79313 | MKE79313 | FS | Roman ceramic vessel | FINDSPOT | Romano-British to Anglo-Saxon | 561700 | 172400 |
| | Point | MKE79314 | MKE79314 | FS | Roman ceramic vessel | FINDSPOT | Romano-British to Anglo-Saxon | 561700 | 172400 |
| | Point | MKE79315 | MKE79315 | FS | Roman ceramic vessel | FINDSPOT | Romano-British to Anglo-Saxon | 561700 | 172400 |
| | Point | MKE79316 | MKE79316 | FS | Roman ceramic vessel | FINDSPOT | Romano-British to Anglo-Saxon | 561700 | 172400 |



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| WA395 | Point | MKE20533 | TQ 67 SW 330 | MON | Two large features detected by resistivity survey south of the A2 at Springhead | FEATURE | Romano-British | 561650 | 172483 |
| WA396 | Polygon | MKE99355 | TQ 76 SW 1384 | MON | 2nd century Roman temple preserved beneath slip-road, Springhead | TEMPLE; POST HOLE; PIT; OVEN | Roman | 561681 | 172659 |
| WA397 | Polygon | MKE99370 | TQ 67 SW 1391 | MON | Mid-Roman temple building, Springhead, Northfleet | TEMPLE?; PIT; FENCE; WATER TANK; POST HOLE; DRAIN; BURIAL | Roman | 561796 | 172583 |
| WA398 | Polygon | MKE99375 | TQ 67 SW 1392 | MON | Early Roman trackway Springhead, Northfleet | TRACKWAY | Roman | 561876 | 172576 |
| WA399 | Polygon | MKE99383 | TQ 67 SW 1401 | MON | Mid-Roman wall and possible building, Springhead, Northfleet | WALL; POST HOLE; COLONNADE | Roman | 561809 | 172610 |
| WA400 | Polygon | MKE99384 | TQ 67 SW 1395 | MON | Roman pit alignment, Springhead, Northfleet | PIT ALIGNMENT; PIT; ANIMAL BURIAL | Roman | 561809 | 172620 |
| WA401 | Polygon | MKE99385 | TQ 67 SW 1396 | MON | Roman structure, Springhead, Northfleet | BUILDING; OVEN; HEARTH; YARD | Roman | 561834 | 172623 |
| WA402 | Polygon | MKE99386 | TQ 67 SW 1402 | MON | Enclosing ditch to Roman sanctuary complex, Springhead, Northfleet | DITCHED ENCLOSURE; INHUMATION | Roman | 561827 | 172651 |
| WA403 | Polygon | MKE99389 | TQ 67 SW 1398 | MON | Junction in Roman Watling Street, Springhead, Northfleet | ROAD; DITCH; METALLED SURFACE | Roman | 561601 | 172715 |
| WA404 | Polygon | MKE99392 | TQ 67 SW 1403 | MON | Roman fence-lines / property boundaries, Springhead | FENCE | Roman | 561665 | 172653 |
| WA405 | Polygon | MKE99393 | TQ 67 SW 1404 | MON | Semi-sunken feature Roman building, Springhead | BUILDING; OVEN?; HEARTH?; PIT; POST HOLE; INHUMATION; METALLED SURFACE | Roman | 561644 | 172671 |
| WA406 | Polygon | MKE99395 | TQ 67 SW 1405 | MON | 'Property 1' at Roman settlement, Springhead | BOUNDARY | Roman | 561721 | 172614 |
| WA407 | Polygon | MKE99397 | TQ 67 SW 1407 | MON | 'Property 2' at Roman settlement, Springhead | BOUNDARY; POST HOLE; PIT; HEARTH | Roman | 561686 | 172641 |
| WA408 | Polygon | MKE99400 | TQ 67 SW 1409 | MON | 'Property 3' at Roman settlement, Springhead | GULLY; BOUNDARY; PATH; DITCH; HEARTH; PIT; YARD; FENCE; INHUMATION; | Roman | 561655 | 172669 |



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| | | | | | | STRUCTURE; WELL; INHUMATION | | | |
| WA409 | Polygon | MKE99401 | TQ 67 SW 1410 | MON | 'Property 4' at Roman settlement, Springhead | BUILDING; HEARTH; YARD; FENCE; GATE?; PIT; WELL; STORAGE TANK; POST HOLE; BOUNDARY; PATH; BUILDING; STORAGE TANK; SHELTER | Roman | 561641 | 172691 |
| WA410 | Polygon | MKE99402 | TQ 67 SW 1412 | MON | 'Property 5' at Roman settlement, Springhead | DITCH; MIDDEN; INHUMATION; BOUNDARY; PIT; GULLY; POST HOLE; FENCE? | Roman | 561630 | 172710 |
| WA411 | Polygon | MKE99403 | TQ 67 SW 1413 | MON | 'Property 6' at Roman settlement, Springhead | BOUNDARY; BUILDING; PIT; POST HOLE; FLOOR; YARD | Roman | 561619 | 172730 |
| WA412 | Polygon | MKE99404 | TQ 67 SW 1414 | MON | Romano-British building within 'Property 7' at Roman settlement, Springhead | BOUNDARY; BUILDING; PIT; FENCE; FLOOR; HEARTH; YARD | Roman | 561593 | 172754 |
| WA413 | Polygon | MKE99405 | TQ 67 SW 1415 | MON | 'Property 8' at Roman settlement, Springhead | BOUNDARY; BUILDING?; FENCE; PIT; GULLY; POST HOLE; OVEN? | Roman | 561591 | 172775 |
| WA414 | Polygon | MKE99407 | TQ 67 SW 1416 | MON | 'Property 9' at Roman settlement, Springhead | BOUNDARY; DITCH; OVEN?; FENCE; YARD; PIT | Roman | 561624 | 172675 |
| WA415 | Polygon | MKE99408 | TQ 67 SW 1417 | MON | 'Property 10' including blacksmiths workshop at Roman settlement, Springhead | DITCH; POST HOLE; PIT; STRUCTURE; BOUNDARY; BLACKSMITHS WORKSHOP | Roman | 561598 | 172692 |
| WA416 | Polygon | MKE99409 | TQ 67 SW 1418 | MON | 'Property 11' at Roman settlement, Springhead | DITCH; HEARTH; STRUCTURE; YARD; POST HOLE; PIT; FENCE; BOUNDARY | Roman | 561580 | 172718 |



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| WA417 | Polygon | MKE99410 | TQ 67 SW 1419 | MON | 'Property 12' at Roman settlement, Springhead | AISLED BARN; PIT; QUARRY; BOUNDARY; GRUBENHAUS; CEMETERY; INHUMATION | Roman | 561546 | 172743 |
| WA418 | Polygon | MKE99424 | TQ 67 SW 1421 | MON | 'Property 7' at Roman settlement, Springhead | BOUNDARY; PIT; FENCE; YARD | Roman | 561604 | 172752 |
| WA419 | Polygon | MKE99428 | TQ 67 SW 1422 | MON | 1st/2nd century aisled barn, Springhead | PIT; AISLED BARN | Roman | 561560 | 172749 |
| WA420 | Polygon | MKE99923 | TQ 67 SW 1445 | MON | Roman northern 'viewing platform', Springhead, Northfleet | CEREMONIAL PLATFORM; CORN DRYING OVEN? | Roman | 561820 | 172674 |
| WA421 | Polygon | MKE99924 | TQ 67 SW 1446 | MON | Roman south 'viewing platform', Springhead, Northfleet | CEREMONIAL PLATFORM; PIT; POST HOLE; GULLY; INHUMATION | Roman | 561832 | 172619 |
| WA422 | Polygon | MKE99979 | TQ 67 SW 1468 | MON | Early Roman gully, Ebbsfleet | GULLY | Roman | 561657 | 173275 |
| WA423 | Polygon | MKE99456 | TQ 67 SW 1426 | MON | East range at Northfleet Roman villa | PIT; POST HOLE; VILLA; LIME KILN; WELL; BATH HOUSE | Roman | 561640 | 174083 |
| WA424 | Polygon | MKE111674 | TQ 67 SW 1496 | MON | Flint wall and remains of furnace and flue of Ebbsfleet Roman Villa Bath- House | WALL; FURNACE | Roman | 561633 | 174098 |
| WA425 | Polygon | MKE111679 | TQ 67 SW 1497 | MON | Hot room (caldarium) of Ebbsfleet Roman Villa Bath-House | WALL; HYPOCAUST; FLOOR | Roman | 561625 | 174103 |
| WA426 | Polygon | MKE111681 | TQ 67 SW 1498 | MON | Warm room (tepidarium) of Ebbsfleet Roman Villa Bath-House | WALL; FLOOR | Roman | 561622 | 174102 |
| WA427 | Polygon | MKE111682 | TQ 67 SW 1499 | MON | Cold room (frigidarium) of Ebbsfleet Roman Villa Bath-House | WALL; FLOOR | Roman | 561618 | 174098 |
| WA428 | Polygon | MKE111869 | TQ 67 SW 1500 | MON | Bath of Ebbsfleet Roman Villa Bath- House | WALL; FLOOR | Roman | 561628 | 174101 |
| WA429 | Polygon | MKE111870 | TQ 67 SW 1501 | MON | Gullies to north of Ebbsfleet Roman Villa Bath-House | GULLY | Roman | 561633 | 174104 |
| WA430 | Polygon | MKE111871 | TQ 67 SW 1502 | MON | Room 10509 in the Ebbsfleet Roman Villa Bath-House | FLOOR; WALL | Roman | 561613 | 174102 |
| WA431 | Polygon | MKE111873 | TQ 67 SW 1503 | MON | Room 10508 and flue in the Ebbsfleet Roman Villa Bath-House | FLOOR; WALL; HYPOCAUST | Roman | 561617 | 174103 |



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| WA432 | Polygon | MKE111875 | TQ 67 SW 1505 | MON | Room 10697 in the Ebbsfleet Roman Villa Bath-House | FLOOR; WALL | Roman | 561613 | 174096 |
| WA433 | Polygon | MKE111874 | TQ 67 SW 1504 | MON | Room 10624 in the Ebbsfleet Roman Villa Bath-House | FLOOR; WALL | Roman | 561611 | 174099 |
| WA434 | Polygon | MKE111876 | TQ 67 SW 1506 | MON | Room 10563 in the Ebbsfleet Roman Villa Bath-House | FLOOR; WALL | Roman | 561613 | 174093 |
| WA435 | Polygon | MKE111878 | TQ 67 SW 1507 | MON | Northfleet Roman villa western range aisled barn - external walls | WALL | Roman | 561555 | 174094 |
| WA436 | Polygon | MKE111900 | TQ 67 SW 1509 | MON | Northfleet Roman villa western range aisled barn - post holes | POST HOLE | Roman | 561555 | 174094 |
| WA437 | Polygon | MKE99454 | TQ 67 SW 1425 | MON | Earliest Roman building at Northfleet Roman villa site | PIT; POST HOLE; BUILDING | Roman | 561642 | 174074 |
| WA438 | Polygon | MKE111909 | TQ 67 SW 1514 | MON | Late iron age to early/middle Roman activity west of Northfleet Roman villa, Northfleet - Early Roman pits | PIT | Roman | 561414 | 174131 |
| WA439 | Polygon | MKE99460 | TQ 67 SW 1428 | MON | Early / middle Roman activity west of Northfleet Roman villa, Northfleet | WELL; PIT; POST HOLE; DITCH | Roman | 561641 | 174097 |
| | Polygon | MKE111911 | TQ 67 SW 1515 | MON | Early / middle Roman activity west of Northfleet Roman villa, Northfleet - Well | WELL | Roman | 561641 | 174097 |
| | Polygon | MKE111931 | TQ 67 SW 1516 | MON | Early / middle Roman activity west of Northfleet Roman villa, Northfleet - Wood-lined pit | PIT; STAKE HOLE | Roman | 561556 | 174116 |
| | Polygon | MKE111932 | TQ 67 SW 1517 | MON | Early / middle Roman activity west of Northfleet Roman villa, Northfleet - Post-hole | POST HOLE | Roman | 561555 | 174116 |
| WA440 | Polygon | MKE111952 | TQ 67 SW 1520 | MON | Early Roman metalled road west of Northfleet Roman villa, Northfleet - Road | ROAD | Roman | 561808 | 172584 |
| WA441 | Polygon | MKE111953 | TQ 67 SW 1521 | MON | Early Roman metalled road west of Northfleet Roman villa, Northfleet - Gullies | GULLY | Roman | 561819 | 172589 |
| WA442 | Point | MKE20280 | TQ 67 SW 297 | MON | Early Roman Occupation Site, Ebbsfleet Valley | SITE, ENCLOSURE, DITCH, CISTERN | Romano-British | 561610 | 174080 |
| | Polygon | MKE112015 | TQ 67 SW 1534 | MON | Early Roman Occupation Site, Ebbsfleet Valley -Pits | SITE; PIT | Roman | 561628 | 174076 |
| | Polygon | MKE112016 | TQ 67 SW 1535 | MON | Early Roman Occupation Site, Ebbsfleet Valley - Cisterns | SITE; CISTERN | Roman | 561635 | 174087 |
| | Polygon | MKE112017 | TQ 67 SW 1536 | MON | Early Roman Occupation Site, Ebbsfleet Valley - Ditch | SITE; DITCH | Roman | 561630 | 174085 |



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| WA443 | Polygon | MKE99433 | TQ 67 SW 1423 | MON | Northfleet Roman villa bath-house site | BATH HOUSE; HYPOCAUST; FLUE; FURNACE; FLOOR; GULLY; DRAIN | Roman | 561621 | 174101 |
| WA444 | Point | MKE20286 | TQ 67 SW 303 | MON | Romano-British Enclosure Site and Possible Hard, Ebbsfleet Valley Sports Ground | SITE, DITCH, GULLY, ENCLOSURE, HARD, OVEN | Romano-British | 561400 | 174190 |
| | Polygon | MKE114249 | TQ 67 SW 1551 | MON | Western Roman Complex, Ebbsfleet Valley Sports Ground - Rectangular enclosure | SITE; ENCLOSURE | Roman | 561394 | 174124 |
| | Polygon | MKE114250 | TQ 67 SW 1552 | MON | Western Roman Complex, Ebbsfleet Valley Sports Ground - L-shaped ditch | SITE; DITCH | Roman | 561421 | 174115 |
| | Polygon | MKE114251 | TQ 67 SW 1553 | MON | Western Roman Complex, Ebbsfleet Valley Sports Ground - Oven | SITE; OVEN | Roman | 561395 | 174142 |
| | Polygon | MKE114252 | TQ 67 SW 1554 | MON | Western Roman Complex, Ebbsfleet Valley Sports Ground - Small rectangular enclosure | SITE; ENCLOSURE | Roman | 561395 | 174135 |
| | Polygon | MKE114253 | TQ 67 SW 1555 | MON | Western Roman Complex, Ebbsfleet Valley Sports Ground - Large pit | SITE; PIT | Roman | 561418 | 174119 |
| WA445 | Point | MKE89544 | TQ 67 SW 1368 | MON | Roman pit, North Kent Community Church, Springhead | PIT | Romano-British | 561877 | 172980 |
| WA446 | Polygon | MKE114327 | TQ 67 SW 1561 | MON | Blacksmiths workshop within Property 10 at Roman Settlement, Springhead | BLACKSMITHS WORKSHOP; POST HOLE; PIT; STRUCTURE | Roman | 561612 | 172685 |
| WA447 | Polygon | MKE114350 | TQ 67 SW 1562 | MON | Roman fence-lines/ property boundaries at property 10 in the Roman settlement, Springhead | POST HOLE; PIT | Roman | 561611 | 172691 |
| WA448 | Polygon | MKE99441 | TQ 67 SW 1424 | MON | Northfleet Roman villa western range aisled barn | AISLED BARN; POST HOLE; WALL; FLOOR; PIT | Roman to Early Medieval or Anglo-Saxon | 561559 | 174084 |
| WA449 | Polygon | MKE99390 | TQ 67 SW 1399 | MON | Possible bath-house, Springhead, Northfleet | BATH HOUSE | Roman to Unknown | 561725 | 172612 |
| WA450 | Polyline | MKE20535 | TQ 67 SW 332 | MON | Roman road north from Springhead | ROAD, ROAD, DITCH | Romano-British | 561488 | 172929 |
| WA451 | Polyline | MKE4004 | TQ 86 SW 132 | MON | Watling Street Roman Road | ROAD, ROAD | Romano-British | 580876 | 166193 |
| WA452 | Polyline | MKE9465 | TQ 67 SW 138 | MON | Roman road, south from Springhead via Pepper Hill cemetery | ROAD, QUARRY | Romano-British | 561859 | 172298 |



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|--------------|-------|----------|------------------|-----|---|-----------------------|----------------|--------|--------|
| WA453 | Point | MKE58644 | MKE58644 | FS | Roman copper alloy coin | FINDSPOT | Romano-British | 562470 | 171970 |
| WA454 | Point | MEX17376 | 5016 | FS | West Thurrock-Wouldham Cement Works | FINDSPOT | Romano-British | 559900 | 177500 |
| WA455 | Point | MEX6117 | 1697 | FS | Grays Beach, Grays, Thurrock | FINDSPOT | Romano-British | 561500 | 172200 |
| WA98 | Poly | MKE99365 | TQ 67 SW 1388 | MON | Early Roman road leading to ritual pool, Springhead, Northfleet | ROAD; FLOOE; DITCH | Roman | 561807 | 172585 |

Kent Project Site Study Area- Anglo-Saxon and Medieval periods (Figure 13)

| WA no | Shape | MonUID | PrefRef | RecordType | Name | MonType | Period | Easting | Northing |
|--------------|-------|-----------|------------------|------------|--|----------------------------|-------------|---------|----------|
| WA456 | Point | MKE100337 | TQ 67 SW 1478 | MON | Two late Anglo-Saxon crop dryers, Springhead, Gravesend | STORAGE PIT | Anglo-Saxon | 561803 | 172848 |
| WA456 | Point | MKE20303 | TQ 67 SW 317 | MON | Early Medieval Sunken-Featured Building, Springhead | SETTLEMENT?, GRUBENHAUS | Anglo-Saxon | 561796 | 172590 |
| WA457 | Point | MKE20305 | TQ 67 SW 319 | MON | Early Medieval Corn Dryers, Springhead | CORN DRYING OVEN | Anglo-Saxon | 561814 | 172594 |
| WA458 | Point | MKE80571 | TQ 67 SW 1361 | MON | Anglo-Saxon pit, Springhead | PIT | Anglo-Saxon | 561885 | 172840 |
| WA459 | Point | MKE80572 | TQ 67 SW 1362 | MON | Anglo-Saxon pit, Springhead | PIT | Anglo-Saxon | 562078 | 172909 |
| WA460 | Point | MKE80591 | TQ 67 SW 557 | MON | Anglo-Saxon occupation site, Springhead | PIT, GULLY, GRUBENHAUS | Anglo-Saxon | 561685 | 173354 |
| WA461 | Point | MKE99929 | TQ 67 SW 1447 | MON | Early medieval sunken-feature building, Springhead, SFB 5809 | GRUBENHAUS | Anglo-Saxon | 561818 | 172576 |
| | Point | MKE99932 | TQ 67 SW 1451 | TUE | Early medieval sunken-feature building, Springhead, SFB 20186 | GRUBENHAUS; POSTHOLE | Anglo-Saxon | 561379 | 174149 |
| WA462 | Point | MKE20287 | TQ 67 SW 482 | MON | Early Medieval Building, Ebbsfleet Valley Sports Ground | GRUBENHAUS, OVEN | Anglo-Saxon | 561410 | 174160 |
| WA463 | Point | MKE99935 | TQ 67 SW 1449 | MON | Early Anglo-Saxon pit, Springhead | PIT | Anglo-Saxon | 561664 | 173395 |
| WA464 | Point | MKE99936 | TQ 67 SW 1450 | MON | Early Anglo-Saxon pit, Springhead | PIT | Anglo-Saxon | 561666 | 173302 |
| WA465 | Point | MKE99942 | TQ 67 SW 1471 | MON | Early medieval sunken-feature building, pit and gully Springhead | GULLY, Grubenhau | Anglo-Saxon | 562220 | 172080 |
| WA466 | Point | MKE100541 | TQ 67 SW 1485 | MON | Saxon Pits and Corn Dryers, Ebbsfleet | PIT; CORN DRYING KILN | Anglo-Saxon | 562090 | 172960 |



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|--------------|-------|-----------|------------------|-----|---|--|-------------|--------|--------|
| WA467 | Point | MKE111957 | TQ 67 SW 1523 | MON | Early Anglo-Saxon sunken-feature buildings, Northfleet villa site - SFB 16636 | POST HOLE; STAKE HOLE; PIT | Anglo-Saxon | 561622 | 174063 |
| WA468 | Point | MKE111959 | TQ 67 SW 1525 | MON | Early Anglo-Saxon sunken-feature buildings, Northfleet villa site - SFB 16638 | POST HOLE; PIT | Anglo-Saxon | 561659 | 174053 |
| WA469 | Point | MKE1668 | TQ 67 SW 42 | MON | Early Medieval Cemetery | CREMATION, INHUMATION CEMETERY, CREMATION CEMETERY | Anglo-Saxon | 562300 | 174000 |
| WA470 | Point | MKE1628 | TQ 67 SW 2 | MON | Early-medieval inhumation burial (site of) | INHUMATION | Anglo-Saxon | 560720 | 171490 |
| WA471 | Point | MKE1656 | TQ 67 SW 30 | FS | Saxon pot | FINDSPOT | Anglo-Saxon | 561000 | 172000 |
| | Point | MKE58065 | MKE58065 | FS | Early Medieval copper alloy brooch | FINDSPOT | Anglo-Saxon | 561000 | 172000 |
| | Point | MKE76966 | TQ 67 SW 564 | FS | Anglo-Saxon silver penny, Springhead Quarter | FINDSPOT | Anglo-Saxon | 561000 | 172000 |
| WA472 | Point | MKE1738 | TQ 67 SW 117 | FS | Anglo Saxon pagan pottery from Northfleet | FINDSPOT | Anglo-Saxon | 563000 | 173000 |
| WA473 | Point | MKE57927 | MKE57927 | FS | Medieval copper alloy buckle | FINDSPOT | Anglo-Saxon | 561900 | 171300 |
| WA474 | Point | MKE58007 | MKE58007 | FS | Early Medieval copper alloy strap fitting | FINDSPOT | Anglo-Saxon | 562900 | 171500 |
| WA475 | Point | MKE58032 | MKE58032 | FS | Early Medieval copper alloy hair pin | FINDSPOT | Anglo-Saxon | 558000 | 174000 |
| | Point | MKE58033 | MKE58033 | FS | Early Medieval lead weight | FINDSPOT | Anglo-Saxon | 558000 | 174000 |
| | Point | MKE58036 | MKE58036 | FS | Early Medieval copper alloy pin | FINDSPOT | Anglo-Saxon | 558000 | 174000 |
| | Point | MKE58031 | MKE58031 | FS | Medieval copper alloy dress stud | FINDSPOT | Medieval | 558000 | 174000 |
| | Point | MKE58034 | MKE58034 | FS | Medieval lead unidentified object | FINDSPOT | Medieval | 558000 | 174000 |
| WA476 | Point | MKE58503 | MKE58503 | FS | Early Medieval gem crystal ball | FINDSPOT | Anglo-Saxon | 561700 | 172300 |
| WA477 | Point | MKE58505 | MKE58505 | FS | Early Medieval silver coin | FINDSPOT | Anglo-Saxon | 558400 | 172500 |
| WA478 | Point | MKE58647 | MKE58647 | FS | Early Medieval copper alloy strap end | FINDSPOT | Anglo-Saxon | 560470 | 171920 |
| WA479 | Point | MKE66678 | MKE66678 | FS | Early Medieval copper alloy strap fitting | FINDSPOT | Anglo-Saxon | 562900 | 171400 |
| WA480 | Point | MKE80576 | TQ 67 SW 1366 | FS | An Anglo-Saxon sceat, Springhead | FINDSPOT | Anglo-Saxon | 561980 | 172859 |



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|--------------|--------------|-----------|------------------|------------------|--|--|-------------|-------------|--------|
| WA481 | Point | MKE80608 | TQ 67 SW 560 | MON | Anglo-Saxon sunken feature building, Downs Road | GRUBENHAUS, POST HOLE | Anglo-Saxon | 563001 | 171653 |
| WA482 | Point | MWX19232 | TQ 67 SW 1052 | FS | Saxon pottery finds | FINDSPOT | Anglo-Saxon | 561900 | 173800 |
| | Point | MKE20281 | TQ 67 SW 298 | MON | Early Medieval Tidal Watermill, Ebbsfleet Valley | WATERMILL, MILL POND, FISH TRAP | Anglo-Saxon | 561560 | 174130 |
| | Polygon | MKE20282 | TQ 67 SW 299 | MON | Early Medieval Settlement, Ebbsfleet Valley | SETTLEMENT; GRUBENHAUS; FISH TRAP; POST HOLE; SPILLWAY; MILL POND; WATERMILL | Anglo-Saxon | 561554 | 174131 |
| | Polygon | MKE99969 | TQ 67 SW 1458 | MON | Early Medieval tidal watermill pond spillway | SPILLWAY | Anglo-Saxon | 561546 | 174143 |
| | Polygon | MKE111984 | TQ 67 SW 1530 | MON | Early Medieval Tidal Watermill, Ebbsfleet Valley - Undercroft | WATERMILL; UNDERCROFT | Anglo-Saxon | 561556 | 174136 |
| | Polygon | MKE112008 | TQ 67 SW 1531 | MON | Early Medieval Tidal Watermill, Ebbsfleet Valley - Dam and Pentrough | WATERMILL; DAM | Anglo-Saxon | 561556 | 174134 |
| | Polygon | MKE112009 | TQ 67 SW 1532 | MON | Early Medieval Tidal Watermill, Ebbsfleet Valley - Debris screen and Y shaped pile | WATERMILL | Anglo-Saxon | 561555 | 174131 |
| | WA483 | Polygon | MKE112010 | TQ 67 SW 1532 | MON | Early Medieval Tidal Watermill, Ebbsfleet Valley - Debris screen and Y shaped pile | WATERMILL | Anglo-Saxon | 561554 |
| WA484 | Point | MKE80570 | TQ 67 SW 1360 | MON | Large early medieval cemetery, Springhead, Gravesend | INHUMATION CEMETERY, CREMATION CEMETERY?, EXTENDED INHUMATION, BARROW, RING DITCH, ENCLOSURE | Anglo-Saxon | 561851 | 172893 |
| WA485 | Polygon | MKE99945 | TQ 67 SW 1454 | MON | Middle Saxon inhumation cemetery, Springhead | INHUMATION CEMETERY; GRAVE | Anglo-Saxon | 561827 | 172823 |
| WA486 | Polygon | MKE99938 | TQ 67 SW 1450 | MON | Early Anglo-Saxon sunken-feature buildings, Northfleet villa site | GRUBENHAUS | Anglo-Saxon | 561666 | 174075 |
| WA487 | Polygon | MKE111956 | TQ 67 SW 1522 | MON | Early Anglo-Saxon sunken-feature buildings, Northfleet villa site - SFB 16635 | POST HOLE; PIT | Anglo-Saxon | 561640 | 174059 |



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|--------------|---------|-----------|------------------|-----|---|--|-------------|--------|--------|
| WA488 | Polygon | MKE111960 | TQ 67 SW 1526 | MON | Early Anglo-Saxon sunken-feature buildings, Northfleet villa site - SFB 16699 | POST HOLE; PIT | Anglo-Saxon | 561534 | 174084 |
| | Polygon | MKE99943 | TQ 67 SW 1452 | MON | Three early medieval sunken-feature buildings, Northfleet | GRUBENHAUS; POST HOLE; HEARTH? | Anglo-Saxon | 561415 | 174023 |
| | Polygon | MKE111962 | TQ 67 SW 1528 | MON | Three early medieval sunken-feature buildings, Northfleet - SFB30107 | GRUBENHAUS; POST HOLE | Anglo-Saxon | 561452 | 174037 |
| WA489 | Polygon | MKE111963 | TQ 67 SW 1529 | MON | Three early medieval sunken-feature buildings, Northfleet - SFB30119 | GRUBENHAUS; POST HOLE | Anglo-Saxon | 561415 | 174023 |
| WA490 | Point | MKE20221 | TQ 67 SW 258 | MON | Medieval site at Northfleet East GIS Substation, Springhead | DITCH, PIT, HEARTH, BEAM SLOT, POST HOLE, GULLY, STRUCTURE, ENCLOSURE, BOUNDARY, SETTLEMENT | Anglo-Saxon | 562163 | 172532 |
| WA491 | Point | MKE58003 | MKE58003 | FS | Early Medieval copper alloy stirrup | FINDSPOT | Anglo-Saxon | 562040 | 171180 |
| WA492 | Point | MKE58820 | MKE58820 | FS | Early Medieval copper alloy key (locking) | FINDSPOT | Anglo-Saxon | 560360 | 171960 |
| WA493 | Point | MKE79317 | MKE79317 | FS | Early Medieval ceramic vessel | FINDSPOT | Anglo-Saxon | 561700 | 172400 |
| WA494 | Point | MKE80325 | TQ 67 SW 531 | MON | Early medieval occupation, Downs Road | GRUBENHAUS, POST HOLE, OVEN, PIT, POST HOLE, DITCH | Anglo-Saxon | 562864 | 171853 |
| WA495 | Point | MKE80329 | TQ 67 SW 532 | MON | Two Saxo-Norman ditches and an undated pit, Site K, A2 widening scheme | DITCH, PIT | Anglo-Saxon | 562723 | 171892 |
| WA496 | Point | MKE14525 | TQ 67 SW 173 | PLA | Northfleet | TOWN, MANOR | Anglo-Saxon | 562450 | 174160 |
| WA497 | Point | MKE40106 | TQ 67 SW 475 | MON | Springhead Denehole | DENE HOLE | Medieval | 562100 | 173100 |
| WA498 | Point | MKE57943 | MKE57943 | FS | Medieval silver coin | FINDSPOT | Medieval | 558600 | 172400 |
| | Point | MKE57946 | MKE57946 | FS | Medieval copper alloy seal matrix | FINDSPOT | Medieval | 558500 | 172100 |
| WA499 | Point | MKE57947 | MKE57947 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 558500 | 172100 |
| WA500 | Point | MKE57948 | MKE57948 | FS | Medieval silver coin | FINDSPOT | Medieval | 562600 | 171000 |



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|--------------|--------------|----------|----------|----------|-------------------------------------|-------------------------------------|----------|----------|--------|
| WA501 | Point | MKE57961 | MKE57961 | FS | Medieval silver coin | FINDSPOT | Medieval | 561100 | 172400 |
| | Point | MKE57966 | MKE57966 | FS | Medieval silver coin | FINDSPOT | Medieval | 558500 | 172300 |
| | Point | MKE57967 | MKE57967 | FS | Medieval copper alloy strap fitting | FINDSPOT | Medieval | 558500 | 172300 |
| | WA502 | Point | MKE57968 | MKE57968 | FS | Medieval copper alloy strap fitting | FINDSPOT | Medieval | 558500 |
| WA503 | Point | MKE57970 | MKE57970 | FS | Medieval copper alloy key (locking) | FINDSPOT | Medieval | 558500 | 172200 |
| | Point | MKE57971 | MKE57971 | FS | Medieval silver coin | FINDSPOT | Medieval | 558400 | 172400 |
| | WA504 | Point | MKE58918 | MKE58918 | FS | copper alloy pot | FINDSPOT | Medieval | 558400 |
| WA505 | Point | MKE57972 | MKE57972 | FS | Medieval copper alloy strap fitting | FINDSPOT | Medieval | 558400 | 172800 |
| | Point | MKE58822 | MKE58822 | FS | Medieval silver coin | FINDSPOT | Medieval | 560400 | 171900 |
| | Point | MKE57977 | MKE57977 | FS | Medieval silver coin | FINDSPOT | Medieval | 560400 | 171900 |
| | WA506 | Point | MKE57978 | MKE57978 | FS | Medieval silver coin | FINDSPOT | Medieval | 560400 |
| | Point | MKE58091 | MKE58091 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 560600 | 171800 |
| | WA507 | Point | MKE57979 | MKE57979 | FS | Medieval silver coin | FINDSPOT | Medieval | 560600 |
| | Point | MKE57980 | MKE57980 | FS | Medieval silver coin | FINDSPOT | Medieval | 560900 | 172200 |
| | Point | MKE57981 | MKE57981 | FS | Medieval silver coin | FINDSPOT | Medieval | 560900 | 172200 |
| | Point | MKE57982 | MKE57982 | FS | Medieval silver coin | FINDSPOT | Medieval | 560900 | 172200 |
| | Point | MKE57983 | MKE57983 | FS | Medieval silver coin | FINDSPOT | Medieval | 560900 | 172200 |
| | WA508 | Point | MKE57984 | MKE57984 | FS | Medieval silver coin | FINDSPOT | Medieval | 560900 |
| WA509 | Point | MKE57985 | MKE57985 | FS | Medieval silver coin | FINDSPOT | Medieval | 562400 | 171300 |
| WA510 | Point | MKE57986 | MKE57986 | FS | Medieval silver coin | FINDSPOT | Medieval | 560300 | 172000 |
| | Point | MKE58004 | MKE58004 | FS | Medieval lead seal matrix | FINDSPOT | Medieval | 562860 | 171640 |
| | WA511 | Point | MKE58005 | MKE58005 | FS | Medieval lead seal matrix | FINDSPOT | Medieval | 562860 |
| WA512 | Point | MKE58008 | MKE58008 | FS | Medieval seal | FINDSPOT | Medieval | 562800 | 171700 |
| WA513 | Point | MKE58067 | MKE58067 | FS | Medieval silver coin | FINDSPOT | Medieval | 561900 | 171200 |
| | Point | MKE58063 | MKE58063 | FS | Medieval copper alloy spoon | FINDSPOT | Medieval | 558500 | 172500 |
| | Point | MKE58919 | MKE58919 | FS | Silver coin | FINDSPOT | Medieval | 558500 | 172500 |
| | Point | MKE58083 | MKE58083 | FS | Medieval silver coin | FINDSPOT | Medieval | 558500 | 172500 |
| | WA514 | Point | MKE58093 | MKE58093 | FS | Medieval copper alloy button | FINDSPOT | Medieval | 558500 |
| WA515 | Point | MKE58085 | MKE58085 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 563300 | 171600 |



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|--------------|-------|----------|--------------|-----|--|--|-------------|--------|--------|
| WA516 | Point | MKE58098 | MKE58098 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 560400 | 171700 |
| | Point | MKE58190 | MKE58190 | FS | Medieval silver coin | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58193 | MKE58193 | FS | Post Medieval copper alloy buckle | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58194 | MKE58194 | FS | Medieval copper alloy dress fastener (unknown) | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58195 | MKE58195 | FS | Medieval copper alloy belt | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58196 | MKE58196 | FS | Post Medieval copper alloy belt | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58245 | MKE58245 | FS | Medieval copper alloy brooch | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58109 | MKE58109 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58110 | MKE58110 | FS | Medieval copper alloy thimble | FINDSPOT | Medieval | 558500 | 172400 |
| WA517 | Point | MKE58122 | MKE58122 | FS | Medieval copper alloy harness mount | FINDSPOT | Medieval | 558500 | 172400 |
| | Point | MKE58111 | MKE58111 | FS | Medieval silver coin | FINDSPOT | Medieval | 558600 | 172300 |
| | Point | MKE58341 | MKE58341 | FS | Medieval copper alloy belt | FINDSPOT | Medieval | 558600 | 172300 |
| WA518 | Point | MKE58342 | MKE58342 | FS | Post Medieval copper alloy buckle | FINDSPOT | Medieval | 558600 | 172300 |
| | Point | MKE58277 | MKE58277 | FS | Medieval copper alloy harness | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58278 | MKE58278 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58279 | MKE58279 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58280 | MKE58280 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58281 | MKE58281 | FS | Medieval copper alloy belt | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58117 | MKE58117 | FS | Medieval copper alloy belt | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58534 | MKE58534 | FS | Medieval copper alloy bell | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58536 | MKE58536 | FS | Medieval silver coin | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE58537 | MKE58537 | FS | Medieval silver coin | FINDSPOT | Medieval | 560500 | 171900 |
| WA519 | Point | MKE58538 | MKE58538 | FS | Medieval silver coin | FINDSPOT | Medieval | 560500 | 171900 |
| | Point | MKE20304 | TQ 67 SW 318 | MON | Small early medieval cemetery, Springhead, Gravesend | INHUMATION CEMETERY, EXTENDED INHUMATION | Anglo-Saxon | 561828 | 172827 |
| WA520 | Point | MKE58118 | MKE58118 | FS | Medieval lead seal matrix | FINDSPOT | Medieval | 561800 | 172200 |
| | Point | MKE58119 | MKE58119 | FS | Medieval copper alloy pin | FINDSPOT | Medieval | 561800 | 172200 |



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|--------------|-------|----------|----------|----|---------------------------------------|----------|----------|--------|--------|
| WA521 | Point | MKE58188 | MKE58188 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 558600 | 172200 |
| | Point | MKE58507 | MKE58507 | FS | Medieval silver coin | FINDSPOT | Medieval | 558600 | 172200 |
| WA522 | Point | MKE58263 | MKE58263 | FS | Medieval copper alloy mount | FINDSPOT | Medieval | 558450 | 172400 |
| WA523 | Point | MKE58371 | MKE58371 | FS | Medieval silver coin | FINDSPOT | Medieval | 560540 | 171900 |
| WA524 | Point | MKE58403 | MKE58403 | FS | Medieval copper alloy finger ring | FINDSPOT | Medieval | 560500 | 172700 |
| WA525 | Point | MKE58439 | MKE58439 | FS | Medieval copper alloy harness | FINDSPOT | Medieval | 561900 | 172400 |
| WA526 | Point | MKE58442 | MKE58442 | FS | Medieval copper alloy mount | FINDSPOT | Medieval | 561500 | 171900 |
| WA527 | Point | MKE58539 | MKE58539 | FS | Medieval silver coin | FINDSPOT | Medieval | 560100 | 172200 |
| WA528 | Point | MKE58564 | MKE58564 | FS | Medieval copper alloy strap end | FINDSPOT | Medieval | 560810 | 171930 |
| WA529 | Point | MKE58565 | MKE58565 | FS | Medieval copper alloy seal matrix | FINDSPOT | Medieval | 560850 | 171470 |
| WA530 | Point | MKE58595 | MKE58595 | FS | Medieval copper alloy mount | FINDSPOT | Medieval | 560480 | 171830 |
| | Point | MKE58596 | MKE58596 | FS | Medieval copper alloy strap end | FINDSPOT | Medieval | 560480 | 171830 |
| WA531 | Point | MKE58599 | MKE58599 | FS | Medieval copper alloy brooch | FINDSPOT | Medieval | 560440 | 171680 |
| | Point | MKE58600 | MKE58600 | FS | Medieval silver coin | FINDSPOT | Medieval | 560440 | 171680 |
| WA532 | Point | MKE58617 | MKE58617 | FS | Medieval copper alloy mount | FINDSPOT | Medieval | 560440 | 171800 |
| WA533 | Point | MKE58645 | MKE58645 | FS | Medieval copper alloy jetton | FINDSPOT | Medieval | 560630 | 171790 |
| WA534 | Point | MKE58648 | MKE58648 | FS | Medieval copper alloy jetton | FINDSPOT | Medieval | 560420 | 172050 |
| WA535 | Point | MKE58823 | MKE58823 | FS | Medieval copper alloy coin weight | FINDSPOT | Medieval | 560550 | 171650 |
| WA536 | Point | MKE58858 | MKE58858 | FS | copper alloy coin | FINDSPOT | Medieval | 561400 | 172300 |
| WA537 | Point | MKE58900 | MKE58900 | FS | Medieval copper alloy strap end | FINDSPOT | Medieval | 560530 | 171920 |
| WA538 | Point | MKE58901 | MKE58901 | FS | Medieval copper alloy harness pendant | FINDSPOT | Medieval | 560460 | 171970 |
| WA539 | Point | MKE58902 | MKE58902 | FS | Medieval silver coin | FINDSPOT | Medieval | 560500 | 172210 |
| WA540 | Point | MKE58912 | MKE58912 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 560350 | 171840 |
| WA541 | Point | MKE58914 | MKE58914 | FS | Medieval copper alloy seal matrix | FINDSPOT | Medieval | 562348 | 171033 |
| WA542 | Point | MKE66624 | MKE66624 | FS | Medieval copper alloy strap fitting | FINDSPOT | Medieval | 560500 | 171800 |
| | Point | MKE66742 | MKE66742 | FS | Medieval silver coin | FINDSPOT | Medieval | 560500 | 171800 |
| WA543 | Point | MKE66743 | MKE66743 | FS | Medieval copper alloy strap fitting | FINDSPOT | Medieval | 560500 | 171800 |
| WA543 | Point | MKE66674 | MKE66674 | FS | Medieval copper alloy seal matrix | FINDSPOT | Medieval | 562500 | 171100 |
| WA544 | Point | MKE66675 | MKE66675 | FS | Medieval copper alloy seal matrix | FINDSPOT | Medieval | 562900 | 171700 |



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|--------------|----------|----------|----------|---------------------------|-----------------------------------|----------|----------|--------|--------|
| WA545 | Point | MKE66676 | MKE66676 | FS | Medieval copper alloy finger ring | FINDSPOT | Medieval | 562400 | 171500 |
| WA546 | Point | MKE66679 | MKE66679 | FS | Medieval silver coin | FINDSPOT | Medieval | 562643 | 171255 |
| WA547 | Point | MKE66755 | MKE66755 | FS | Medieval lead seal matrix | FINDSPOT | Medieval | 562560 | 171230 |
| WA548 | Point | MKE66756 | MKE66756 | FS | Medieval lead seal matrix | FINDSPOT | Medieval | 562510 | 171150 |
| WA549 | Point | MKE66757 | MKE66757 | FS | Medieval lead seal matrix | FINDSPOT | Medieval | 562530 | 171140 |
| WA550 | Point | MKE66758 | MKE66758 | FS | Medieval silver coin | FINDSPOT | Medieval | 562920 | 171510 |
| WA551 | Point | MKE66759 | MKE66759 | FS | Medieval silver coin | FINDSPOT | Medieval | 562590 | 171180 |
| WA552 | Point | MKE66896 | MKE66896 | FS | Medieval copper alloy knife | FINDSPOT | Medieval | 563000 | 171800 |
| WA553 | Point | MKE67072 | MKE67072 | FS | Post Medieval lead token | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67073 | MKE67073 | FS | Post Medieval lead token | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67074 | MKE67074 | FS | Post Medieval lead token | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67075 | MKE67075 | FS | Post Medieval lead token | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67077 | MKE67077 | FS | Post Medieval copper alloy token | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67078 | MKE67078 | FS | Post Medieval copper alloy token | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67079 | MKE67079 | FS | Post Medieval copper alloy spur | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67080 | MKE67080 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 561800 | 171300 |
| | Point | MKE67082 | MKE67082 | FS | Medieval copper alloy mount | FINDSPOT | Medieval | 561800 | 171300 |
| WA554 | Point | MKE67134 | MKE67134 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67135 | MKE67135 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67136 | MKE67136 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67137 | MKE67137 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67138 | MKE67138 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67139 | MKE67139 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67140 | MKE67140 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67141 | MKE67141 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67142 | MKE67142 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67143 | MKE67143 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67144 | MKE67144 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| Point | MKE67147 | MKE67147 | FS | Post Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 | |



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|--------------|-------|----------|------------------|-----|---|---|----------|--------|--------|
| | Point | MKE67149 | MKE67149 | FS | Medieval silver coin | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67150 | MKE67150 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67151 | MKE67151 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67152 | MKE67152 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67153 | MKE67153 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67154 | MKE67154 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67155 | MKE67155 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67157 | MKE67157 | FS | Post Medieval copper alloy bell | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67158 | MKE67158 | FS | Post Medieval copper alloy belt | FINDSPOT | Medieval | 562700 | 171600 |
| | Point | MKE67159 | MKE67159 | FS | Post Medieval copper alloy spur | FINDSPOT | Medieval | 562700 | 171600 |
| WA555 | Point | MKE78342 | TQ 67 SW 492 | FS | A Medieval copper alloy buckle frame, Northfleet Riding School | FINDSPOT | Medieval | 563293 | 171393 |
| WA556 | Point | MKE80357 | TQ 67 SW 537 | MON | A medieval denehole west of Springhead Road, Northfleet | DENE HOLE | Medieval | 561910 | 173040 |
| WA557 | Point | MKE80454 | TQ 67 SW 550 | MON | Medieval building, Downs Road | POST BUILT STRUCTURE, POST HOLE, PIT, DITCH | Medieval | 562946 | 171608 |
| WA558 | Point | MKE80455 | TQ 67 SW 551 | MON | Medieval activity, Downs Road | ENCLOSURE, OVEN, DITCH | Medieval | 562896 | 171506 |
| WA559 | Point | MKE80609 | TQ 67 SW 561 | MON | Medieval pit, Downs Road | PIT | Medieval | 562996 | 171662 |
| WA560 | Point | MKE90887 | TQ 67 SW 619 | MON | A medieval dene hole, Northfleet | DENE HOLE | Medieval | 562188 | 172901 |
| | Point | MKE94985 | MKE94985 | FS | Medieval Copper alloy mount | FINDSPOT | Medieval | 560092 | 172243 |
| WA561 | Point | MKE94991 | MKE94991 | FS | Medieval Copper alloy strap fitting | FINDSPOT | Medieval | 560092 | 172243 |
| WA562 | Point | MKE94989 | MKE94989 | FS | Silver coin | FINDSPOT | Medieval | 561500 | 171500 |
| WA563 | Point | MKE94995 | MKE94995 | FS | Silver coin | FINDSPOT | Medieval | 561600 | 172200 |
| WA564 | Point | MKE95009 | MKE95009 | FS | Medieval Silver coin | FINDSPOT | Medieval | 562754 | 171100 |
| WA565 | Point | MKE95619 | MKE95619 | FS | Medieval Copper alloy knife | FINDSPOT | Medieval | 562500 | 171000 |
| WA566 | Point | MKE99967 | TQ 67 SW 1456 | MON | Medieval Boundary Ditch, Near Springhead Nursery, Springhead | PIT; BOUNDARY DITCH | Medieval | 561518 | 172751 |
| WA567 | Point | MKE99968 | TQ 67 SW 1457 | MON | Medieval tile kiln west of Springhead | STOKE PIT; TILE KILN; FLUE; FURNACE | Medieval | 560957 | 172612 |



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|--------------|---------|-----------|------------------|-----|---|-----------------|----------|--------|--------|
| WA568 | Point | MKE99975 | TQ 67 SW 1464 | FS | Medieval pottery sherd found east of New Barn Road | FINDSPOT | Medieval | 561990 | 171891 |
| WA569 | Point | MKE100542 | TQ 67 SW 1486 | MON | Medieval features, Ebbsfleet | WELL; PIT | Medieval | 562119 | 173001 |
| WA570 | Polygon | MKE99966 | TQ 67 SW 1455 | MON | Large medieval trackway, Springhead | DITCH; TRACKWAY | Medieval | 561655 | 172697 |
| | Point | MKE20283 | TQ 67 SW 300 | MON | Medieval Boundary Ditch, Ebbsfleet Valley | BOUNDARY DITCH | Medieval | 561570 | 174090 |
| WA571 | Point | MKE1673 | TQ 67 SW 47 | MON | Sweyns camp | MOTTE | Medieval | 560300 | 173550 |
| | Polygon | MKE112152 | TQ 67 SW 1537 | MON | Sweyns camp, possible medieval motte or prehistoric barrow? - Pit I | MOTTE | Medieval | 560329 | 173550 |
| | Polygon | MKE112153 | TQ 67 SW 1538 | MON | Sweyns camp, possible medieval motte or prehistoric barrow? - Pit II | MOTTE | Medieval | 560332 | 173557 |
| | Polygon | MKE112154 | TQ 67 SW 1539 | MON | Sweyns camp, possible medieval motte or prehistoric barrow? - Pit III | MOTTE | Medieval | 560322 | 173571 |
| | Polygon | MKE112155 | TQ 67 SW 1540 | MON | Sweyns camp, possible medieval motte or prehistoric barrow? - Pit IV | MOTTE | Medieval | 560316 | 173582 |
| | Polygon | MKE112156 | TQ 67 SW 1541 | MON | Sweyns camp, possible medieval motte or prehistoric barrow? - Pit V | MOTTE | Medieval | 560317 | 173603 |
| | Polygon | MKE112158 | TQ 67 SW 1542 | MON | Sweyns camp, possible medieval motte or prehistoric barrow? - Pit VI | MOTTE | Medieval | 560319 | 173612 |
| WA571 | Polygon | MKE112162 | TQ 67 SW 1544 | MON | Sweyns camp, possible medieval motte or prehistoric barrow? - Pit VIII | MOTTE | Medieval | 560336 | 173627 |
| WA572 | Polygon | MKE89545 | TQ 67 SW 1369 | MON | Medieval pits, North Kent Community Church, Springhead | PIT | Medieval | 561883 | 172993 |
| WA573 | Point | MKE57963 | MKE57963 | FS | Medieval copper alloy ring | FINDSPOT | Medieval | 561100 | 172300 |
| WA574 | Point | MKE58021 | MKE58021 | FS | Medieval copper alloy seal matrix | FINDSPOT | Medieval | 560020 | 174894 |
| WA575 | Point | MKE58087 | MKE58087 | FS | Medieval copper alloy thimble | FINDSPOT | Medieval | 562800 | 171200 |
| WA576 | Point | MKE58097 | MKE58097 | FS | Medieval lead seal matrix | FINDSPOT | Medieval | 560900 | 172300 |
| WA577 | Point | MKE58264 | MKE58264 | FS | Medieval copper alloy mount | FINDSPOT | Medieval | 558550 | 172350 |
| WA578 | Point | MKE58340 | MKE58340 | FS | Medieval copper alloy vessel | FINDSPOT | Medieval | 558600 | 172500 |
| WA579 | Point | MKE58374 | MKE58374 | FS | Post Medieval copper alloy toy | FINDSPOT | Medieval | 560390 | 171860 |
| WA580 | Point | MKE58535 | MKE58535 | FS | Medieval iron crossbow bolt | FINDSPOT | Medieval | 560200 | 172400 |
| WA581 | Point | MKE58830 | MKE58830 | FS | Post Medieval copper alloy toy | FINDSPOT | Medieval | 560480 | 171930 |
| WA582 | Point | MKE79336 | MKE79336 | FS | Medieval copper alloy scabbard | FINDSPOT | Medieval | 560300 | 172600 |



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|-------|----------|------------|---------------|-----|---|------------------------------------|---------------------|--------|--------|
| WA583 | Point | MKE80457 | TQ 67 SW 553 | MON | Post medieval brick clamp, Downs Road | CLAMP | Medieval | 562707 | 171631 |
| WA584 | Point | MKE80573 | TQ 67 SW 1363 | MON | Medieval and post medieval field system, Springhead | PIT, FIELD SYSTEM, DITCH, TRACKWAY | Medieval | 562032 | 172864 |
| WA585 | Point | MKE80592 | TQ 67 SW 558 | MON | Medieval/post medieval quarry pits, Springhead | PIT, QUARRY | Medieval | 561767 | 173341 |
| WA586 | Point | MKE94998 | MKE94998 | FS | Medieval Copper alloy vessel | FINDSPOT | Medieval | 561978 | 171291 |
| | Point | MKE94999 | MKE94999 | FS | Medieval Copper alloy vessel | FINDSPOT | Medieval | 561978 | 171291 |
| WA587 | Point | MWX20757 | TQ 67 SW 403 | FS | Tiles findspot at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Medieval | 562177 | 173524 |
| WA588 | Point | MKE112564 | MKE112564 | FS | Post Medieval lead token | FINDSPOT | Medieval | 561300 | 172000 |
| WA589 | Point | MKE112567 | MKE112567 | FS | Post Medieval copper alloy toy | FINDSPOT | Medieval | 562000 | 171170 |
| WA590 | Point | MKE112571 | MKE112571 | FS | Medieval copper alloy buckle | FINDSPOT | Medieval | 562000 | 171120 |
| WA591 | Point | MKE15138 | TQ 67 SW 175 | MON | Swanscombe Manor (Site) | HOUSE, MANOR HOUSE | Medieval | 560492 | 173946 |
| WA592 | Point | MKE20598 | TQ 57 NE 107 | PLA | Medieval and later settlement of Greenhithe | SETTLEMENT | Medieval | 558653 | 175154 |
| WA593 | Polygon | MKE100006 | TQ 67 SW 1471 | MON | Mill pond and culvert connected to Robins Creek | MILL POND; CULVERT | Medieval to Unknown | 561596 | 174895 |
| | Polygon | MKE100007 | TQ 67 SW 1472 | MON | Buildings to east of mill pond (north and south) | CULVERT | Medieval to Unknown | 561630 | 174909 |
| WA594 | Polyline | MKE100008 | TQ 67 SW 1473 | BLD | Wall and gate piers along Grove Road | CULVERT; WALL | Medieval to Unknown | 561753 | 174920 |
| WA595 | Point | MEX5953 | 1653 | FS | Grays Thurrock | 561000 | Medieval | 561322 | 177282 |
| WA596 | Polygon | MEX1039046 | 46479 | MON | Grays Historic Town | TOWN | Medieval to Modern | 561404 | 177616 |
| WA86 | Polygon | MEX17402 | 5024 | MON | Near St Clements Church, West Thurrock | DESERTED SETTLEMENT | Medieval | 559196 | 177246 |

Kent Project Site Study Area- Post-medieval period (Figure 14)

| WA no. | Shape | MonUID | PrefRef | RecordType | Name | MonType | Period | Easting | Northing |
|--------|-------|----------|--------------|------------|-------|---------|---------------|---------|----------|
| | Point | MKE11421 | TQ 67 SW 141 | MAR | Glory | WRECK | Post Medieval | 562710 | 174620 |



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|-------|----------|-----------------|-----|-----------------|----------------|----------------------------|--------|--------|
| Point | MKE11744 | TQ 67 SW 142 | MAR | Duchess of Kent | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12450 | TQ 67 SW 143 | MAR | Resolution | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12577 | TQ 67 SW 144 | MAR | Florence Miriam | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12630 | TQ 67 SW 145 | MAR | William | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12631 | TQ 67 SW 146 | MAR | Unidentified | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12651 | TQ 67 SW 147 | MAR | Spring | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12660 | TQ 67 SW 148 | MAR | Robert | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12661 | TQ 67 SW 149 | MAR | Ness | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE14020 | TQ 67 SW 158 | MAR | Ernest | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE14025 | TQ 67 SW 163 | MAR | Nellie Maud | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE14367 | TQ 67 SW 171 | MAR | Stratford | WRECK | Post Medieval | 562710 | 174620 |
| Point | MKE12771 | TQ 67 SW 151 | MAR | Malaga | WRECK | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14018 | TQ 67 SW 156 | MAR | Blanche | WRECK | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14019 | TQ 67 SW 157 | MAR | Eight brothers | WRECK | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14021 | TQ 67 SW 159 | MAR | Gundulph | WRECK | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14022 | TQ 67 SW 160 | MAR | Falcon | WRECK | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14023 | TQ 67 SW 161 | MAR | Garland | WRECK | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14024 | TQ 67 SW 162 | MAR | Honduras | WRECK | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14026 | TQ 67 SW 164 | MAR | Vavasour | FLOATING CRANE | Post Medieval to Modern | 562710 | 174620 |
| Point | MKE14027 | TQ 67 SW 165 | MAR | Whitehall | WRECK | Post Medieval to Modern | 562710 | 174620 |



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|--------------|-------|----------|------------------|-----|--|--|----------------------------|--------|--------|
| | Point | MKE14028 | TQ 67 SW 166 | MAR | Why not? | WRECK | Post Medieval to Modern | 562710 | 174620 |
| | Point | MKE14029 | TQ 67 SW 167 | MAR | Esterel | WRECK | Post Medieval to Modern | 562710 | 174620 |
| | Point | MKE14030 | TQ 67 SW 168 | MAR | Garfield | WRECK | Post Medieval to Modern | 562710 | 174620 |
| | Point | MKE14031 | TQ 67 SW 169 | MAR | Dunstable | WRECK | Post Medieval to Modern | 562710 | 174620 |
| | Point | MKE14032 | TQ 67 SW 170 | MAR | Alice and Ella | WRECK | Post Medieval to Modern | 562710 | 174620 |
| WA598 | Point | MKE12576 | TQ 57 NE 41 | MAR | Lord Howe | WRECK | Post-medieval | | |
| | Point | MKE14041 | TQ 57 NE 80 | MAR | Spencer | WRECK | Post-medieval | 559190 | 175810 |
| WA599 | Point | MKE15610 | TQ 57 SE 125 | MON | Brickworks at Badgers Mount, Darenth | BRICKWORKS, TILE WORKS, BOUNDARY | Post-medieval | 557750 | 172100 |
| WA600 | Point | MKE1630 | TQ 67 SW 4 | MON | Well (c.1770)-site of | WELL | Post-medieval | 562680 | 172800 |
| WA601 | Point | MKE1708 | TQ 67 SW 83 | MON | Howard House, Northfleet, Gravesend | HOUSE | Post-medieval | 562355 | 174438 |
| WA602 | Point | MKE1720 | TQ 67 SW 96 | MON | Ye chantry, 75 high street | HOUSE | Post-medieval | 560000 | 174000 |
| | Point | MKE1721 | TQ 67 SW 97 | MON | Manor farm | HOUSE | Post-medieval | 560000 | 174000 |
| WA603 | Point | MKE1724 | TQ 67 SW 100 | MON | Northend farmhouse | FARMHOUSE | Post-medieval | 560700 | 171950 |
| WA604 | Point | MKE27753 | TQ 67 SW 1133 | MON | Former site of a thatched barn to the north east of Flint Cottage | SITE; THRESHING BARN; TIMBER FRAMED BARN | Post Medieval | 562663 | 171306 |
| WA605 | Point | MKE57950 | MKE57950 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 560400 | 171800 |
| WA606 | Point | MKE57952 | MKE57952 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 558500 | 172300 |
| WA607 | Point | MKE57969 | MKE57969 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 558500 | 172500 |
| | Point | MKE58094 | MKE58094 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 558500 | 172500 |
| | Point | MKE58095 | MKE58095 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 558500 | 172500 |
| WA608 | Point | MKE57973 | MKE57973 | FS | Post Medieval silver thimble | FINDSPOT | Post-medieval | 558400 | 172800 |
| WA609 | Point | MKE57998 | MKE57998 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 560600 | 171900 |



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|--------------|-------|----------|----------|----|------------------------------------|----------|---------------|--------|--------|
| WA610 | Point | MKE58028 | MKE58028 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 560020 | 174894 |
| WA611 | Point | MKE58051 | MKE58051 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 560620 | 171770 |
| WA612 | Point | MKE58069 | MKE58069 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 560500 | 172850 |
| WA613 | Point | MKE58092 | MKE58092 | FS | Post Medieval copper alloy coin | FINDSPOT | Post-medieval | 558600 | 172300 |
| | Point | MKE58106 | MKE58106 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 558600 | 172300 |
| WA614 | Point | MKE58099 | MKE58099 | FS | Post Medieval copper alloy coin | FINDSPOT | Post-medieval | 558000 | 172000 |
| | Point | MKE58100 | MKE58100 | FS | Post Medieval copper alloy coin | FINDSPOT | Post-medieval | 558000 | 172000 |
| WA615 | Point | MKE58115 | MKE58115 | FS | Post Medieval pottery pot | FINDSPOT | Post-medieval | 559000 | 175200 |
| WA616 | Point | MKE58186 | MKE58186 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 558600 | 172200 |
| | Point | MKE58187 | MKE58187 | FS | Post Medieval copper alloy jetton | FINDSPOT | Post-medieval | 558600 | 172200 |
| | Point | MKE58506 | MKE58506 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 558600 | 172200 |
| WA617 | Point | MKE58191 | MKE58191 | FS | Post Medieval copper alloy coin | FINDSPOT | Post-medieval | 558500 | 172400 |
| | Point | MKE58192 | MKE58192 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 558500 | 172400 |
| | Point | MKE58197 | MKE58197 | FS | Post Medieval copper alloy hasp | FINDSPOT | Post-medieval | 558500 | 172400 |
| WA618 | Point | MKE58276 | MKE58276 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 560500 | 171900 |
| WA619 | Point | MKE58338 | MKE58338 | FS | Post Medieval copper alloy bell | FINDSPOT | Post-medieval | 557900 | 171900 |
| WA620 | Point | MKE58339 | MKE58339 | FS | Post Medieval copper alloy coin | FINDSPOT | Post-medieval | 558600 | 172500 |
| WA621 | Point | MKE58368 | MKE58368 | FS | Post Medieval copper alloy vessel | FINDSPOT | Post-medieval | 562500 | 173900 |
| | Point | MKE66932 | MKE66932 | FS | Post Medieval copper alloy button | FINDSPOT | Post-medieval | 562500 | 173900 |
| | Point | MKE66933 | MKE66933 | FS | Post Medieval copper alloy buckle | FINDSPOT | Post-medieval | 562500 | 173900 |
| | Point | MKE66934 | MKE66934 | FS | Post Medieval copper alloy buckle | FINDSPOT | Post-medieval | 562500 | 173900 |
| | Point | MKE66935 | MKE66935 | FS | Post Medieval copper alloy mount | FINDSPOT | Post-medieval | 562500 | 173900 |
| | Point | MKE58369 | MKE58369 | FS | Post Medieval copper alloy weight | FINDSPOT | Post-medieval | 562500 | 173900 |
| | Point | MKE66938 | MKE66938 | FS | Post Medieval copper alloy crotal | FINDSPOT | Post-medieval | 562500 | 173900 |
| | Point | MKE66954 | MKE66954 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 562500 | 173900 |
| WA622 | Point | MKE58458 | MKE58458 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 561700 | 172300 |
| WA623 | Point | MKE58606 | MKE58606 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 560420 | 171790 |
| WA624 | Point | MKE58832 | MKE58832 | FS | Post Medieval copper alloy thimble | FINDSPOT | Post-medieval | 560660 | 171850 |



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|--------------|-------|----------|------------------|-----|--|----------------------|---------------|--------|--------|
| WA625 | Point | MKE58842 | MKE58842 | FS | ceramic tobacco pipe | FINDSPOT | Post-medieval | 560600 | 173000 |
| WA626 | Point | MKE58899 | MKE58899 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 560450 | 171780 |
| WA627 | Point | MKE66744 | MKE66744 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 560500 | 171800 |
| WA628 | Point | MKE66834 | MKE66834 | FS | Post Medieval silver pin | FINDSPOT | Post-medieval | 562500 | 171200 |
| WA629 | Point | MKE66937 | MKE66937 | FS | Post Medieval lead alloy token | FINDSPOT | Post-medieval | 562400 | 173900 |
| WA630 | Point | MKE67076 | MKE67076 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 561800 | 171300 |
| | Point | MKE67084 | MKE67084 | FS | Post Medieval copper alloy belt | FINDSPOT | Post-medieval | 561800 | 171300 |
| WA631 | Point | MKE67145 | MKE67145 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 562700 | 171600 |
| | Point | MKE67146 | MKE67146 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 562700 | 171600 |
| WA632 | Point | MKE78327 | TQ 67 SW 503 | FS | Post-Medieval pottery, Northfleet Riding School West | FINDSPOT | Post-medieval | 563151 | 171429 |
| WA633 | Point | MKE79335 | MKE79335 | FS | Post Medieval copper alloy unidentified object | FINDSPOT | Post-medieval | 560300 | 172600 |
| WA634 | Point | MKE83934 | MKE83934 | FRM | Stone Castle | FARMSTEAD | Post-medieval | 558391 | 174040 |
| WA635 | Point | MKE83938 | MKE83938 | FRM | Bean Farm | FARMSTEAD | Post-medieval | 558481 | 172219 |
| WA636 | Point | MKE84107 | MKE84107 | FRM | North End Farm (Northend Farm) | FARMSTEAD | Post-medieval | 560689 | 171961 |
| WA637 | Point | MKE84156 | MKE84156 | FRM | Scadbury Cottage | FARMSTEAD | Post-medieval | 562095 | 171206 |
| WA638 | Point | MKE84164 | MKE84164 | FRM | Outfarm north east of Brook Vale | FARMSTEAD | Post-medieval | 562851 | 173529 |
| WA639 | Point | MKE84166 | MKE84166 | FRM | Scruttons (Struttons) | FARMSTEAD | Post-medieval | 563402 | 172646 |
| WA640 | Point | MKE845 | TQ 57 SE 69 | MON | 16thC Beacon (prob site) | BEACON | Post-medieval | 559040 | 171760 |
| WA641 | Point | MKE864 | TQ 57 SE 89 | MON | Site of old Telegraph | TELEGRAPH STATION | Post-medieval | 559000 | 172000 |
| WA642 | Point | MKE9227 | TQ 67 SW 597 | MON | Site of Calvary Barracks at Northfleet | BARRACKS | Post-medieval | 562600 | 173900 |
| WA643 | Point | MKE92562 | MKE92562 | BLD | Stables at Hazells | STABLE | post-medieval | 562645 | 171531 |
| WA644 | Point | MKE92563 | MKE92563 | BLD | Coach House at Hazells | COACH HOUSE | post-medieval | 562659 | 171526 |
| WA645 | Point | MKE94997 | MKE94997 | FS | Copper alloy clasp | FINDSPOT | post-medieval | 561849 | 171318 |
| WA646 | Point | MKE97550 | MKE97550 | MON | Post-Medieval Pit | PIT | post-medieval | 558356 | 172398 |
| WA647 | Point | MWX0285 | TQ 57 NE 1081 | MON | Wooden stakes and piles in foreshore by Swanscombe Marshes | SEA DEFENCES? | Post-medieval | 559613 | 175616 |



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|--------------|---------|-----------|------------------|-----|---|-----------------------------|----------------------------|--------|--------|
| WA648 | Point | MWX0286 | TQ 57 NE 1082 | MAR | Possible wooden vessel, Swanscombe Marshes | | Post-medieval | 559648 | 175665 |
| WA649 | Point | MWX0294 | TQ 67 NW 1026 | MON | Wooden structure by beacon, Broadness | SEA MARK? | Post-medieval | 560547 | 176794 |
| WA650 | Point | MWX17616 | TQ 67 SW 1006 | MON | Chalk Pits at Northfleet | CHALK PIT; SITE | Post-medieval | 562778 | 174361 |
| WA651 | Point | MWX18636 | TQ 67 SW 1013 | MON | Pitchers Dockyard, Northfleet | DOCKYARD; SITE | Post-medieval | 562884 | 174496 |
| WA652 | Point | MWX18880 | TQ 67 SW 1020 | MON | Wharf at Northfleet | WHARF; SITE | Post-medieval | 562611 | 174659 |
| WA653 | Point | MWX20831 | TQ 67 SW 411 | MON | Ditch at station Quarter South, Ebbsfleet, Kent | DITCH | Post-medieval | 561579 | 172886 |
| WA654 | Point | MWX20931 | TQ 67 SW 431 | MON | Denehole | DENE HOLE | Post-medieval | 561370 | 171842 |
| WA655 | Point | MWX20932 | TQ 67 SW 432 | MON | Denehole | DENE HOLE | Post-medieval | 562508 | 171697 |
| WA656 | Point | MKE111667 | TQ 67 SW 133 | MON | Site of the National School, Church Path, Northfleet, Gravesend | NATIONAL SCHOOL | Post-medieval | 562410 | 174105 |
| WA657 | Point | MKE111893 | TQ 67 SW 1508 | MON | Betsham Mill | WINDMILL | Post-medieval | 560867 | 171587 |
| WA658 | Point | MKE111930 | TQ 67 SW 29 | MON | Site of National School, Church Path, Northfleet, Gravesend | NATIONAL SCHOOL | Post-medieval | 562410 | 174102 |
| WA659 | Point | MKE112561 | MKE112561 | FS | Post Medieval copper alloy token | FINDSPOT | Post-medieval | 561430 | 171750 |
| | Point | MKE112568 | MKE112568 | FS | Post Medieval copper alloy finger ring | FINDSPOT | Post-medieval | 561430 | 171750 |
| WA660 | Point | MKE112563 | MKE112563 | FS | Post Medieval lead assemblage | FINDSPOT | Post-medieval | 561500 | 171600 |
| WA661 | Point | MKE112566 | MKE112566 | FS | Post Medieval silver coin | FINDSPOT | Post-medieval | 561600 | 171690 |
| WA662 | Point | MKE112569 | MKE112569 | FS | Post Medieval copper alloy finger ring | FINDSPOT | Post-medieval | 560220 | 172540 |
| WA663 | Point | MKE112570 | MKE112570 | FS | Post Medieval copper alloy buckle | FINDSPOT | Post-medieval | 562000 | 171120 |
| WA664 | Line | MKE44036 | TQ 57 SE 277 | MON | NORTH KENT RAILWAY | RAILWAY | Post-medieval | 554005 | 174552 |
| WA665 | Polygon | MKE20284 | TQ 67 SW 301 | MON | Post-Medieval Timber Revetment, Ebbsfleet Valley | REVTMENT, DRAINAGE DITCH | Post-medieval | 561650 | 174110 |
| WA666 | Polygon | MKE100010 | TQ 67 SW 1475 | MON | Slipway Grove road | JETTY; SLIPWAY | Post-medieval | 561842 | 174899 |
| WA667 | Polygon | MKE20048 | TQ 57 SE 148 | MON | Darenth Park Hospital | PSYCHIATRIC HOSPITAL | Post-medieval to Modern | 557010 | 172880 |
| WA668 | Polygon | MKE1703 | TQ 67 SW 77 | MON | Aspdin's kiln | CEMENT KILN | Post-medieval to Modern | 561753 | 174889 |



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|--------------|---------|-----------|------------------|-----|---|--------------------------|----------------------------|--------|--------|
| WA669 | Polygon | MKE20099 | TQ 57 SE 162 | MON | Branton's Brickfield | BRICKWORKS | Post-medieval to Modern | 558607 | 172912 |
| WA670 | Polygon | MKE114281 | TQ 57 SE 1102 | MON | Tunnel from Craylands Lane Pit, Swanscombe, Dartford | TUNNEL | Post-medieval to Modern | 559415 | 174283 |
| WA671 | Polygon | MKE114282 | TQ 57 SE 1103 | MON | 2nd tunnel from Craylands Lane Pit, Swanscombe, Dartford | TUNNEL | Post-medieval to Modern | 559349 | 174151 |
| WA672 | Polygon | MKE114283 | TQ 57 SE 1104 | MON | Tunnel northeast of Western Cross Farm, Swanscombe, Dartford | TUNNEL | Post-medieval to Modern | 559187 | 174134 |
| WA673 | Polygon | MKE114284 | TQ 57 SE 1105 | MON | Tunnel under Bluewater Parkway, Swanscombe, Dartford | TUNNEL | Post-medieval to Modern | 558403 | 173806 |
| WA674 | Point | MKE77446 | TQ 67 SW 1352 | BLD | Milestone on London Road Dartford | MILESTONE | Post-medieval to Modern | 560501 | 174888 |
| WA675 | Point | MKE89482 | TQ 67 SW 563 | MON | Former site of oasthouse west of North End Farm | OASTHOUSE | Post-medieval to Modern | 560618 | 171947 |
| WA676 | Point | MWX0282 | TQ 57 NE 1078 | MON | Wooden structure, possibly the remains of a wharf, on foreshore by Swanscombe Marshes | WHARF? | Post-medieval to Modern | 559537 | 175552 |
| WA677 | Point | MWX0283 | TQ 57 NE 1079 | MON | Large wooden planks on foreshore by Swanscombe Marshes | STRUCTURE? | Post-medieval to Modern | 559566 | 175579 |
| WA678 | Point | MWX0287 | TQ 57 NE 1083 | MON | Hard, Swanscombe Marshes | HARD? | Post-medieval to Modern | 559671 | 175654 |
| WA679 | Point | MWX0296 | TQ 67 NW 1028 | MON | Hard at Seacon Terminal | HARD | Post-medieval to Modern | 561632 | 175332 |
| WA680 | Point | MWX17336 | TQ 67 NW 1000 | MON | Tower Wharf, Northfleet | RIVER WHARF, SITE | Post-medieval to Modern | 561681 | 175242 |
| WA681 | Point | MWX17694 | TQ 57 NE 1002 | MAR | Agnes Mary | WRECK | Post-medieval to Modern | 558500 | 175500 |
| WA682 | Point | MWX18281 | TQ 57 NE 1053 | MAR | 5 concrete pontoons by Swanscombe Marshes | PONTOON BRIDGE, SITE | Post-medieval to Modern | 559841 | 175732 |
| WA683 | Point | MWX18505 | TQ 67 NW 1009 | MAR | Derelict vessel, Broadness | SITE; WRECK | Post-medieval to Modern | 560363 | 176663 |
| WA684 | Point | MWX19739 | TQ 57 NE 1072 | MON | piles/revetment | PILE, REVETMENT, SITE | Post-medieval to Modern | 559143 | 175324 |
| | Point | MWX19740 | TQ 57 NE 1073 | MON | Revetment | REVETMENT, SITE | Post-medieval to Modern | 559151 | 175326 |
| WA685 | Point | MWX20902 | TQ 57 SE 196 | MON | Cast Iron Bridge, Swanscombe Heritage Park & Craylands Gorge | FOOTBRIDGE | Post-medieval to Modern | 559419 | 174269 |
| WA686 | Point | MWX20907 | TQ 57 SE 201 | MON | Cast Iron Footbridge, Swanscombe Heritage Park and Craylands Gorge | FOOTBRIDGE | Post-medieval to Modern | 559599 | 174644 |



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|--------------|---------|------------|------------------|-----|---|--|-----------------------------|--------|--------|
| WA687 | Point | MKE100339 | TQ 67 SW 1480 | MON | Post-medieval coin weight, Springhead, Gravesend | FINDSPOT | Post-medieval to Unknown | 561727 | 172528 |
| WA688 | Point | MKE97918 | TQ 67 SW 1375 | MON | Service Tunnel, Lawn Road Playing Field, Northfleet | TUNNEL CHAMBER | Post-medieval to Unknown | 562179 | 174603 |
| WA689 | Point | MKE99717 | TQ 67 NW 1029 | BLD | Broad Ness Lighthouse | LIGHTHOUSE | Post-medieval to Unknown | 560550 | 176765 |
| WA690 | Line | MKE100009 | TQ 67 SW 1474 | BLD | Wharf walls, Grove road | WALL; WHARF; RAILWAY; CRANE | Post-medieval to Unknown | 561786 | 174949 |
| WA691 | Point | MKE20054 | TQ 57 NE 94 | MON | Quarry, Ingress Abbey, Dartford | QUARRY | Post-medieval | 559400 | 175000 |
| | | | | | | LANDSCAPE PARK, WALL, GARDEN FEATURE, STRUCTURE, STRUCTURE, FLOWER BED, FURNACE, STRUCTURE, GLASSHOUSE, GARDEN BUILDING, BOILER HOUSE, HOTHOUSE, GARDEN WALL, STRUCTURE, GLASSHOUSE, WELL, GARDEN FEATURE, WELL, TUNNEL | | | |
| WA692 | Point | MKE20224 | TQ 57 NE 97 | MON | Ingress Park | | Post-medieval | 559140 | 175130 |
| WA693 | Point | MKE40098 | TQ 67 SW 607 | MON | Post Medieval field system, Wingfield Bank, Northfleet | BOUNDARY DITCH | Post-medieval | 562241 | 172538 |
| WA694 | Polygon | MEX1039702 | 46877 | MON | South East Essex College, Grays, Essex | MONUMENT | Post-medieval- Modern | 561427 | 177613 |
| WA695 | Polygon | MEX1039448 | 46746 | MON | Kings Walk, Grays, remains of 17th to 19th century buildings | MONUMENT | Post-medieval | 561426 | 177592 |



Kent Project Study Area- 19th Century (Figure 15)

| WA no. | Shape | MonUID | PrefRef | RecordType | Name | MonType | Period | Eastings | Northing |
|--------------|-------|----------|-------------|------------|--------------------------------|--------------|--------------|----------|----------|
| | Point | MKE14038 | TQ 57 NE 77 | MAR | Nellie Mary | WRECK | 19th century | | |
| | Point | MKE14042 | TQ 57 NE 81 | MAR | John Byford | WRECK | 19th century | | |
| | Point | MKE14043 | TQ 57 NE 82 | MAR | Windward | WRECK | 19th century | | |
| | Point | MKE12647 | TQ 57 NE 55 | MAR | Mary | WRECK | 19th century | | |
| | Point | MKE12649 | TQ 57 NE 56 | MAR | Security | WRECK | 19th century | | |
| | Point | MKE12579 | TQ 57 NE 42 | MAR | Just-in-Time | WRECK | 19th century | | |
| | Point | MKE12589 | TQ 57 NE 43 | MAR | Four Brothers | WRECK | 19th century | | |
| | Point | MKE12594 | TQ 57 NE 45 | MAR | Louisa | WRECK | 19th century | | |
| | Point | MKE12615 | TQ 57 NE 49 | MAR | Blue Bell | WRECK | 19th century | | |
| | Point | MKE12616 | TQ 57 NE 50 | MAR | Gratitude | WRECK | 19th century | | |
| | Point | MKE12623 | TQ 57 NE 51 | MAR | Daniel | WRECK | 19th century | | |
| | Point | MKE12624 | TQ 57 NE 52 | MAR | Lena | WRECK | 19th century | | |
| | Point | MKE12777 | TQ 57 NE 64 | MAR | Dartford | WRECK | 19th century | | |
| WA696 | Point | MKE12799 | TQ 57 NE 66 | MAR | Kestrel | WRECK | 19th century | 559190 | 17810 |
| WA697 | Point | MKE12652 | TQ 57 NE 57 | MAR | Unidentified | WRECK | 19th century | 559327 | 175918 |
| WA698 | Point | MKE12753 | TQ 57 NE 60 | MAR | Alice Lloyd | WRECK | 19th century | 559200 | 175440 |
| WA699 | Point | MKE17085 | TQ 67 NW 95 | MON | Tower cement works, Northfleet | CEMENT WORKS | 19th century | 561550 | 175300 |



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|-------|-------|----------|---------------|-----|--|---------------------------------|---------------|--------|--------|
| WA700 | Point | MKE17086 | TQ 67 NW 96 | MON | Onward cement works, Northfleet | CEMENT WORKS | 19th century | 561370 | 175570 |
| WA701 | Point | MKE17104 | TQ 57 NE 88 | MON | Globe cement works | CEMENT WORKS | 19th century | 558550 | 175160 |
| WA702 | Point | MKE20058 | TQ 57 SE 150 | MON | Barnfield Pit (Collyer's Pit or New Craylands Lane Pit), | QUARRY | 19th century | 559750 | 174500 |
| WA703 | Point | MKE20107 | TQ 67 SW 249 | MON | Tramway Tunnel Chalk Pit (or Pits), South of The Hill, Northfleet | TRAMWAY TUNNEL | 19th century | 562425 | 174118 |
| WA704 | Point | MKE20110 | TQ 67 SW 252 | MON | Tramway Tunnel Chalk Quarry, South of High St Northfleet | TRAMWAY TUNNEL | 19th century | 561990 | 174400 |
| WA705 | Point | MKE20112 | TQ 67 SW 254 | MON | Subway, South of High St Northfleet | SUBWAY | 19th century | 561983 | 174371 |
| WA706 | Point | MKE20225 | TQ 57 NE 98 | BLD | 'Model Farm' Building, Ingress Abbey, Greenhithe | AGRICULTURAL BUILDING | 19th century | 559390 | 175080 |
| WA707 | Point | MKE20260 | TQ 57 NE 99 | MON | The Eastern Mound, Ingress Abbey, Greenhithe, Kent | PROSPECT MOUND?, FOLLY | 19th century | 559360 | 175120 |
| WA708 | Point | MKE20261 | TQ 57 NE 100 | MON | The Rose Garden, Ingress Abbey, Greenhithe, Kent | WALLED GARDEN, FLOWER BED | 19th century | 559244 | 175072 |
| WA709 | Point | MKE20266 | TQ 57 NE 102 | MON | The Flower Garden, Ingress Abbey, Greenhithe, Kent | FLOWER GARDEN, FOUNTAIN | 19th century | 559153 | 175000 |
| WA710 | Point | MKE20271 | TQ 57 NE 103 | MON | The Western Mound, Ingress Abbey, Greenhithe, Kent | ARTIFICIAL MOUND | Post-medieval | 559241 | 175026 |
| WA711 | Point | MKE20272 | TQ 57 NE 104 | MON | Model Farm at Ingress Abbey, Greenhithe, Kent | GARDEN FEATURE | 19th century | 559370 | 175050 |
| WA712 | Point | MKE27840 | TQ 67 SW 1075 | MON | GAS LAMP STANDARD IN GROUNDS OF NOS 1 AND 2 | SITE, LAMP POST, GAS LAMP, PATH | 19th century | 562401 | 174247 |
| WA713 | Point | MKE78705 | TQ 57 NE 114 | MON | Brick and flint-built 19th century features relating to Ingress Park | HOUSE | 19th century | 559497 | 175240 |
| WA714 | Point | MKE80655 | TQ 57 SE 293 | MON | 19th century avenue, Waterstone Park, Stone Castle | TREE AVENUE | 19th century | 558369 | 173950 |
| WA715 | Point | MKE8390 | TQ 67 SW 197 | BLD | Northfleet station | RAILWAY STATION | 19th century | 561622 | 174436 |
| WA716 | Point | MKE83930 | MKE83930 | FRM | Hedgeplace Farm | FARMSTEAD | 19th century | 557715 | 173875 |
| WA717 | Point | MKE83935 | MKE83935 | FRM | Outfarm north west of Stone Castle | FARMSTEAD | 19th century | 558301 | 174113 |
| WA718 | Point | MKE83936 | MKE83936 | FRM | Newbarn Farm | FARMSTEAD | 19th century | 558069 | 173762 |
| WA719 | Point | MKE83939 | MKE83939 | FRM | Upper Bean Farm | FARMSTEAD | 19th century | 558481 | 172219 |
| WA720 | Point | MKE83940 | MKE83940 | FRM | Darenth Wood Farm | FARMSTEAD | 19th century | 557772 | 171972 |
| WA721 | Point | MKE83994 | MKE83994 | FRM | Alkerden Manor Farm | FARMSTEAD | 19th century | 559593 | 174039 |



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|--------------|-------|----------|---------------|-----|---|---------------------------|--------------|--------|--------|
| WA722 | Point | MKE83995 | MKE83995 | FRM | Custon's Place | FARMSTEAD | 19th century | 559517 | 172402 |
| WA723 | Point | MKE84104 | MKE84104 | FRM | Joyce Hall | FARMSTEAD | 19th century | 560634 | 171530 |
| WA724 | Point | MKE84105 | MKE84105 | FRM | Farmstead in Betsham | FARMSTEAD | 19th century | 560511 | 171711 |
| WA725 | Point | MKE84106 | MKE84106 | FRM | Outfarm in Betsham | FARMSTEAD | 19th century | 560473 | 171603 |
| WA726 | Point | MKE84109 | MKE84109 | FRM | Manor House Farm | FARMSTEAD | 19th century | 560452 | 173932 |
| WA727 | Point | MKE84110 | MKE84110 | FRM | Outfarm north east of Craylands | FARMSTEAD | 19th century | 560354 | 175218 |
| | Point | MKE84111 | MKE84111 | FRM | Farmstead in Swanscombe | FARMSTEAD | 19th century | 560354 | 175218 |
| WA728 | Point | MKE84157 | MKE84157 | FRM | Northfleet Green Farm | FARMSTEAD | 19th century | 562455 | 171084 |
| WA729 | Point | MKE84158 | MKE84158 | FRM | Farmstead north east of Northfleet Green Farm | FARMSTEAD | 19th century | 562653 | 171129 |
| WA730 | Point | MKE84159 | MKE84159 | FRM | Outfarm north east of Northfleet Green Farm | FARMSTEAD | 19th century | 562572 | 171117 |
| WA731 | Point | MKE84161 | MKE84161 | FRM | Hazells | FARMSTEAD | 19th century | 562638 | 171562 |
| WA732 | Point | MKE84162 | MKE84162 | FRM | Farmstead at Winfield Bank | FARMSTEAD | 19th century | 562240 | 172644 |
| WA733 | Point | MKE84163 | MKE84163 | FRM | Brook Vale | FARMSTEAD | 19th century | 562422 | 173390 |
| WA734 | Point | MKE84168 | MKE84168 | FRM | Durndale | FARMSTEAD | 19th century | 563474 | 172027 |
| WA735 | Point | MKE88542 | MKE88542 | FRM | Outfarm south east of Upper Bean Farm | FARMSTEAD | 19th century | 558820 | 172306 |
| WA736 | Point | MKE88550 | MKE88550 | FRM | Outfarm in Betsham | FARMSTEAD | 19th century | 560532 | 171735 |
| WA737 | Point | MKE88551 | MKE88551 | FRM | Outfarm in Betsham | FARMSTEAD | 19th century | 560538 | 171620 |
| WA738 | Point | MKE90535 | TQ 67 SW 582 | BLD | Stanhope House, Stanhope Road, Swanscombe | CIVIL DEFENCE SITE, HOUSE | 19th century | 561490 | 177490 |
| WA739 | Point | MKE97920 | TQ 67 SW 1376 | BLD | Washmill building remains, former Northfleet Cement Works | NONE | 19th century | 562135 | 174589 |
| WA740 | Point | MWX17331 | TQ 57 NE 95 | MON | Empire Paper Mills (formerly Ingress Abbey paper mills), Greenhithe | PAPER MILL | 19th century | 559370 | 175322 |
| WA741 | Point | MWX17337 | TQ 57 NE 1001 | MON | White's Jetty, Broadness | LANDING PIER | 19th century | 559994 | 176097 |
| WA742 | Point | MWX17730 | TQ 57 NE 1003 | MON | Parch marks | GARDEN, SITE | 19th century | 559162 | 175009 |
| WA743 | Point | MWX17731 | TQ 67 NW 1003 | MON | Disused slipway, Broadness | SLIPWAY, SITE | Modern | 561243 | 175965 |
| WA744 | Point | MWX18282 | TQ 57 NE 1007 | MON | Hard, Broadness | HARD, SITE | 19th century | 559486 | 175570 |



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|--------------|-------|-----------|------------------|-----|--|---------------------------|--------------|--------|--------|
| WA745 | Point | MWX18283 | TQ 57 NE 1052 | MON | Hard | HARD, SITE | 19th century | 558644 | 175273 |
| WA746 | Point | MWX18285 | TQ 57 NE 1006 | MON | Causeway | PIER, SITE | 19th century | 558783 | 175321 |
| WA747 | Point | MWX18506 | TQ 67 NW 1008 | MAR | Derelict vessel by Broadness Creek | | 19th century | 560207 | 176411 |
| WA748 | Point | MWX18617 | TQ 67 NW 1001 | MON | Beacon at Broadness | SEA BEACON, SITE | 19th century | 560546 | 176786 |
| WA749 | Point | MWX18618 | TQ 67 NW 1002 | MON | Windmill near Northfleet | WINDMILL, SITE | 19th century | 561465 | 175039 |
| WA750 | Point | MWX18873 | TQ 67 NW 1005 | MON | Rectangular feature shown on 1st ed OS 6 inch, Northfleet | SITE, SITE | 19th century | 561410 | 175506 |
| WA751 | Point | MWX18876 | TQ 67 SW 1016 | MON | Orm House Dock (2), Northfleet, Gravesend | DOCK | 19th century | 562056 | 174907 |
| WA752 | Point | MWX18877 | TQ 67 SW 1017 | MON | Wharf on Hope Terrace, Northfleet | WHARF, SITE | 19th century | 562237 | 174813 |
| WA753 | Point | MWX18878 | TQ 67 SW 1018 | MON | Northfleet Hope Lighthouse | LIGHTHOUSE, SITE | 19th century | 562242 | 174792 |
| WA754 | Point | MWX18879 | TQ 67 SW 1019 | MON | Tramway jetty, Northfleet | JETTY, SITE | 19th century | 562450 | 174719 |
| WA755 | Point | MWX20886 | TQ 67 SW 414 | MON | Pits features at the former Korsanas site, Galley Hill Road, Swanscombe | PIT CLUSTER, POST HOLE | 19th century | 561261 | 174695 |
| WA756 | Point | MKE20117 | TQ 94 SW 149 | MON | Tram Rails, Barnfield Pit/Craylands Gorge | TRAMWAY | 19th century | 559872 | 174592 |
| WA757 | Point | MKE104582 | TQ 67 SW 101 | MON | Site of Methodist Chapel, Church Road, Swanscombe | PLACE OF WORSHIP | 19th century | 560650 | 174208 |
| WA758 | Point | MKE104583 | TQ 67 SW 109 | BLD | Methodist Church, Milton Road, Swanscombe | PLACE OF WORSHIP | 19th century | 560626 | 174499 |
| WA759 | Point | MKE104584 | TQ 67 SW 111 | MON | Site of Baptist Chapel, Milton Road, Swanscombe | PLACE OF WORSHIP | 19th century | 560322 | 174411 |
| WA760 | Point | MKE110620 | TQ 67 SW 118 | BLD | Chapel for Huggens's College, Stonebridge Road, Gravesend | PLACE OF WORSHIP | 19th century | 561652 | 174629 |
| WA761 | Point | MKE110622 | TQ 67 SW 1219 | BLD | Congregational Chapel, Dover Road, Gravesend | PLACE OF WORSHIP | 19th century | 562627 | 173923 |
| WA762 | Point | MKE110626 | TQ 57 SE 12 | BLD | Former Ingress Vale chapel, Knockhall Road, Greenhithe | PLACE OF WORSHIP | 19th century | 559609 | 174822 |
| WA763 | Point | MKE111305 | TQ 67 NW 1030 | MON | Mill Near Stonebridge | WINDMILL | 19th century | 561398 | 175051 |
| WA764 | Point | MKE111765 | TQ 67 SW 1267 | MON | Site of Methodist Church, Crete Hall Road, Northfleet, Gravesend | PLACE OF WORSHIP | 19th century | 562741 | 174379 |



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|--------------|---------|-----------|------------------|-----|---|---------------------------------------|--------------|--------|--------|
| WA765 | Point | MKE111773 | TQ 67 SW 230 | BLD | Church (Methodist), Wood Street, Northfleet, Gravesham | PLACE OF WORSHIP | 19th century | 561783 | 174393 |
| WA766 | Point | MKE111927 | TQ 57 NE 1 | MON | Site of Methodist Chapel, The Avenue, Greenhithe, Dartford | PLACE OF WORSHIP | 19th century | 558851 | 175107 |
| WA767 | Point | MKE114381 | TQ 67 SW 1563 | MON | Site of Huggens's College, College Road, Northfleet, Gravesend, Gravesham | ALMSHOUSE | 19th century | 561645 | 174596 |
| WA768 | Polygon | MKE20241 | TQ 67 SW 276 | MON | Watercress beds, Springhead evaluation, Gravesend, Kent | WATERCRESS BED? | 19th century | 561740 | 172610 |
| WA769 | Polygon | MKE84108 | MKE84108 | FRM | New Barn | FARMSTEAD | 19th century | 561251 | 173452 |
| WA770 | Polygon | MKE17087 | TQ 67 NW 97 | MON | Britannia Cement Works (Site of) | CEMENT WORKS | 19th century | 561180 | 175030 |
| WA771 | Polygon | MKE20062 | TQ 67 SW 236 | MON | Chalk Pit (South of Galley Hill Road) | QUARRY | 19th century | 560850 | 174810 |
| WA772 | Polygon | MKE17089 | TQ 67 SW 205 | MON | Weston & Co cement works, Grove Road, Northfleet | CEMENT WORKS | 19th century | 561750 | 174870 |
| WA773 | Polygon | MKE17099 | TQ 57 NE 90 | MON | Black Duck barge yard, Swanscombe Marshes | SHIPYARD | 19th century | 559540 | 175470 |
| WA774 | Polygon | MKE20059 | TQ 67 NW 98 | MON | J. B. White Portland Cement Works, Swanscombe | CEMENT WORKS, CEMENT KILN | 19th century | 560110 | 175040 |
| WA775 | Polygon | MKE20061 | TQ 67 SW 235 | MON | Craylands Lane Pit, Swanscombe | QUARRY | 19th century | 560010 | 174910 |
| WA776 | Polygon | MKE20063 | TQ 67 SW 605 | MON | Northfleet Paper Mills, (Kent Kraft Mills) Site of | PAPER MILL, TRAMWAY | 19th century | 560800 | 175000 |
| WA777 | Polygon | MKE20065 | TQ 67 SW 237 | MON | Gravel Pit, East of Stanhope Road | GRAVEL PIT | 19th century | 560793 | 174419 |
| WA778 | Polygon | MKE20069 | TQ 67 SW 239 | MON | Large Gravel Pit, East of Southfleet Road | STONE QUARRY, MARL PIT, TRAMWAY | 19th century | 561214 | 173995 |
| WA779 | Polygon | MKE20070 | TQ 67 SW 240 | MON | Site of Small Clay Pit, West of Southfleet Road | CLAY PIT, TRAMWAY | 19th century | 560900 | 173500 |
| WA780 | Polygon | MKE20071 | TQ 67 SW 241 | MON | Site of Chalk Pit, Grove Road, Gravesend | STONE QUARRY | 19th century | 561740 | 174800 |
| WA781 | Polygon | MKE20073 | TQ 67 SW 242 | MON | Chalk Quarry, South of High St Northfleet | STONE QUARRY | 19th century | 561950 | 174300 |
| WA782 | Polygon | MKE20074 | TQ 67 SW 243 | MON | Chalk Pit (or Pits), South of The Hill, Northfleet | CHALK PIT | 19th century | 562250 | 173800 |
| WA783 | Polygon | MKE40221 | TQ 67 SW 459 | MON | Northfleet Cement Works | CEMENT WORKS | 19th century | 562055 | 174810 |



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|--------------|----------|------------|-----------------|-----|---|---|---------------|--------|--------|
| WA784 | Polygon | MWX18874 | TQ 67 SW 603 | MON | Grove House Cement Mill Wharf | WHARF, SITE | 19th century | 561761 | 174916 |
| WA785 | Polygon | MWX18875 | TQ 67 SW 604 | MON | Orm House Dock, Northfleet, Gravesend | DOCK | 19th century | 561981 | 174919 |
| WA786 | Polygon | MKE20575 | TQ 67 SW 348 | MON | Watercress Beds at Springhead | WATERCRESS BED | 19th century | 561642 | 172801 |
| WA787 | Polygon | MKE20116 | TQ 57 SE 167 | MON | Tram Tunnel, Barnfield Pit/Craylands Gorge | TRAMWAY TUNNEL | 19th century | 559897 | 174811 |
| WA788 | Polyline | MKE44039 | TQ 67 SW 479 | MON | FAWKHAM JUNCTION AND GRAVESEND BRANCH RAILWAY | FAWKHAM JUNCTION AND GRAVESEND BRANCH RAILWAY | 19th century | 561512 | 172103 |
| WA789 | Polyline | MKE91030 | TQ 67 SW 633 | MON | Gravesend, Rosherville and Northfleet Tramways | Gravesend, Rosherville and Northfleet Tramways | 19th century | 561611 | 174570 |
| WA790 | Polyline | MKE20060 | TQ 67 NW 99 | MON | Tramway J. B. White Portland Cement Works, Swanscombe | TRAMWAY, TRAMWAY TUNNEL, TRAM SHED | 19th century | 560171 | 175364 |
| WA791 | Polyline | MKE20106 | TQ 67 SW 248 | MON | Tramway Chalk Pit (or Pits), South of The Hill, Northfleet | TRAMWAY | 19th century | 562368 | 173995 |
| WA792 | Polyline | MKE20111 | TQ 67 SW 253 | MON | Tramway Tunnel Chalk Quarry, South of High St Northfleet | TRAMWAY TUNNEL | 19th century | 561813 | 174257 |
| WA793 | Point | MEX1039279 | 46613 | MAR | LV38 Gull Lightship | MON | 19th century | 561510 | 177310 |
| WA794 | Point | MEX1035635 | 45154 | BLD | Pier Lodge | HOUSE | 19th century | 561489 | 177490 |
| WA795 | Point | MEX1035636 | 40433 | BLD | Theobald Arms Public House | PUBLIC HOUSE | 19th century | 561440 | 177529 |
| WA796 | Polygon | MEX1033038 | 15487 | MON | Brickworks at West Thurrock | BRICKWORKS | 19th century | 559546 | 177460 |
| WA797 | Polygon | MEX1035637 | 45155 | BLD | 30A Argent Street, Grays | SHOP | 19th century | 561436 | 177538 |
| WA798 | Point | MKE20105 | TQ 67 SW 247 | BLD | Possible Gatehouse or Factory Building | LODGE?; BUILDING | Post-medieval | 561071 | 174941 |



Kent Project Site Study Area- Modern Period (Figure 16)

| WA no. | Shape | MonUID | PrefRef | Record Type | Name | MonType | Period | Easting | Northing |
|--------------|-------|----------|--------------|-------------|--|--------------------------|--------|---------|----------|
| WA799 | Point | MKE12755 | TQ 67 SW 144 | MAR | Florence Miriam | WRECK | Modern | 562710 | 174620 |
| | Point | MKE12778 | TQ 67 SW 152 | MAR | Widgeon | WRECK | Modern | 562710 | 174620 |
| | Point | MKE12781 | TQ 67 SW 153 | MAR | Snail | WRECK | Modern | 562710 | 174620 |
| | Point | MKE14017 | TQ 67 SW 155 | MAR | Afternoon | WRECK | Modern | 562710 | 174620 |
| WA800 | Point | MKE14033 | TQ 57 NE 72 | MAR | Dreadnought | WRECK | Modern | 559190 | 175810 |
| | Point | MKE14034 | TQ 57 NE 73 | MAR | Lady Maud | WRECK | Modern | 559190 | 175810 |
| | Point | MKE14035 | TQ 57 NE 74 | MAR | Lina | WRECK | Modern | 559190 | 175810 |
| | Point | MKE14036 | TQ 57 NE 75 | MAR | McKinley | WRECK | Modern | 559190 | 175810 |
| | Point | MKE14037 | TQ 57 NE 76 | MAR | Marguerite | WRECK | Modern | 559190 | 175810 |
| | Point | MKE14039 | TQ 57 NE 78 | MAR | Princess | WRECK | Modern | 559190 | 175810 |
| | Point | MKE14040 | TQ 57 NE 79 | MAR | Sara | WRECK | Modern | 559190 | 175810 |
| WA801 | Point | MKE14822 | TQ 67 SW 598 | MAR | Unknown barge at Robin's Wharf | WRECK | Modern | 561800 | 175000 |
| | Point | MKE14823 | TQ 67 SW 599 | MAR | Unknown barge in Robin's Wharf | WRECK | Modern | 561800 | 175000 |
| | Point | MKE14824 | TQ 67 SW 600 | MAR | Unknown barge in Robin's Creek | WRECK | Modern | 561800 | 175000 |
| WA802 | Point | MKE15181 | TQ 67 SW 178 | MON | Air raid shelter (industrial), London Rd, Swanscombe | AIR RAID SHELTER | Modern | 560870 | 174910 |
| WA803 | Point | MKE15182 | TQ 67 SW 178 | MON | Community air raid shelter tunnel, Tile hill, Northfleet | AIR RAID SHELTER, TUNNEL | Modern | 562400 | 173200 |
| WA804 | Point | MKE15183 | TQ 67 SW 179 | MON | Air raid shelter, college rd., Northfleet | AIR RAID SHELTER | Modern | 561810 | 174640 |



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|--------------|-------|----------|---------------|-----|---|---------------------------|--------|--------|--------|
| WA805 | Point | MKE15185 | TQ 67 SW 181 | MON | Air raid shelter under factory, Taunton Road, Dartford | AIR RAID SHELTER | Modern | 561200 | 174820 |
| WA806 | Point | MKE15363 | TQ 67 SW 184 | MON | Civil defence control centre, Council Ave, Northfleet | COMMAND POST | Modern | 562140 | 174250 |
| WA807 | Point | MKE15364 | TQ 67 SW 183 | MON | Royal Observer Corps post west of Southfleet Road, Swanscombe | ROYAL OBSERVER CORPS SITE | Modern | 560800 | 173400 |
| WA808 | Point | MKE20108 | TQ 67 SW 250 | MON | Tramway Tunnel Chalk Pit (or Pits), South of The Hill, Northfleet | TRAMWAY TUNNEL | Modern | 562250 | 174306 |
| WA809 | Point | MKE20115 | TQ 57 SE 166 | MON | Foot Bridge, Barnfield Pit/Craylands Gorge | FOOTBRIDGE | Modern | 559592 | 174631 |
| WA810 | Point | MKE20288 | TQ 57 NE 105 | BLD | Naval Training College at Ingress Abbey, Dartford | NAVAL COLLEGE | Modern | 559070 | 175050 |
| WA811 | Point | MKE41650 | TQ 67 SW 1247 | MON | Springhead Road Recreation Ground Second World War Decontamination Centre, Northfleet | CIVIL DEFENCE BUILDING | Modern | 562510 | 173130 |
| WA812 | Point | MKE41651 | TQ 67 SW 1238 | BLD | 8 The Hill, Second World War air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 562455 | 174135 |
| WA813 | Point | MKE41652 | TQ 67 SW 1239 | MON | Station Road Second World War air raid wardens post, Northfleet | AIR RAID WARDENS POST | Modern | 561657 | 174446 |
| WA814 | Point | MKE41655 | TQ 67 SW 1233 | BLD | Rosherville School WWII Air raid shelter | AIR RAID SHELTER | Modern | 563015 | 174031 |
| WA815 | Point | MKE41657 | TQ 67 SW 1244 | MON | Northfleet Library Second World War public air raid shelter, London Road, Northfleet | AIR RAID SHELTER | Modern | 562570 | 174030 |
| WA816 | Point | MKE41660 | TQ 67 SW 1300 | MON | Pepper Hill Second World War light anti-aircraft battery, Northfleet | ANTI AIRCRAFT BATTERY | Modern | 562641 | 172389 |
| WA817 | Point | MKE41661 | TQ 67 SW 1266 | MON | Lawn Road Second World War Emergency Water Tank, Northfleet | CIVIL DEFENCE SITE | Modern | 562196 | 174331 |
| WA818 | Point | MKE41662 | TQ 67 SW 1291 | MON | Lawn Road School Second World War air raid siren, High Street, Northfleet | AIR RAID SIREN | Modern | 562100 | 174380 |
| WA819 | Point | MKE41681 | TQ 67 SW 1237 | BLD | Lawn Road Second World War air raid wardens post, Northfleet | AIR RAID WARDENS POST | Modern | 562197 | 174343 |
| WA820 | Point | MKE41682 | TQ 67 SW 1258 | BLD | The Hill Second World War public air raid shelter tunnels, Northfleet | AIR RAID SHELTER | Modern | 562420 | 174240 |
| WA821 | Point | MKE41683 | TQ 67 SW 1256 | BLD | Springhead Road Second World War Reserve Civil Defence Control Centre, Northfleet | CIVIL DEFENCE BUILDING | Modern | 562496 | 173977 |
| WA822 | Point | MKE41686 | TQ 67 SW 1230 | BLD | 1905 Volunteer Training Battery at the north end of Factory Road, Northfleet | BATTERY | Modern | 562080 | 174500 |



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|--------------|-------|----------|------------------|-----|---|------------------------------|--------|--------|--------|
| WA823 | Point | MKE41697 | TQ 67 SW 1159 | MON | Town Hall Second World War air raid shelter, Council Avenue, Northfleet | AIR RAID SHELTER | Modern | 562156 | 174239 |
| WA824 | Point | MKE41698 | TQ 67 SW 1185 | MON | Fleet Tavern Second World War air raid wardens post, Waterdales, Northfleet | AIR RAID WARDENS POST | Modern | 562580 | 173030 |
| WA825 | Point | MKE41699 | TQ 67 SW 1186 | MON | Hill School Cold War Civil Defence Training Centre, Northfleet | CIVIL DEFENCE SITE | Modern | 562400 | 174100 |
| WA826 | Point | MKE41702 | TQ 67 SW 1188 | MON | Stonebridge Road Second World War balloon barrage site, Northfleet | BARRAGE BALLOON SITE | Modern | 561340 | 174760 |
| WA827 | Point | MKE41703 | TQ 67 SW 1189 | MON | Waterdales Second World War air raid wardens post, Northfleet | AIR RAID WARDENS POST | Modern | 562751 | 173141 |
| WA828 | Point | MKE41715 | TQ 67 SW 1172 | MON | Grove Road Second World War Defended Locality Northfleet | FORTIFICATION | Modern | 561500 | 174700 |
| WA829 | Point | MKE41716 | TQ 67 SW 1170 | MON | Northfleet Cement Factory Second World War Defended Locality, Northfleet | FORTIFICATION | Modern | 562200 | 174600 |
| WA830 | Point | MKE41717 | TQ 67 SW 1166 | MON | Bowaters Paper Mill Second World War Defended Locality, Northfleet | PAPER MILL; FORTIFICATION | Modern | 562800 | 174500 |
| WA831 | Point | MKE41728 | TQ 67 SW 1198 | MON | Grove House Second World War Battle Headquarters, Grove Road, Northfleet | BATTLE HEADQUARTERS | Modern | 561600 | 174800 |
| WA832 | Point | MKE41729 | TQ 67 SW 1181 | MON | Pepper Hill Second World War Battle Headquarters, Northfleet | BATTLE HEADQUARTERS | Modern | 562000 | 172500 |
| WA833 | Point | MKE41734 | TQ 67 SW 1217 | MON | Wardona Cinema Second World War air raid shelter, High Street, Northfleet | AIR RAID SHELTER | Modern | 562010 | 174370 |
| WA834 | Point | MKE41735 | TQ 67 SW 1220 | MON | 15 London Road, Second World War Public Air Raid Shelter, Northfleet | AIR RAID SHELTER | Modern | 562815 | 174035 |
| WA835 | Point | MKE41743 | TQ 67 SW 1171 | MON | The Hill Second World War Emergency Water Tank, Northfleet | CIVIL DEFENCE SITE | Modern | 562430 | 174150 |
| WA836 | Point | MKE41744 | TQ 67 SW 1215 | MON | Wombwell Park Second World War Emergency Water Tank, Northfleet | CIVIL DEFENCE SITE | Modern | 562575 | 172635 |
| WA837 | Point | MKE41753 | TQ 67 SW 1158 | MON | Lime Avenue Second World War air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 562680 | 173900 |
| WA838 | Point | MKE41754 | TQ 67 SW 1197 | MON | Stonebridge Road Second World War public air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 561424 | 174750 |
| WA839 | Point | MKE41755 | TQ 67 SW 1196 | MON | Huggens College Second World War public air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 561536 | 174664 |
| WA840 | Point | MKE41756 | TQ 67 SW 1195 | MON | Wood Street Second World War public air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 561810 | 174440 |



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|--------------|-------|----------|------------------|-----|--|---------------------------|--------|--------|--------|
| WA841 | Point | MKE41758 | TQ 67 SW 1193 | MON | Northfleet Recreation Ground Second World War balloon barrage site, Northfleet | BARRAGE BALLOON SITE | Modern | 562660 | 173230 |
| WA842 | Point | MKE41759 | TQ 67 SW 1200 | MON | Springhead Road Second World War balloon barrage site, Northfleet | BARRAGE BALLOON SITE | Modern | 562180 | 173100 |
| WA843 | Point | MKE41768 | TQ 67 SW 1211 | BLD | Dover Road Second World War public air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 562770 | 173710 |
| WA844 | Point | MKE41769 | TQ 67 SW 1214 | BLD | 39 Dover Road public Second World War air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 562625 | 173940 |
| WA845 | Point | MKE41770 | TQ 67 SW 1224 | BLD | Springhead Road Second World War air raid shelter, Northfleet | AIR RAID SHELTER | Modern | 562475 | 173715 |
| WA846 | Point | MKE41781 | TQ 67 SW 1304 | MON | Springhead Second World War light anti-aircraft battery | ANTI AIRCRAFT BATTERY | Modern | 562000 | 173000 |
| WA847 | Point | MKE41842 | TQ 67 SW 1311 | MON | The Hill, Second World War Civil Defence Training Centre, Northfleet | CIVIL DEFENCE BUILDING | Modern | 562438 | 174251 |
| WA848 | Point | MKE41857 | TQ 67 SW 1327 | MON | Springhead Road Second World War Drill Hall, Northfleet | DRILL HALL | Modern | 562310 | 173030 |
| WA849 | Point | MKE41872 | TQ 67 SW 1310 | BLD | Rose Street Second World War public air raid shelter tunnel, Northfleet | AIR RAID SHELTER | Modern | 561810 | 174270 |
| WA850 | Point | MKE41884 | TQ 67 SW 1328 | BLD | Brookvale Council Depot Second World War Decontamination Centre, Springhead Road, Northfleet, Kent | CIVIL DEFENCE BUILDING | Modern | 562450 | 173350 |
| WA851 | Point | MKE41885 | TQ 67 SW 1235 | BLD | Colyer Road School Second World War First Aid Post, Colyer Road, Northfleet, Kent | CIVIL DEFENCE SITE | Modern | 562960 | 173010 |
| WA852 | Point | MKE41887 | TQ 67 SW 1249 | MON | St. Joseph's Catholic Primary School temporary anti-aircraft gun battery site, Springhead Road, Northfleet, Kent | ANTI AIRCRAFT BATTERY | Modern | 562650 | 173650 |
| WA853 | Point | MKE41895 | TQ 67 SW 1254 | MON | Strongpoint and redoubt (1926), Bowaters Factory, Crete Hall Road, Northfleet | REDOUBT | Modern | 562900 | 175200 |
| WA854 | Point | MKE41905 | TQ 67 SW 1344 | MON | Huggens College Second World War emergency water tank at Huggens College, College Road, Northfleet, Kent | CIVIL DEFENCE SITE | Modern | 561700 | 174600 |
| WA855 | Point | MKE41914 | TQ 67 SW 200 | BLD | Grove Road interwar Territorial Army Centre, Northfleet, Kent | DRILL HALL | Modern | 561650 | 174870 |



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|--------------|-------|----------|------------------|-----|--|------------------------|--------|--------|--------|
| WA856 | Point | MKE41920 | TQ 67 SW 1337 | BLD | Springhead Road Second World War garden air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562497 | 174015 |
| WA857 | Point | MKE41928 | TQ 67 SW 1282 | MON | Second World War Dover Road Emergency Water tank, Northfleet, Kent | CIVIL DEFENCE SITE | Modern | 562450 | 174160 |
| WA858 | Point | MKE41929 | TQ 67 SW 1283 | MON | Second World War High Street tunnel air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562140 | 174340 |
| WA859 | Point | MKE41931 | TQ 67 SW 1284 | MON | Rosherville School Second World War Anti-aircraft gun position, Northfleet | ANTI AIRCRAFT BATTERY | Modern | 563025 | 173975 |
| WA860 | Point | MKE41938 | TQ 67 SW 1281 | MON | High Street Second World War chalk tunnel air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 561990 | 174401 |
| WA861 | Point | MKE41942 | TQ 67 SW 1287 | MON | Civil Defence Control Centre, the Old Town Hall, Council Avenue, Northfleet, Gravesend, Kent | CIVIL DEFENCE BUILDING | Modern | 562140 | 174220 |
| WA862 | Point | MKE44689 | TQ 67 SW 484 | MON | WWII PoW camp. Demolished | PRISONER OF WAR CAMP | Modern | 560500 | 173900 |
| WA863 | Point | MKE77709 | TQ 67 SW 519 | BLD | George V pillar box, 125 Church Road | PILLAR BOX | Modern | 560682 | 174207 |
| WA864 | Point | MKE77710 | TQ 67 SW 520 | BLD | George V pillar box, PO, Waterdales Road / Mitchell Avenue, Water Dales | PILLAR BOX | Modern | 562565 | 173001 |
| WA865 | Point | MKE77775 | TQ 57 SE 306 | BLD | George V pillar box, Knockhall Chase / Park Terrace, Swanscombe | PILLAR BOX | Modern | 558960 | 174778 |
| WA866 | Point | MKE77776 | TQ 67 SW 512 | BLD | George V pillar box, George and Dragon PH, London Road, Swanscombe | PILLAR BOX | Modern | 560516 | 174871 |
| WA867 | Point | MKE77779 | TQ 67 SW 514 | BLD | George V pillar box, Mitchell Avenue / Colyer Road | PILLAR BOX | Modern | 562744 | 172708 |
| WA868 | Point | MKE77840 | TQ 67 SW 517 | BLD | George V pillar box, Durrant Way / Leonard Avenue | PILLAR BOX | Modern | 560134 | 173783 |
| WA869 | Point | MKE77918 | TQ 67 SW 499 | BLD | George VI pillar box, Milton Street / Amer Road | PILLAR BOX | Modern | 560110 | 174385 |
| WA870 | Point | MKE77919 | TQ 67 SW 498 | BLD | George VI pillar box, Dover Road / Lime avenue. | PILLAR BOX | Modern | 562682 | 173887 |
| WA871 | Point | MKE77923 | TQ 67 SW 473 | BLD | George VI pillar box, Wingfield Bank, Waterdales / Springhead Road | PILLAR BOX | Modern | 562337 | 172829 |
| WA872 | Point | MKE77980 | TQ 57 SE 302 | BLD | George VI pillar box, Ingress Tavern PH, Knockhall Road, Swanscombe | PILLAR BOX | Modern | 559554 | 174802 |



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|--------------|-------|----------|-----------------|-----|---|---|--------|--------|--------|
| WA873 | Point | MKE80648 | TQ 57 SE 291 | MON | Possible Cold War era shelter, Mount Nod, Greenhithe | NUCLEAR BUNKER?, AIR RAID SHELTER? | Modern | 559321 | 174937 |
| WA874 | Point | MKE90498 | TQ 67 NW 106 | MON | Bell Wharf Second World War minewatching post, Swanscombe, Kent | OBSERVATION POST | Modern | 560046 | 176235 |
| WA875 | Point | MKE90514 | TQ 67 SW 567 | MON | Springhead Second World War air raid shelter, Dartford, Kent | AIR RAID SHELTER | Modern | 561890 | 172430 |
| WA876 | Point | MKE90515 | TQ 67 SW 568 | MON | Swanscombe Station Second World War air raid shelter, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 560610 | 174760 |
| WA877 | Point | MKE90516 | TQ 67 SW 569 | MON | The Alma Second World War air raid wardens post, Swanscombe, Kent | AIR RAID WARDENS POST | Modern | 560560 | 174730 |
| WA878 | Point | MKE90517 | TQ 67 SW 570 | MON | Parish Room Second World War First Aid Post, High Street, Swanscombe, Dartford, Kent | CIVIL DEFENCE SITE | Modern | 560570 | 174820 |
| WA879 | Point | MKE90518 | TQ 67 SW 571 | MON | All Saints Church Second World War air raid shelter, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 560610 | 174840 |
| WA880 | Point | MKE90519 | TQ 67 SW 572 | MON | Hope Road Second World War air raid shelters, Swanscombe, near Dartford, Kent | AIR RAID SHELTER | Modern | 560700 | 174430 |
| WA881 | Point | MKE90520 | TQ 67 SW 573 | MON | Harmer Road School fire services lecture room, Swanscombe, Dartford, Kent | CIVIL DEFENCE SITE | Modern | 560710 | 174415 |
| WA882 | Point | MKE90521 | TQ 67 SW 574 | BLD | Swanscombe cemetery Mortuary Chapel, Dartford | CIVIL DEFENCE SITE, CEMETERY CHAPEL | Modern | 560470 | 174055 |
| WA883 | Point | MKE90522 | TQ 67 SW 575 | MON | Park Road Boating Pond Second World War emergency water supply, Swanscombe, Dartford, Kent | EMERGENCY WATER SUPPLY | Modern | 560320 | 174180 |
| WA884 | Point | MKE90523 | TQ 67 SW 576 | MON | Park Road recreation ground Second World War trench air raid shelters, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 560330 | 174090 |
| WA885 | Point | MKE90524 | TQ 67 SW 577 | MON | Green's Yard Second World War air raid shelter, Swanscombe, Dartford, Kent. | AIR RAID SHELTER | Modern | 560700 | 174525 |
| WA886 | Point | MKE90525 | TQ 57 SE 315 | MON | Craylands Lane (south) Second World War tunnel air raid shelter, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 559925 | 174580 |



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|--------------|-------|----------|--------------|-----|---|---|--------|--------|--------|
| WA887 | Point | MKE90527 | TQ 57 SE 317 | MON | Swanscombe Urban District Council offices Second World War communications shelter, Swanscombe Cross, Dartford, Kent | CIVIL DEFENCE SITE | Modern | 559950 | 175000 |
| WA888 | Point | MKE90528 | TQ 57 NE 131 | MON | Whiting Works Second World War air raid siren, Swanscombe Cross, Swanscombe, Dartford, Kent | AIR RAID WARNING SIREN | Modern | 559860 | 175050 |
| WA889 | Point | MKE90530 | TQ 57 SE 319 | MON | Allotment Gardens Second World War air raid shelter, Craylands Lane, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 559830 | 174930 |
| WA890 | Point | MKE90531 | TQ 67 SW 578 | BLD | Ebbsfleet International Station post-Cold War anti-vehicle bomb obstacles, Ebbsfleet, Dartford, Kent | DEFENCE OBSTRUCTION | Modern | 561460 | 174105 |
| WA891 | Point | MKE90532 | TQ 67 SW 579 | BLD | Ebbsfleet International Station Post-Cold War anti-vehicle bomb obstacles, Dartford, Kent | DEFENCE OBSTRUCTION | Modern | 561520 | 174150 |
| WA892 | Point | MKE90534 | TQ 67 SW 581 | MON | Mitchell's Yard trench air raid shelters off Milton Road, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 560610 | 174540 |
| WA893 | Point | MKE90536 | TQ 67 NW 107 | MON | Johnson's cement works Second World War air raid siren, Swanscombe, Dartford, Kent | AIR RAID WARNING SIREN | Modern | 560200 | 175050 |
| WA894 | Point | MKE90537 | TQ 67 SW 583 | MON | Stanhope Road Second World War trench air raid shelter, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 560775 | 174300 |
| WA895 | Point | MKE90538 | TQ 67 SW 584 | MON | Milton Road Second World War air raid wardens post and air raid siren, Swanscombe, Dartford, Kent | AIR RAID WARDENS POST, AIR RAID WARNING SIREN | Modern | 560260 | 174460 |
| WA896 | Point | MKE90539 | TQ 67 SW 585 | MON | Manor Road, Second World War air raid wardens post, Swanscombe, Dartford, Kent | AIR RAID WARDENS POST | Modern | 560275 | 173830 |
| WA897 | Point | MKE90542 | TQ 57 NE 117 | MON | Brown Bear public house Second World War air raid wardens post, High Street, Greenhithe, Dartford, Kent | AIR RAID WARDENS POST | Modern | 558580 | 175145 |
| WA898 | Point | MKE90544 | TQ 57 SE 321 | MON | Church Institute Second World War civil defence wardens meeting place, London Road, Greenhithe, Dartford, Kent | CIVIL DEFENCE SITE | Modern | 558990 | 174810 |



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|--------------|-------|----------|-----------------|-----|--|---|--------|--------|--------|
| WA899 | Point | MKE90545 | TQ 57 NE 119 | MON | Alms-houses Second World War air raid shelter, High Street, Greenhithe, Dartford, Kent | AIR RAID SHELTER | Modern | 558570 | 175145 |
| WA900 | Point | MKE90547 | TQ 57 SE 323 | MON | Knockhall Reservoir Second World War emergency water supply, Knockhall Grove, Greenhithe, Dartford, Kent | EMERGENCY WATER SUPPLY | Modern | 559040 | 174370 |
| WA901 | Point | MKE90549 | TQ 57 SE 324 | MON | Knockhall School Second World War surface air raid shelter, Eynsford Road, Greenhithe, Dartford, Kent | AIR RAID SHELTER | Modern | 559080 | 174760 |
| WA902 | Point | MKE90550 | TQ 57 SE 325 | MON | Knockhall School Second World War underground Second World War air raid shelter, Eynsford Road, Greenhithe, Dartford, Kent | AIR RAID SHELTER | Modern | 559220 | 174680 |
| WA903 | Point | MKE90551 | TQ 57 NE 121 | MON | The Avenue Second World War underground public air raid shelter, Greenhithe, Dartford, Kent. | AIR RAID SHELTER | Modern | 558890 | 175050 |
| WA904 | Point | MKE90552 | TQ 57 SE 326 | MON | The Avenue, Second World War air raid wardens post, Greenhithe, Dartford, Kent | AIR RAID WARDENS POST | Modern | 558875 | 174805 |
| WA905 | Point | MKE90553 | TQ 57 NE 122 | MON | Empire Paper Mills Second World War air raid siren, riverside, Greenhithe, Dartford, Kent | AIR RAID WARNING SIREN | Modern | 559400 | 175300 |
| WA906 | Point | MKE90554 | TQ 57 SE 327 | MON | Metraro, Cobham Terrace Road, Greenhithe, Dartford, Kent- First Aid post | CIVIL DEFENCE SITE | Modern | 558770 | 174115 |
| WA907 | Point | MKE90555 | TQ 57 SE 328 | MON | Riversdale Second World War temporary mortuary, London Road, Swanscombe, Dartford, Kent | CIVIL DEFENCE SITE | Modern | 559630 | 174900 |
| WA908 | Point | MKE90556 | TQ 57 SE 329 | MON | Former site of a swimming Pool, London Road, Swanscombe | AIR RAID WARNING SIREN, EMERGENCY WATER SUPPLY, AIR RAID SHELTER, DECONTAMINATION BUILDING, SWIMMING POOL | Modern | 559560 | 174895 |
| WA909 | Point | MKE90561 | TQ 57 SE 331 | MON | Knockhall Chase Second World War air raid wardens post, Greenhithe, Dartford, Kent | AIR RAID WARDENS POST, AIR RAID WARNING SIREN | Modern | 558930 | 174780 |



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|--------------|-------|----------|--------------|-----|---|------------------------|--------|--------|--------|
| WA910 | Point | MKE90564 | TQ 57 SE 332 | MON | Knockhall Lodge Second World War trench air raid shelter, Knockhall Road, Greenhithe, Dartford, Kent | AIR RAID SHELTER | Modern | 559120 | 174405 |
| | Point | MKE90566 | TQ 57 SE 334 | MON | Knockhall Lodge Second World War Emergency Feeding Centre, Knockhall Road, Greenhithe, Dartford, Kent | CIVIL DEFENCE SITE | Modern | 559120 | 174405 |
| | Point | MKE90567 | TQ 57 SE 335 | MON | Knockhall Lodge Second World War Civil Defence Control Centre, Knockhall Road, Greenhithe, Dartford, Kent | CIVIL DEFENCE BUILDING | Modern | 559120 | 174405 |
| | Point | MKE90565 | TQ 57 SE 333 | MON | Knockhall Lodge air raid wardens post, Knockhall Road, Greenhithe, Dartford, Kent | AIR RAID WARDENS POST | Modern | 559120 | 174405 |
| WA911 | Point | MKE90580 | TQ 57 SE 347 | MON | Knockhall Chase Second World War Fire Watching Post, Greenhithe, Dartford, Kent | OBSERVATION POST | Modern | 559030 | 174640 |
| WA912 | Point | MKE90581 | TQ 57 SE 348 | MON | Central School Second World War balloon barrage site, Abbey Road, Greenhithe, Kent | BARRAGE BALLOON SITE | Modern | 559250 | 174740 |
| WA913 | Point | MKE90582 | TQ 57 SE 349 | MON | Eynsford Road Second World War emergency water tank, Greenhithe, Dartford, Kent | EMERGENCY WATER SUPPLY | Modern | 559195 | 174600 |
| WA914 | Point | MKE90584 | TQ 57 SE 351 | MON | Slit trench, rise east of sports field near Knockhall Road, Greenhithe, Dartford, Kent | SLIT TRENCH | Modern | 559420 | 174340 |
| WA915 | Point | MKE90585 | TQ 57 NE 123 | MON | Riverside park Second World War public surface air raid shelter, Greenhithe, Dartford, Kent | AIR RAID SHELTER | Modern | 558850 | 175195 |
| WA916 | Point | MKE90586 | TQ 57 SE 352 | MON | Tunnel through railway embankment Second World War air raid shelter, Greenhithe, Dartford, Kent | AIR RAID SHELTER | Modern | 558640 | 174820 |
| WA917 | Point | MKE90588 | TQ 67 SW 587 | BLD | Swanscombe Cement Works Second World War air raid shelter tunnel (west) under London Road, Dartford, Kent | AIR RAID SHELTER | Modern | 560090 | 174965 |
| WA918 | Point | MKE90589 | TQ 67 SW 588 | BLD | Swanscombe Cement Works Second World War air raid shelter tunnel (centre) under London Road, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 560215 | 174940 |



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|--------------|-------|----------|------------------|-----|---|---------------------------------------|--------|--------|--------|
| WA919 | Point | MKE90590 | TQ 67 SW 589 | BLD | Swanscombe Cement Works Second World War air raid shelter (east) under London Road, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 560330 | 174920 |
| WA920 | Point | MKE90592 | TQ 57 NE 125 | MON | Empire Paper Mills Second World War Home Guard Battle Headquarters for DL44, Greenhithe, Dartford, Kent | BATTLE HEADQUARTERS | Modern | 559400 | 175300 |
| WA921 | Point | MKE90593 | TQ 57 NE 126 | MON | Everards Second World War Defended Locality DL45, Greenhithe, Dartford, Kent | FORTIFICATION, BATTLE HEADQUARTERS | Modern | 558700 | 175200 |
| WA922 | Point | MKE90602 | TQ 67 SW 590 | MON | B Company 17th Battalion Kent Home Guard Second World War headquarters, London Road, Swanscombe, Dartford, Kent | MILITARY HEADQUARTERS | Modern | 560450 | 174900 |
| WA923 | Point | MKE90679 | TQ 67 SW 610 | MON | Northfleet Cement Works No. 3 Second World War air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562070 | 174550 |
| WA924 | Point | MKE90680 | TQ 67 SW 611 | MON | Northfleet Cement Works Kilburn Second World War air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562130 | 174540 |
| WA925 | Point | MKE90681 | TQ 67 SW 612 | MON | Northfleet Cement Works Jewiss Second World War air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562140 | 174650 |
| WA926 | Point | MKE90682 | TQ 67 SW 613 | MON | Northfleet Cement Works No. 4 Second World War air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562000 | 174420 |
| WA927 | Point | MKE90683 | TQ 67 SW 614 | MON | Northfleet Cement Works No. 2 Second World War air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562090 | 174730 |
| WA928 | Point | MKE90684 | TQ 67 SW 615 | MON | Northfleet Cement Works No. 1 Second World War air raid shelter, Northfleet, Kent | AIR RAID SHELTER | Modern | 562140 | 174640 |
| WA929 | Point | MKE90966 | TQ 67 SW 1372 | MON | Air raid shelters, Bowaters Paper Mill, Northfleet | AIR RAID SHELTER | Modern | 562896 | 174475 |
| WA930 | Point | MKE9218 | TQ 57 SE 123 | MON | Air raid warden post, Dartford | AIR RAID WARDENS POST | Modern | 558910 | 174790 |
| WA931 | Point | MKE98240 | TQ 57 SE 1081 | MON | Knock Hall Lodge VAD Hospital, Knockhall Road, Greenhithe | HOSPITAL | Modern | 559118 | 174411 |
| WA932 | Point | MKE98662 | TQ 57 SE 1083 | MON | Swanscombe Cement Works, Eastern Tunnel | TUNNEL | Modern | 559885 | 174875 |



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|--------------|-------|----------|---------------|-----|---|----------------------------------|--------|--------|--------|
| WA933 | Point | MWX0288 | TQ 67 NW 1020 | MON | Small concrete pier / quay by Broadness saltmarsh | QUAY | Modern | 560142 | 176091 |
| WA934 | Point | MWX0291 | TQ 67 NW 1023 | MAR | Abandoned wooden vessel in saltmarsh Broadness Creek | WRECK | Modern | 560449 | 176479 |
| WA935 | Point | MWX0292 | TQ 67 NW 1024 | MON | Wooden posts in foreshore, by Broadness | MOORING BOLLARD? | Modern | 560480 | 176597 |
| WA936 | Point | MWX0293 | TQ 67 NW 1025 | MON | Anti-tank blocks / sea defences Broadness | TANK TRAP | Modern | 560533 | 176699 |
| WA937 | Point | MWX0295 | TQ 67 NW 1027 | MON | Wooden foundation on foreshore at Botany Salt Marshes | PLATFORM? | Modern | 561062 | 176371 |
| WA938 | Point | MWX17321 | TQ 67 NW 1019 | MON | Transmission tower, Swanscombe Marshes | ELECTRICITY PYLON | Modern | 560244 | 176205 |
| WA939 | Point | MWX17335 | TQ 67 SW 1005 | MON | Wharf associated Blue Circle Cement Works, Northfleet | WHARF, SITE | Modern | 562392 | 174721 |
| WA940 | Point | MWX17733 | TQ 67 NW 1004 | MON | Derelict sewage works | SEWAGE WORKS, SITE | Modern | 560486 | 175666 |
| WA941 | Point | MWX19052 | TQ 57 NE 1064 | MON | Town Wharf/Pier (3rd ed OS) | WHARF, SITE | Modern | 558552 | 175214 |
| WA942 | Point | MWX19053 | TQ 57 NE 1065 | MON | Wharf (3rd ed OS) | WHARF, SITE | Modern | 558672 | 175201 |
| WA943 | Point | MWX19054 | TQ 57 NE 1066 | MON | Landing Stage (3rd ed OS) | LANDING STAGE, SITE | Modern | 558771 | 175211 |
| WA944 | Point | MWX19055 | TQ 57 NE 1067 | MON | Landing Stage (3rd ed OS) | LANDING STAGE, SITE | Modern | 558825 | 175215 |
| WA945 | Point | MWX19056 | TQ 57 NE 1068 | MON | Ingress Abbey Wharf and Pier (3rd ed OS), Swanscombe | WHARF, SITE | Modern | 559380 | 175455 |
| WA946 | Point | MWX19057 | TQ 67 NW 1011 | MON | Pier at Broadness | PIER, SITE | Modern | 560006 | 176057 |
| WA947 | Point | MWX19058 | TQ 67 NW 1012 | MON | Bell Wharf, Broadness | WHARF, SITE, BATTLE HEADQUARTERS | Modern | 560010 | 176013 |
| WA948 | Point | MWX19059 | TQ 67 NW 1013 | MON | Portland Cement Works Docks/Wharves | DOCKYARD, SITE | Modern | 561483 | 175388 |
| WA949 | Point | MWX19060 | TQ 67 NW 1014 | MON | Portland Cement Works Pier, Northfleet | PIER, SITE | Modern | 561594 | 175380 |
| WA950 | Point | MWX19061 | TQ 67 NW 1015 | MON | Pier Tower Portland cement works | PIER, SITE | Modern | 561658 | 175287 |
| WA951 | Point | MWX19062 | TQ 67 NW 1016 | MON | Deep Water Pier and four Dolphins, Northfleet | PIER, SITE | Modern | 561744 | 175202 |



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|--------------|---------|----------|------------------|-----|---|-------------------------------|----------------------|--------|--------|
| WA952 | Point | MWX19063 | TQ 67 SW 1029 | MON | Jetty (3rd ed OS), Northfleet | JETTY, SITE | Modern | 562129 | 174859 |
| WA953 | Point | MWX19064 | TQ 67 SW 1030 | MON | Wharf and two Jetties (3rd ed OS), Northfleet | WHARF, SITE | Modern | 562184 | 174823 |
| WA954 | Point | MWX19065 | TQ 67 SW 1031 | MON | Wharf at Northfleet (3rd ed OS) | WHARF, SITE | Modern | 562531 | 174679 |
| WA955 | Point | MWX19237 | TQ 67 NW 1018 | MON | Britannia Lead works, Northfleet | LEAD WORKS | Modern | 561370 | 175569 |
| WA956 | Point | MWX19437 | TQ 67 SW 1055 | MON | Northfleet Power Station coal stock site | FUEL STORE; SITE | Modern | 563000 | 174200 |
| WA957 | Point | MWX20903 | TQ 57 SE 197 | MON | Concrete Tunnel, Swanscombe Heritage Park & Craylands Gorge | TRAMWAY TUNNEL | Modern | 559401 | 174292 |
| WA958 | Point | MWX20904 | TQ 57 SE 198 | MON | Pipeline, Swanscombe Heritage Park and Craylands Gorge | SEWER | Modern | 559776 | 174807 |
| WA959 | Point | MWX20905 | TQ 57 SE 199 | MON | Brick Pier, Swanscombe Heritage Park and Craylands Gorge | COLUMN | Modern | 559860 | 174800 |
| WA960 | Point | MWX20906 | TQ 57 SE 200 | MON | Brick Built Tunnel, Swanscombe Heritage Park & Craylands Gorge | UNDERGROUND RAILWAY TUNNEL | Modern | 559880 | 174800 |
| WA961 | Point | MWX20908 | TQ 57 SE 202 | MON | Cast Iron Pipe, Swanscombe Heritage Centre and Craylands Gorge | WATER PIPE | Modern | 559560 | 174402 |
| WA962 | Point | MWX20909 | TQ 57 SE 203 | MON | Concrete Tramway Tunnel, Swanscombe Heritage Centre & Craylands Gorge | TRAMWAY TUNNEL | Modern | 559360 | 174180 |
| WA963 | Point | MKE90583 | TQ 57 SE 350 | MON | Knockhall Second World War searchlight battery in sports field, east of Knockhall Road, Greenhithe | SEARCHLIGHT BATTERY | Modern | 559379 | 174542 |
| WA964 | Point | MKE90533 | TQ 67 SW 580 | BLD | Ebbsfleet International Station post- Cold War anti-vehicle bomb obstacles, Ebbsfleet, Dartford, Kent | DEFENCE OBSTRUCTION | Modern to unknown | 561340 | 174090 |
| WA965 | Line | MKE20109 | TQ 67 SW 251 | MON | Tramway Tunnel Chalk Pit (or Pits), South of The Hill, Northfleet | TRAMWAY TUNNEL | Modern | 562254 | 173804 |
| WA966 | Polygon | MKE43970 | TQ 67 SW 474 | LND | Wombwell Park, Gravesend | RECREATION GROUND | Modern | 562551 | 172763 |
| WA967 | Point | MKE8417 | TQ 67 SW 198 | MON | Swanscombe halt | RAILWAY STATION | Modern | 560603 | 174766 |
| WA968 | Point | MKE16373 | TQ 67 SW 201 | MON | Drill hall (c1905) | DRILL HALL | Modern | 562080 | 174500 |
| WA969 | Point | MKE20055 | TQ 57 SE 149 | MON | Chalk Quarry, North of London Road | QUARRY, TRAMWAY TUNNEL | Modern | 559700 | 174950 |



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|--------------|---------|------------|---------------|-----|--|----------------------------------|--------|--------|--------|
| WA970 | Point | MKE20064 | TQ 67 NW 101 | MON | Thames Tar Distillery, (Kent Kraft Estate) Site of | TAR WORKS | Modern | 560918 | 175131 |
| WA971 | Point | MKE20113 | TQ 57 SE 164 | BLD | Tram tunnel for quarry site, North of London Road | TRAMWAY TUNNEL, AIR RAID SHELTER | Modern | 559743 | 174947 |
| WA972 | Point | MKE90560 | TQ 57 SE 330 | BLD | Cobham Terrace Road Second World War air raid shelter tunnel, Greenhithe, Dartford, Kent | AIR RAID SHELTER | Modern | 558740 | 174080 |
| WA973 | Point | MKE90540 | TQ 67 SW 586 | BLD | Road tunnel Second World War air raid shelter, south of Taunton Road, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 561215 | 174640 |
| WA974 | Point | MKE90526 | TQ 57 SE 316 | MON | Craylands Lane (north) Second World War tunnel shelter, Swanscombe, Dartford, Kent | AIR RAID SHELTER | Modern | 559919 | 174697 |
| WA975 | Point | MKE114278 | TQ 57 SE 1099 | MON | Tunnel west of Craylands Lane, Swanscombe, Dartford | TUNNEL | Modern | 559841 | 174697 |
| WA976 | Point | MKE20114 | TQ 57 SE 165 | MON | Tram Tunnels, Barnfield Pit/Craylands Gorge | TRAMWAY TUNNEL | Modern | 559897 | 174811 |
| WA977 | Point | MKE41838 | TQ 67 SW 1321 | MON | Northfleet High Street Second World War British Restaurant | CIVIL DEFENCE SITE | Modern | 561824 | 174466 |
| WA978 | Point | MEX31777 | 10260 | MON | Mulberry Harbour Construction Site (destroyed), Tilbury Dock | 562270 | Modern | 562270 | 176560 |
| WA979 | Point | MEX31767 | 10253 | MON | Pillbox E of Stone Ness | 558800 | Modern | 558800 | 176340 |
| WA980 | Point | MEX31771 | 10256 | MON | Spigot Mortar Site (destroyed), N bank of Thames | 559360 | Modern | 559360 | 177100 |
| WA981 | Point | MEX31776 | 10259 | MON | Pillbox (destroyed), Grays Thurrock Quay | 561360 | Modern | 561360 | 177410 |
| WA982 | Polygon | MEX1032966 | 15092 | MON | West Thurrock Power Station | 558910 | Modern | 558910 | 176890 |
| WA983 | Polygon | MEX31777 | 10260 | MON | Mulberry Harbour Construction Site (destroyed), Tilbury Dock | 562245 | Modern | 562270 | 176560 |

Kent Project Site Study Area- Undated (Figure 17)

| WA no. | Shape | MonUID | PrefRef | Record Type | Name | MonType | Period | Easting | Northing |
|--------------|-------|-----------|-----------|-------------|-------------------------|----------|---------|---------|----------|
| WA984 | Point | MKE100566 | MKE100566 | FS | Copper alloy MOUNT | FINDSPOT | Undated | 561400 | 172300 |
| WA985 | Point | MKE104463 | MKE104463 | MON | Bevan's Pit, Northfleet | | Undated | 562000 | 173000 |



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|--------------|-------|---------------|------------------|-----|--|----------|---------|--------|--------|
| WA986 | Point | MKE11193 4 | TQ 67 SW 1519 | MON | Early / middle Roman activity west of Northfleet Roman villa, Northfleet - Pits | DITCH | Undated | 561558 | 174108 |
| WA987 | Point | MKE11257 3 | MKE112573 | FS | other bag | FINDSPOT | Undated | 561740 | 172460 |
| | Point | MKE11259 1 | MKE112591 | FS | hoard | FINDSPOT | Undated | 561740 | 172460 |
| WA988 | Point | MKE11257 4 | MKE112574 | FS | lead container | FINDSPOT | Undated | 558840 | 174940 |
| | Point | MKE11259 5 | MKE112595 | FS | hoard | FINDSPOT | Undated | 558840 | 174940 |
| WA989 | Point | MKE11257 5 | MKE112575 | FS | copper alloy mount | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11257 6 | MKE112576 | FS | copper alloy bracelet | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11257 7 | MKE112577 | FS | copper alloy mount | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11257 8 | MKE112578 | FS | glass unidentified object | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11257 9 | MKE112579 | FS | glass vessel | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 0 | MKE112580 | FS | iron slide key | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 1 | MKE112581 | FS | iron candle holder | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 2 | MKE112582 | FS | copper alloy cosmetic spoon | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 3 | MKE112583 | FS | copper alloy mount | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 4 | MKE112584 | FS | animal skeletal material pin | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 5 | MKE112585 | FS | iron hinge | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 6 | MKE112586 | FS | ceramic vessel | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 7 | MKE112587 | FS | flint blade | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 8 | MKE112588 | FS | copper alloy stud | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11258 9 | MKE112589 | FS | copper alloy ring | FINDSPOT | Undated | 561770 | 172450 |



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|---------------|-------|---------------|------------------|-----|--|-------------------|---------|--------|--------|
| | Point | MKE11259 6 | MKE112596 | FS | hoard | FINDSPOT | Undated | 561770 | 172450 |
| | Point | MKE11259 7 | MKE112597 | FS | hoard | FINDSPOT | Undated | 561770 | 172450 |
| WA990 | Point | MKE11259 0 | MKE112590 | FS | hoard | FINDSPOT | Undated | 561760 | 172500 |
| | Point | MKE11259 2 | MKE112592 | FS | hoard | FINDSPOT | Undated | 561000 | 172000 |
| | Point | MKE11259 3 | MKE112593 | FS | hoard | FINDSPOT | Undated | 561000 | 172000 |
| WA991 | Point | MKE1737 | TQ 67 SW 116 | FS | Vagniacis | FINDSPOT | Undated | 561000 | 172000 |
| WA992 | Point | MKE11259 4 | MKE112594 | FS | hoard | FINDSPOT | Undated | 562000 | 172000 |
| WA993 | Point | MKE11260 0 | MKE112600 | FS | hoard | FINDSPOT | Undated | 561400 | 173000 |
| WA994 | Point | MKE11329 8 | MKE113298 | FS | hoard | FINDSPOT | Undated | 561850 | 172770 |
| WA995 | Point | MKE11443 4 | TQ 67 SW 1567 | MON | Probable palaeochannel seen in 1950s aerial photograph | PALAEOCHANNE L | Undated | 562677 | 172138 |
| WA996 | Point | MKE1627 | TQ 67 SW 1 | MON | Clabberlabber/clapper-napper's hole | CAVE | Undated | 560545 | 172809 |
| WA997 | Point | MKE1639 | TQ 67 SW 13 | MON | Denehole (site of) | DENE HOLE | Undated | 562810 | 172980 |
| WA998 | Point | MKE1650 | TQ 67 SW 24 | MON | Site of Camp ? | EARTHWORK | Undated | 560000 | 172000 |
| WA999 | Point | MKE1663 | TQ 67 SW 37 | MON | Possible denehole | DENE HOLE | Undated | 561630 | 174120 |
| WA1000 | Point | MKE20147 | TQ 67 SW 471 | FS | Possible Large Herbivore Fossil, Swanscombe Community School | FINDSPOT | Undated | 560752 | 173807 |
| WA1001 | Point | MKE20234 | TQ 67 SW 271 | MON | Prehistoric feature, Springhead evaluation, Gravesend, Kent | BURNT MOUND? | Undated | 561660 | 173290 |
| WA1002 | Point | MKE20306 | TQ 67 SW 320 | FS | Mammoth Tusk, Springhead, Northfleet | FINDSPOT | Undated | 561872 | 173352 |
| WA1003 | Point | MKE20547 | TQ 67 SW 341 | MON | Four undated postholes found during trial trenching | POST HOLE | Undated | 562308 | 171923 |
| WA1004 | Point | MKE20589 | TQ 67 SW 367 | MON | Cluster of undated features found east of Springhead | FEATURE | Undated | 562196 | 173075 |
| WA1005 | Point | MKE21025 | TQ 57 SE 241 | MON | 19th century well discovered east of the Gatehouse, Ingress Abbey, Dartford | | Undated | 558927 | 174835 |



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|---------------|-------|-----------|---------------|-----|--|-----------------------|--------------|--------|--------|
| WA1006 | Point | MKE41700 | TQ 67 SW 1187 | BLD | Cooperative Society Cold War air raid siren, The Hill, Northfleet | CIVIL DEFENCE SITE | Undated | 562419 | 174208 |
| WA1007 | Point | MKE42984 | TQ 57 SE 251 | MON | Undated features found during sewer works in 2007 | PIT | Undated | 559906 | 171875 |
| WA1008 | Point | MKE43318 | TQ 57 SE 257 | MON | Boundary Wall | BOUNDARY WALL | Undated | 558886 | 174843 |
| WA1009 | Point | MKE58059 | MKE58059 | FS | stone necklace | FINDSPOT | Undated | 559300 | 175500 |
| WA1010 | Point | MKE58441 | MKE58441 | FS | lead unidentified object | FINDSPOT | Undated | 561500 | 171900 |
| WA1011 | Point | MKE66673 | MKE66673 | FS | copper alloy harness fitting | FINDSPOT | Undated | 562900 | 171550 |
| WA1012 | Point | MKE66680 | MKE66680 | FS | Unknown copper alloy cross | FINDSPOT | Undated | 562600 | 171600 |
| WA1013 | Point | MKE67085 | MKE67085 | FS | Unknown copper alloy unidentified object | FINDSPOT | Undated | 561800 | 171300 |
| | Point | MKE67086 | MKE67086 | FS | Unknown copper alloy lock? | FINDSPOT | Undated | | |
| WA1014 | Point | MKE777 | TQ 57 SE 1 | FS | Mounts wood | FINDSPOT | Undated | 558900 | 173300 |
| WA1015 | Point | MKE785 | TQ 57 SE 9 | MON | Former site of an earthwork, thought to be either a barrow, denehole or barrow mound | EARTHWORK | Undated | 558850 | 173500 |
| WA1016 | Point | MKE786 | TQ 57 SE 10 | MON | Mount's wood denehole | DENE HOLE | Undated | 559000 | 173170 |
| WA1017 | Point | MKE79333 | MKE79333 | FS | copper alloy unidentified object | FINDSPOT | Undated | 560900 | 171800 |
| WA1018 | Point | MKE80418 | TQ 57 SE 1065 | MON | Cropmark of a linear feature, to the south of Bean | LINEAR EARTHWORK | Undated | 558679 | 171393 |
| WA1019 | Point | MKE80420 | TQ 57 SE 1067 | MON | Cropmark of a rectilinear feature, to the south of Bean | RECTILINEAR ENCLOSURE | Undated | 558803 | 171507 |
| WA1020 | Point | MKE817 | TQ 57 SE 41 | MON | Darenth wood deneholes | DENE HOLE | Undated | 558000 | 172600 |
| WA1021 | Point | MKE84160 | MKE84160 | FRM | Upper Hazells | FARMSTEAD | Undated | 562657 | 171325 |
| WA1022 | Point | MKE853 | TQ 57 SE 78 | FS | Three Potin Coins | FINDSPOT | Undated | 558000 | 173000 |
| | Point | MKE862 | TQ 57 SE 87 | FS | Small Acheulean Hand-axe findspot | FINDSPOT | Undated | | |
| WA1023 | Point | MKE97486 | MKE97486 | FS | 3 Lower Palaeolithic flint flakes, located at Swanscombe | FINDSPOT | Palaeolithic | 560988 | 173204 |
| WA1024 | Point | MKE97487 | MKE97487 | FS | Undated burnt flint, located at Pan Handle, Swanscombe | FINDSPOT | Undated | 560405 | 173668 |
| WA1025 | Point | MWX0281 | TQ 57 NE 1077 | MON | Scatter of squared angular wooden stakes, Swanscombe Marshes | SITE? | Undated | 559439 | 175477 |
| WA1026 | Point | MWX1828 4 | TQ 57 NE 1051 | MON | Former field boundary/drainage pattern | FEATURE, SITE | Undated | 559731 | 175476 |



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|---------------|---------|---------------|------------------|-----|---|---|---------|--------|--------|
| WA1027 | Point | MWX1849 9 | TQ 67 NW 1010 | MON | Rectilinear enclosures | ENCLOSURE, SITE | Undated | 560780 | 175457 |
| WA1028 | Point | MWX2069 5 | TQ 67 SW 392 | MON | Undated Ditches at Waterloo Connection, Southfleet | DITCH | Undated | 561438 | 171924 |
| WA1029 | Point | MWX2073 2 | TQ 67 SW 395 | FS | Worked stake findspot at South Thames- Side Development Route 4 Ebbsfleet, Northfleet | NONE | Undated | | |
| | Point | MWX2073 3 | TQ 67 SW 396 | FS | Possible Spilt Timber findspot at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Undated | | |
| | Point | MWX2072 7 | TQ 67 SW 393 | FS | Animal Bone findspot at South Thames- Side Development Route 4 Ebbsfleet, Northfleet | NONE | Undated | 561449 | 174433 |
| | Point | MWX2073 0 | TQ 67 SW 394 | FS | Bronze Age sherd of pottery findspot at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | NONE | Undated | 561441 | 174433 |
| WA1030 | Point | MWX2073 4 | TQ 67 SW 397 | MON | Undated Ditch at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | DITCH | Undated | 561496 | 174400 |
| WA1031 | Point | MWX2073 9 | TQ 67 SW 399 | FS | Flint findspot at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Undated | 561847 | 173905 |
| WA1032 | Point | MWX2074 4 | TQ 67 SW 401 | FS | Animal bone at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Undated | 561760 | 173910 |
| WA1033 | Point | MWX2075 9 | TQ 67 SW 404 | FS | Lithic assemblage findspot at South Thames-Side Development Route 4 Ebbsfleet, Northfleet | FINDSPOT | Undated | 562177 | 173524 |
| WA1034 | Point | MWX2078 3 | TQ 67 SW 405 | FS | Animal Bone at Station Quarter South, Ebbsfleet, Kent | NONE | Undated | 561488 | 172883 |
| WA1035 | Point | MWX2083 3 | TQ 67 SW 413 | MON | Animal burrow at station Quarter South, Ebbsfleet, Kent | FEATURE | Undated | 561554 | 172880 |
| WA1036 | Line | MWX1773 2 | TQ 67 SW 1015 | MON | Possible linear crop mark | SITE, SITE | Undated | 561153 | 173434 |
| WA1037 | Line | MKE77177 | TQ 67 SW 489 | MON | Cropmark of a possible field system, Springhead | FIELD SYSTEM?, LINEAR FEATURE, TRACKWAY? | Undated | 561391 | 172848 |
| WA1038 | Polygon | MKE11190 1 | TQ 67 SW 1510 | MON | East range at Northfleet Roman villa - post holes | NONE | Undated | 561637 | 174097 |
| WA1039 | Polygon | MKE11193 3 | TQ 67 SW 1518 | MON | Early / middle Roman activity west of Northfleet Roman villa, Northfleet - Ditches | DITCH | Undated | 561557 | 174111 |



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|---------------|---------|----------------|------------------|-----|---|-----------|---------|--------|--------|
| WA1040 | Point | MWX1849 1 | TQ 67 SW 1028 | MON | Flooded pit in 1942/1944 AP | PIT, SITE | Undated | 562123 | 173716 |
| WA1041 | Polygon | MEX17462 | 5047 | MON | Near London Road | DENE HOLE | Undated | 559941 | 177693 |
| WA1042 | Point | MEX10365 22 | 45429 | NFF | Thurrock Southern Trunk Main Phase 4 | NONE | Undated | 560110 | 177680 |
| WA1043 | Point | MEX17469 | 5049 | MON | Near Power Station West Thurrock | DENE HOLE | Undated | 559200 | 176800 |
| WA1044 | Point | MEX10377 55 | 45895 | FS | Borehole Survey at Proctor and Gamble factory, Thurrock | FINDSPOT | Undated | 559754 | 177449 |
| WA1045 | Point | MEX10433 13 | MEX104331 3 | FS | A Portable Antiquities Scheme findspot of unknown date. | FINDSPOT | Undated | 561000 | 177000 |
| WA1046 | Polygon | MEX10364 48 | 45389 | MON | Channel Tunnel Rail Link | NONE | Undated | 556680 | 178131 |
| | Polygon | MEX10365 94 | 45465 | NFF | CTRL Thames River Crossing Borehole Records | NONE | Undated | 557411 | 177503 |

Essex Project Site Study Area- Palaeolithic Period (Figure 8)

| WA no. | Shape | MonUID | Prefref | Mon Type | RecordType | Name | MonType | Period | Easting | Northing |
|---------------|-------|----------|------------------|----------|------------|---|----------|------------------------------|---------|----------|
| WA1046 | Point | MEX6238 | 1730 | FINDSPOT | FS | Tilbury - Feenan Highway | FINDSPOT | Palaeolithic | 564600 | 176700 |
| WA1047 | Point | MEX6015 | 1669 | FINDSPOT | FS | Tilbury | FINDSPOT | Prehistoric | 565000 | 176000 |
| WA1048 | Point | MEX6469 | 1784 | FINDSPOT | FS | Find from Tilbury Fort, West Tilbury | FINDSPOT | Palaeolithic | 565200 | 175300 |
| WA1049 | Point | MEX6455 | 1778 | FINDSPOT | FS | West Tilbury | FINDSPOT | Palaeolithic | 564400 | 176000 |
| WA1050 | Point | MKE99905 | TQ 67 SW 1442 | FINDSPOT | FS | Palaeolithic handaxes from Northfleet shore | FINDSPOT | Lower to Middle Palaeolithic | 563480 | 174500 |

Essex Project Site Study Area- Prehistoric Period (Figure 9)

| WA no. | Shape | MonUID | Prefref | Record Type | Name | MonType | Period | Easting | Northing |
|---------------|-------|------------|---------|-------------|-----------------|----------|-------------|---------|----------|
| WA1051 | Point | MEX1040153 | 47276 | FS | Little Thurrock | FINDSPOT | Mesolithic | 563000 | 178000 |
| | Point | MEX6443 | 1774 | FS | Little Thurrock | FINDSPOT | Prehistoric | 563000 | 178000 |
| WA1052 | Point | MEX6438 | 1773 | FS | Tilbury | FINDSPOT | Mesolithic | 563500 | 175000 |



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|---------------|-------|----------|-----------------|-----|--|---------------|-------------------------------|--------|--------|
| WA1053 | Point | MEX6209 | 1721 | MON | Tilbury - Tilbury Docks | HUMAN REMAINS | Late Mesolithic | 564116 | 175192 |
| | Point | MWX20661 | TQ 67 SW 379 | FS | Mesolithic Findspot Gravesend and North Kent Hospital | FINDSPOT | Mesolithic to Early Neolithic | | |
| WA1054 | Point | MWX20649 | TQ 67 SW 373 | MON | Mixed Lithics Gravesend and North Kent Hospital | FINDSPOT | Middle Bronze Age | 564330 | 174260 |
| WA1055 | Point | MEX5916 | 1639 | FS | Tilbury | FINDSPOT | Neolithic | 564000 | 176000 |
| WA1056 | Point | MEX6567 | 1808 | FS | West Tilbury Marsh | FINDSPOT | Neolithic | 565200 | 176000 |
| WA1057 | Point | MEX6168 | 1709 | FS | Tilbury - Original Dock area | FINDSPOT | Neolithic | 563300 | 175300 |
| WA1058 | Point | MEX5939 | 1649 | FS | Tilbury Dock | FINDSPOT | Neolithic | 563683 | 175575 |
| WA1059 | Point | MEX5935 | 1648 | FS | Tilbury Dock | FINDSPOT | Prehistoric | 563683 | 175575 |
| WA1060 | Point | MWX20917 | TQ 67 SW 423 | | Mesolithic Activity, Late Bronze Age Activity, Early Iron Age Activity | MON | Prehistoric | 564370 | 174260 |

Essex Project Site Study Area- Iron Age Period (Figure 10)

| WA no. | Shape | MonUID | Prefref | Record Type | Name | MonType | Period | Easting | Northing |
|---------------|-------|----------|-----------------|-------------|---|---------------------------------|-------------------------------|---------|----------|
| WA1061 | Point | MKE66737 | MKE66737 | FS | Iron Age copper alloy coin | FINDSPOT | Late Iron Age | 564859 | 174104 |
| WA1062 | Point | MWX20918 | TQ 67 SW 424 | MON | Late Iron Age- Roman Activity-Saxon, Stuart Road | FLOOR; DITCH; DRAINAGE DITCH | Early Iron Age to Anglo-Saxon | 564360 | 174250 |
| WA1063 | Point | MWX20656 | TQ 67 SW 378 | MON | Iron Age Ditch, Gravesend and North Kent Hospital | DITCH | Late Iron Age to Roman | 564424 | 174253 |

Essex Project Site Study Area- Roman Period (Figure 11 & 12)

| WA no. | Shape | MonUID | Prefref | Record Type | Name | MonType | Period | Easting | Northing |
|---------------|-------|---------|---------|-------------|-------------------------------------|----------|--------|---------|----------|
| WA1064 | Point | MEX6468 | 1783 | FS | West of West Tilbury - Tilbury Fort | FINDSPOT | Roman | 564720 | 175100 |
| WA1065 | Point | MEX6471 | 1785 | FS | West Tilbury - Tilbury Fort | FINDSPOT | Roman | 565000 | 175100 |
| WA1066 | Point | MEX6221 | 1724 | FS | Tilbury - Original Dock area | FINDSPOT | Roman | 563500 | 175400 |
| WA1067 | Point | MEX6234 | 1728 | FS | Tilbury - Central Dock | FINDSPOT | Roman | 563500 | 176000 |
| WA1068 | Point | MEX6437 | 1772 | FS | Tilbury | FINDSPOT | Roman | 563570 | 175050 |
| WA1069 | Point | MEX6195 | 1716 | FS | Tilbury - Quebec Road | FINDSPOT | Roman | 564400 | 176600 |



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|---------------|-------|----------|-----------------|-----|---|---|-------|--------|--------|
| WA1070 | Point | MKE1732 | TQ 67 SW 110 | MON | Romano-British occupation site | SETTLEMENT; DITCH; TESSELLATED FLOOR | Roman | 564700 | 174400 |
| WA1071 | Point | MKE66738 | MKE66738 | FS | Roman copper alloy brooch | FINDSPOT | Roman | 564859 | 174104 |
| WA1072 | Point | MWX20647 | TQ 67 SW 374 | MON | Romano British Ditch & Pits, Gravesend & North Kent Hospital | DITCH; PIT; PIT; PIT; POST HOLE; CONTRACTED INHUMATION; PIT; METAL WORKING SITE; PIT | Roman | 564432 | 174260 |
| WA1073 | Point | MKE1670 | TQ 67 SW 44 | FS | Roman bronze objects | FINDSPOT; SITE | Roman | 563846 | 174472 |

Essex Project Site Study Area- Anglo-Saxon and Medieval Periods (Figure 13)

| WA no. | Shape | MonUID | Prefref | Record Type | Name | MonType | Period | Easting | Northing |
|---------------|---------|------------|-----------------|-------------|--|---|-------------------------------------|---------|----------|
| WA1074 | Point | MEX5940 | 1650 | FS | Tilbury Marshes | FINDSPOT | Early Medieval | 564000 | 177000 |
| WA1075 | Polygon | MEX1042105 | 48401 | LND | West Tilbury Marshes | MARSH | Medieval to Post Medieval | 565164 | 175759 |
| WA1076 | Polygon | MEX6047 | 1677 | MON | Tilbury Fort, West Tilbury | ROAD; DITCH | Medieval | 565147 | 175477 |
| WA1077 | Point | MWX20650 | TQ 67 SW 375 | MON | Anglo Saxon Pits, Gravesend & North Kent Hospital | COOKING PIT; COOKING PIT; COOKING PIT; COOKING PIT; COOKING PIT; COOKING PIT; COOKING PIT | Early Medieval or Anglo-Saxon | 564432 | 174260 |
| WA1078 | Point | MKE14518 | TQ 67 SW 172 | PLA | Gravesend | TOWN | Medieval | 564750 | 174320 |
| WA1079 | Point | MKE17141 | TQ 67 SE 216 | MON | Medieval remains at site of old sea school | REVETMENT | Medieval | 565260 | 174400 |
| WA1080 | Point | MKE19983 | TQ 67 SW 232 | MON | Medieval Cesspits, Off High Street, Gravesend | CESS PIT | Medieval | 564756 | 174402 |
| WA1081 | Point | MKE66762 | MKE66762 | FS | Medieval copper alloy steelyard weight | FINDSPOT | Medieval | 564859 | 174104 |
| | Point | MKE66790 | MKE66790 | FS | Medieval Copper Alloy Mirror Case | FINDSPOT | Medieval | 564859 | 174104 |
| WA1082 | Point | MKE1752 | TQ 67 SW 131 | MON | No. 43 high street, Gravesend | PIT; PIT | Medieval to Post Medieval | 564750 | 174250 |



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|---------------|---------|----------|-----------------|-----|---------------------------------------|---|------------------------------|--------|--------|
| WA1083 | Point | MKE19984 | TQ 67 SW 233 | MON | Manorial Complex (Site of), Gravesend | MANOR HOUSE; GATEHOUSE; GREAT HALL; BAKEHOUSE; PRIVY HOUSE | Medieval to Post Medieval | 564700 | 174410 |
| WA1084 | Polygon | MKE1631 | TQ 67 SW 5 | MON | Gravesend Blockhouse (remains of) | BLOCKHOUSE; MAGAZINE | Medieval to Post Medieval | 564993 | 174409 |

Essex Project Site Study Area- Post-medieval Period (Figure 14)

| WA no. | Shape | MonUID | Prefref | RecordType | Name | MonType | Period | Easting | Northing |
|---------------|---------|------------|-----------------|------------|---|---|---------------|---------|----------|
| WA1085 | Polygon | MEX1033045 | 15473 | MON | Daniel Defoe's brickworks in Tilbury | BRICKWORKS; TILE WORKS | Post Medieval | 563382 | 176260 |
| WA1086 | Polygon | MEX1034116 | 19506 | MON | Tilbury Riverside - Earthworks linear features | RIDGE AND FURROW; DRAIN | Post Medieval | 564529 | 175644 |
| WA1087 | Polygon | MEX1037738 | 45888 | MON | Biosolids Dryer at Tilbury sewage works | FARM; OPEN SITE? | Post Medieval | 565541 | 175611 |
| WA1088 | Polygon | MEX34893 | 12004 | MON | Site of former buildings near Tilbury junctions | BUILDING; FARMSTEAD; TILE WORKS | Post Medieval | 564412 | 175655 |
| WA1089 | Polygon | MEX41440 | 1678 | MON | Tilbury Fort | BLOCKHOUSE; FORT; CHAPEL; GATEHOUSE; BASTION OUTWORK; BASTION OUTWORK; BATTERY; ROAD; DITCH; BASTION OUTWORK | Post Medieval | 565147 | 175477 |
| WA1090 | Point | MKE77496 | TQ 67 SW 491 | BLD | Victorian pillar box, Burch Road, Northfleet | PILLAR BOX | Post Medieval | 563710 | 174191 |
| WA1091 | Point | MKE91591 | TQ 67 SW 636 | BLD | Brick footings and cess tank at 3-5 Queen Street. Gravesend | WALL; CESS PIT | Post Medieval | 564854 | 174171 |
| WA1092 | Point | MWX17296 | TQ 67 SE 347 | MAR | William | WRECK; SITE | Post Medieval | 565000 | 174690 |
| WA1093 | Point | MKE17035 | TQ 67 SW 204 | MON | Lime works, Wrotham road, Gravesend | LIME KILN | Post Medieval | 564150 | 174200 |
| WA1094 | Point | MKE1750 | TQ 67 SW 129 | MON | Gibbet (site of) | GIBBET | Post Medieval | 564300 | 174400 |
| WA1095 | Point | MKE1753 | TQ 67 SW 132 | MON | Post-medieval rubbish pits | RUBBISH PIT | Post Medieval | 564700 | 174200 |
| WA1096 | Point | MKE16940 | TQ 67 SW 202 | MON | Russell's Gravesend brewery | BREWERY; SITE | Post Medieval | 564540 | 174463 |



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|---------------|-------|----------|------------------|-----|--|-----------------------------|---------------|--------|--------|
| WA1097 | Point | MKE19977 | TQ 67 SW 228 | MON | Two 18th/19th Century Cellars, Off Bank St, Gravesend | CELLAR | Post Medieval | 564790 | 174321 |
| WA1098 | Point | MKE19978 | TQ 67 SW 229 | MON | 17th - 18th Century Basement at 67 High Street, Gravesend | CELLAR | Post Medieval | 564749 | 174328 |
| WA1099 | Point | MKE20227 | TQ 67 SW 262 | MON | Possible 18th Century Building Foundations, Corner of Church land and Princes Street, Gravesend | BUILDING | Post Medieval | 564719 | 174317 |
| WA1100 | Point | MKE20240 | TQ 67 SW 274 | MON | Remains of Building Foundations, Between 75-76 High Street, Gravesend | BASEMENT | Post Medieval | 564750 | 174360 |
| WA1101 | Point | MKE20247 | TQ 67 SW 282 | MON | Possible Manufacturing Waste Pit off Princes Street, Gravesend | PIT | Post Medieval | 564720 | 174349 |
| WA1102 | Point | MKE27587 | TQ 67 SW 1138 | MON | Site of No 78 High Street (West side) | SITE; HOUSE; HOUSE; SHOP | Post Medieval | 564757 | 174388 |
| WA1103 | Point | MKE27639 | TQ 67 SW 1101 | MON | 3 FIGUREHEADS IN THE GROUNDS OF NO 29 (THAMES HOUSE) | SITE; FIGUREHEAD | Post Medieval | 564964 | 174386 |
| WA1104 | Point | MKE27659 | TQ 67 SW 1060 | MON | Nos. 82 and 83 High Street Gravesend | SITE; HOUSE; SHOP | Post Medieval | 564756 | 174409 |
| WA1105 | Point | MKE27659 | TQ 67 SW 1060 | MON | Nos. 82 and 83 High Street Gravesend | SITE; HOUSE; SHOP | Post Medieval | 564756 | 174409 |
| WA1106 | Point | MWX18882 | TQ 67 SW 1022 | MON | Quay at Rosherville | QUAY; SITE | Post Medieval | 563604 | 174497 |
| WA1107 | Point | MWX18883 | TQ 67 SW 1023 | MON | Quays serving a chalk quarry at Rosherville | QUAY; SITE | Post Medieval | 563859 | 174486 |
| WA1108 | Point | MWX18886 | TQ 67 SW 1025 | MON | Clifton Pier, Gravesend | PIER; SITE | Post Medieval | 564241 | 174483 |
| WA1109 | Point | MWX18887 | TQ 67 SW 1026 | MON | Kent and Essex Steam Ferry Pier, Gravesend | PIER; SITE | Post Medieval | 564669 | 174507 |
| WA1110 | Point | MWX18888 | TQ 67 SE 1016 | MON | Custom House Pier, Gravesend | PIER; SITE | Post Medieval | 565226 | 174447 |
| WA1111 | Point | MWX18889 | TQ 67 SE 1017 | MON | Watts's Pier, Gravesend | PIER; SITE | Post Medieval | 565259 | 174450 |
| WA1112 | Point | MWX19233 | TQ 67 SW 1053 | MON | Maltings associated with Russell's Gravesend brewery | MALTINGS; SITE | Post Medieval | 564531 | 174424 |
| WA1113 | Point | MWX19240 | TQ 67 SE 1038 | MON | Post medieval remains at site of old sea school, Gravesend | SLIPWAY; REVETMENT | Post Medieval | 565259 | 174400 |



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|---------------|---------|------------|------------------|-----|--|--|----------------------------|--------|--------|
| WA1114 | Point | MWX19241 | TQ 67 SE 1039 | MON | Post medieval remains at site of Old Sea School, Gravesend | SITE | Post Medieval | 565259 | 174401 |
| WA1115 | Point | MWX20651 | TQ 67 SW 376 | MON | Post Medieval Pits, Gravesend & North Kent Hospital | RUBBISH PIT; RUBBISH PIT; RUBBISH PIT; STAKE HOLE; STAKE HOLE; POST HOLE; LAND RECLAMATION | Post Medieval | 564432 | 174260 |
| WA1116 | Point | MWX20652 | TQ 67 SW 377 | MON | Scaffold Points, 19th - 20th Century Victorian Terrace | POST HOLE | Post Medieval | 564432 | 174260 |
| WA1117 | Point | MKE91590 | TQ 67 SW 635 | MON | Post holes at 3-5 Queen Street, Gravesend | NONE | Post Medieval | 564852 | 174173 |
| WA1118 | Point | MWX17243 | TQ 67 SW 1000 | MON | Amsterdam Bridge Gravesend | PIER; SITE | Post Medieval | 564831 | 174473 |
| WA1119 | Point | MWX18637 | TQ 67 SW 1014 | MON | Ropewalk near Gravesend | ROPEWALK; SITE | Post Medieval | 564152 | 174458 |
| WA1120 | Point | MKE40027 | TQ 67 SW 458 | MON | 19th century ice-well at Horns Place, Gravesend | ICEHOUSE | Post Medieval | 564838 | 174351 |
| WA1121 | Point | MWX18884 | TQ 67 SW 1024 | MON | Clifton Baths, Gravesend | BATHS; SITE | Post Medieval | 564133 | 174453 |
| WA1122 | Point | MKE16941 | TQ 67 SW 203 | MON | Gravesend brewery | BREWERY | Post Medieval to Modern | 564870 | 174420 |
| WA1123 | Point | MKE19976 | TQ 67 SW 227 | MON | Site of 77 - 78 High Street (Remains of 18th/19th Century Cellar), Gravesend | BASEMENT | Post Medieval to Modern | 564740 | 174400 |
| WA1124 | Point | MEX1033094 | 15638 | IND | Tilbury Cottage Hospital | COTTAGE HOSPITAL | Post Medieval to Modern | 564192 | 175717 |
| WA1125 | Polygon | MEX1039702 | 46877 | MON | South East Essex College, Grays, Essex | BURIED LAND SURFACE; DITCH; GULLY; POST HOLE; WELL; PIT | Post Medieval to Modern | 561428 | 177614 |
| WA1126 | Point | MKE20089 | TQ 67 SW 246 | BLD | Gravesend and North Kent Hospital, Gravesend | DISPENSARY; HOSPITAL; HOSPITAL | Post Medieval to Modern | 564467 | 174233 |
| WA1127 | Point | MKE1576 | TQ 67 SE 50 | MON | Bofors gun | GUN EMPLACEMENT; ANTI AIRCRAFT BATTERY | Post Medieval to Modern | 565200 | 174300 |
| WA1128 | Point | MKE19980 | TQ 67 SW 231 | MON | Site of Distillery Bank Street, Gravesend | DISTILLERY; CELLAR | Post Medieval to Modern | 564790 | 174320 |
| WA1129 | Point | MKE20228 | TQ 67 SW 263 | MON | Remains of 19th Century Building Foundations, Corner of Church land and Princes Street, Gravesend | BUILDING; BASEMENT | Post Medieval to Modern | 564719 | 174317 |



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|---------------|-------|----------|------------------|-----|---|--------------------------------|-------------------------|--------|--------|
| WA1130 | Point | MKE20229 | TQ 67 SW 264 | MON | Remains of 19th Century Building Foundations, Princes Street, Gravesend | BUILDING | Post Medieval to Modern | 564716 | 174338 |
| WA1131 | Point | MKE20230 | TQ 67 SW 265 | MON | Remains of Building Foundations, Princes Street, Gravesend | BUILDING; BASEMENT | Post Medieval to Modern | 564718 | 174343 |
| WA1132 | Point | MKE20231 | TQ 67 SW 266 | MON | Remains of Building Foundations, Princes Street, Gravesend | BASEMENT | Post Medieval to Modern | 564743 | 174370 |
| WA1133 | Point | MKE20232 | TQ 67 SW 267 | MON | Remains of Building Foundations, Hole in the Wall Alley, Gravesend | TUNNEL; BASEMENT | Post Medieval to Modern | 564741 | 174385 |
| WA1134 | Point | MKE20233 | TQ 67 SW 268 | MON | Remains of Building Foundations, Rear of 81-82 High Street, Gravesend | BASEMENT; TUNNEL | Post Medieval to Modern | 564750 | 174410 |
| WA1135 | Point | MKE20237 | TQ 67 SW 272 | MON | Remains of Building Foundations, 76a High Street, Gravesend | BASEMENT | Post Medieval to Modern | 564753 | 174374 |
| WA1136 | Point | MKE20238 | TQ 67 SW 273 | MON | Remains of Building Foundations, Rear of 65-66 High Street, Gravesend | BASEMENT | Post Medieval to Modern | 564753 | 174374 |
| WA1137 | Point | MKE20242 | TQ 67 SW 277 | MON | Remains of Building Foundations, Beneath 74 High Street, Gravesend | BASEMENT | Post Medieval to Modern | 564750 | 174360 |
| WA1138 | Point | MKE20243 | TQ 67 SW 278 | MON | Remains of Building Foundations, Beneath 73 High Street, Gravesend | BASEMENT | Post Medieval to Modern | 564750 | 174360 |
| WA1139 | Point | MKE20245 | TQ 67 SW 280 | MON | Remains of Building Foundations, Beneath 70-70a High Street, Gravesend | BASEMENT | Post Medieval to Modern | 564753 | 174347 |
| WA1140 | Point | MKE27657 | TQ 67 SW 1067 | MON | Site of 77A High Street (West side) | SITE; HOUSE; SHOP; BASEMENT | Post Medieval to Modern | 564756 | 174384 |
| WA1141 | Point | MKE27794 | TQ 67 SW 1125 | MON | No. 81 High Street Gravesend | SITE; HOUSE; SHOP | Post Medieval to Modern | 564756 | 174403 |
| WA1142 | Point | MKE27815 | TQ 67 SW 1123 | MON | Former site of No 77 High Street (West side) | SITE; HOUSE; BASEMENT; SHOP | Post Medieval to Modern | 564756 | 174380 |
| WA1143 | Point | MKE97887 | TQ 67 SW 1374 | MON | Late 19th/early 20th Century Garden Features, 53 Burch Road | WALL | Post Medieval to Modern | 563707 | 174372 |



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|--------|---------|-----------|------------------|-----|--|--------------------------|----------------------------|--------|--------|
| WA1144 | Point | MKE99096 | TQ 67 SW 1383 | MON | Pier Entrance to Rosherville Pleasure Gardens | PLEASURE GARDEN | Post Medieval to Modern | 563702 | 174380 |
| WA1145 | Point | MWX0297 | TQ 67 SW 1058 | MON | Wooden stakes below jetty on foreshore by Gravesend | STRUCTURE? | Post Medieval to Modern | 563422 | 174510 |
| WA1146 | Point | MKE8343 | TQ 67 SW 196 | MON | Site of Gravesend West station | RAILWAY STATION | Post Medieval to Modern | 564362 | 174373 |
| WA1147 | Point | MKE104365 | TQ 67 SW 105 | MON | Congregational Church, Princes Street, Gravesend | PLACE OF WORSHIP | Post Medieval to Modern | 564693 | 174250 |
| WA1148 | Polygon | MKE43973 | TQ 67 SE 290 | MON | Terrace Gardens, (former site), Gravesend | GARDEN | Post Medieval to Modern | 565093 | 174361 |
| WA1149 | Polygon | MWX17332 | TQ 67 SW 1002 | MON | Former site of Rosherville Gardens | CAVE; PLEASURE GARDEN | Post Medieval to Modern | 563497 | 174258 |

Essex Project Site Study Area- 19th century (Figure 15)

| WA no. | Shape | MonUID | Prefref | RecordType | Name | MonType | Period | Easting | Northing |
|--------|-------|-----------|------------------|------------|--|------------------|--------------|---------|----------|
| WA1232 | Point | MWX18738 | TQ 67 SE 1012 | MON | Groyne Gravesend | GROYNE; SITE | 19th century | 565395 | 174421 |
| WA1233 | Point | MKE104364 | TQ 67 SW 1008 | MON | Methodist Church, Milton Road, Gravesend | PLACE OF WORSHIP | 19th century | 564974 | 174105 |
| WA1234 | Point | MKE104443 | TQ 67 SW 1009 | MON | St James church New Road Gravesend | PLACE OF WORSHIP | 19th century | 654455 | 174116 |
| WA1235 | Point | MKE111517 | TQ 67 SW 189 | MON | Site of the National School | NATIONAL SCHOOL | 19th century | 564785 | 174170 |
| WA1236 | Point | MKE112171 | TQ 67 SW 1545 | MON | Site of Princes Street School, Kempthorne Street, Gravesend | SCHOOL | 19th century | 564586 | 174253 |

Essex Project Site Study Area- Modern Period (Figure 16)

| WA no. | Shape | MonUID | Prefref | RecordType | Name | MonType | Period | Easting | Northing |
|--------|---------|----------|---------|------------|---|------------------------------|--------|---------|----------|
| WA1150 | Polygon | MEX31779 | 10261 | MON | P.L.U.T.O. Line Construction & Assembly Site (destroyed), Tilbury Main Dock | FACTORY | Modern | 562987 | 176176 |
| WA1151 | Polygon | MEX31803 | 10279 | MON | Spigot Mortar Base, NW Bastion, Tilbury | SPIGOT MORTAR EMPLACEMENT | Modern | 565147 | 175477 |



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|---------------|---------|------------|-------|-----|--|---|--------|--------|--------|
| WA1152 | Polygon | MEX31804 | 10280 | MON | Spigot Mortar Base, SE Bastion, Tilbury Fort | SPIGOT MORTAR EMPLACEMENT | Modern | 565147 | 175477 |
| WA1153 | Polygon | MEX31806 | 10282 | MON | Turret (destroyed), Allotments, Fort Road | TETT TURRET?; ALAN WILLIAMS TURRET? | Modern | 565336 | 176429 |
| WA1154 | Polygon | MEX39674 | 14559 | MON | Anti-glider ditches SE of Bowaters Farm | AIRCRAFT OBSTRUCTION | Modern | 566053 | 176835 |
| WA1155 | Polygon | MEX6052 | 1679 | MON | Tilbury Fort | BATTERY | Modern | 565147 | 175477 |
| WA1156 | Polygon | MEX1041248 | 21498 | MON | D-Day Assembly Area, Tilbury | MILITARY CAMP | Modern | 564626 | 176615 |
| WA1157 | Polygon | MEX1041251 | 21500 | MON | Eighteen Air Raid Shelters (destroyed), Recreation Ground, Tilbury | AIR RAID SHELTER | Modern | 564586 | 176272 |
| WA1158 | Polygon | MEX1041252 | 21501 | MON | Six Air Raid Shelters (destroyed), between railway and Tilbury Fort | AIR RAID SHELTER | Modern | 564626 | 175347 |
| WA1159 | Polygon | MEX1032967 | 15093 | MON | Tilbury Power Station | COAL FIRED POWER STATION; OIL FIRED POWER STATION | Modern | 565987 | 175917 |
| WA1160 | Polygon | MEX1032117 | 18454 | NFF | West Tilbury Commons - REVOKED see 18614 | DRAINAGE DITCH | Modern | 565392 | 177002 |
| WA1161 | Polygon | MEX1032172 | 18882 | MON | WWII anti-aircraft ditches N of Little Thurrock Marshes | AIRCRAFT OBSTRUCTION | Modern | 563479 | 177344 |
| WA1162 | Point | MEX31790 | 10268 | MON | Spigot Mortar Site (destroyed), Dock Road | SPIGOT MORTAR EMPLACEMENT | Modern | 563340 | 176640 |
| WA1163 | Point | MEX31805 | 10281 | MON | Road Barrier (destroyed), Nr Level Crossing, Fort Rd, W. Tilbury | ROAD BARRIER | Modern | 565302 | 176379 |
| WA1164 | Point | MEX1039718 | 46888 | NFF | Tilbury Power Station Archaeological evaluation and monitoring report | COAL FIRED POWER STATION; OIL FIRED POWER STATION | Modern | 565400 | 176200 |
| WA1165 | Point | MEX1041241 | 21492 | MON | D-Day Embarkation Hard 'NZ1 Main Dock West' (destroyed), Tilbury Docks | EMBARKATION HARD | Modern | 563000 | 175560 |
| WA1166 | Point | MEX1041242 | 21493 | MON | D-Day Embarkation Hard 'NZ2 Main Dock East' (destroyed), Tilbury Docks | EMBARKATION HARD | Modern | 563120 | 175550 |
| WA1167 | Point | MEX1041243 | 21494 | MON | D-Day Embarkation Hard 'NZ3 West Branch Dock', Tilbury Docks | EMBARKATION HARD | Modern | 563330 | 175800 |
| WA1168 | Point | MEX1041244 | 21495 | MON | D-Day Embarkation Hard 'NZ4 Centre Branch Dock', Tilbury Docks | EMBARKATION HARD | Modern | 563520 | 175940 |



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|---------------|-------|------------|------------------|-----|---|-------------------------------------|--------|--------|--------|
| WA1169 | Point | MEX1041245 | 21496 | MON | D-Day Embarkation Hard 'NZ5 East Branch Dock', Tilbury Docks | EMBARKATION HARD | Modern | 563710 | 176020 |
| WA1170 | Point | MEX1041246 | 21497 | MON | Eight Air Raid Shelters (destroyed), Ellerman Road Broadway, Tilbury | AIR RAID SHELTER | Modern | 563680 | 176420 |
| WA1171 | Point | MEX1041253 | 21502 | MON | ARP shelter / Guard post, Tilbury Fort | AIR RAID WARDENS POST?; GUARDHOUSE? | Modern | 564830 | 175310 |
| WA1172 | Point | MKE41644 | TQ 67 SW 1236 | BLD | British Home Stores Second World War air raid shelter, New Road, Gravesend, Kent | AIR RAID SHELTER | Modern | 564675 | 174191 |
| WA1173 | Point | MKE41669 | TQ 67 SW 1257 | MON | St. George's Hall Second World War mortuary and civil defence store, Church Street, Gravesend | CIVIL DEFENCE BUILDING | Modern | 564640 | 174350 |
| WA1174 | Point | MKE41671 | TQ 67 SW 1259 | BLD | High Street Second World War public air raid shelter, 49/50 High Street, Gravesend | AIR RAID SHELTER | Modern | 564740 | 174240 |
| WA1175 | Point | MKE41672 | TQ 67 SW 1260 | BLD | King Street Second World War public air raid shelter, Gravesend | AIR RAID SHELTER | Modern | 564850 | 174130 |
| WA1176 | Point | MKE41687 | TQ 67 SW 1231 | MON | Clifton Marine Parade Second World War minewatching post, Gravesend | OBSERVATION POST | Modern | 564340 | 174480 |
| WA1177 | Point | MKE41709 | TQ 67 SW 1201 | MON | Gravesend-Tilbury First World War Pontoon Bridge, Royal Pier Road, Gravesend | PONTOON BRIDGE | Modern | 564951 | 174444 |
| WA1178 | Point | MKE41711 | TQ 67 SW 1191 | MON | Yacht Club First World War Voluntary Aid Detachment Hospital, The Undershore, Northfleet | AUXILIARY HOSPITAL | Modern | 564209 | 174445 |
| WA1179 | Point | MKE41740 | TQ 67 SW 1178 | MON | County School Second World War air raid wardens post, Darnley Road, Gravesend | AIR RAID WARDENS POST | Modern | 564460 | 174070 |
| WA1180 | Point | MKE41750 | TQ 67 SE 1215 | MON | Gordon Promenade Second World War Emergency Water Tank, Gravesend | CIVIL DEFENCE SITE | Modern | 565245 | 174351 |
| WA1181 | Point | MKE41795 | TQ 67 SW 1306 | MON | West Street Second World War air raid wardens post, Gravesend | AIR RAID WARDENS POST | Modern | 564610 | 174420 |
| WA1182 | Point | MKE41796 | TQ 67 SE 1184 | MON | Clock Tower Second World War Emergency Water Tank, Gravesend | CIVIL DEFENCE SITE | Modern | 565030 | 174090 |



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|---------------|-------|----------|------------------|-----|---|---------------------------|--------|--------|--------|
| WA1183 | Point | MKE41797 | TQ 67 SW 1307 | MON | Milton Road, Second World War Emergency Water Tank, Gravesend | CIVIL DEFENCE SITE | Modern | 564880 | 174095 |
| WA1184 | Point | MKE41806 | TQ 67 SE 1230 | BLD | Harmer Street Second World War Air Raid Precautions Headquarters, Gravesend | CIVIL DEFENCE BUILDING | Modern | 565035 | 174150 |
| WA1185 | Point | MKE41810 | TQ 67 SE 1226 | BLD | Port of London Authority Cold War Thames Navigation Control Centre, Royal Pier Road, Gravesend | COMMAND POST | Modern | 565070 | 174420 |
| WA1186 | Point | MKE41830 | TQ 67 SW 1317 | BLD | Russells Brewery Second World War air raid shelter, West Street, Gravesend | AIR RAID SHELTER | Modern | 564430 | 174400 |
| WA1187 | Point | MKE41833 | TQ 67 SW 1336 | MON | Garden Row Second World War public air raid shelter, Gravesend | AIR RAID SHELTER | Modern | 564580 | 174110 |
| WA1188 | Point | MKE41834 | TQ 67 SW 1314 | BLD | Brewhouse Yard Second World War air raid shelter, Gravesend | AIR RAID SHELTER | Modern | 564869 | 174205 |
| WA1189 | Point | MKE41839 | TQ 67 SW 1349 | MON | Clifton Marine Parade air raid siren and Police Telephone Box, Gravesend | CIVIL DEFENCE SITE | Modern | 563995 | 174445 |
| WA1190 | Point | MKE41851 | TQ 67 SW 1329 | MON | Labour Exchange Second World War air raid shelter, London Road, Gravesend | AIR RAID SHELTER | Modern | 563780 | 174090 |
| WA1191 | Point | MKE41866 | TQ 67 SW 1323 | MON | 74 New Road Second World War public air raid shelter, Gravesend | AIR RAID SHELTER | Modern | 564611 | 174145 |
| WA1192 | Point | MKE41867 | TQ 67 SW 1322 | MON | Super Cinema Second World War public air raid shelter, 51 New Road, Gravesend | AIR RAID SHELTER | Modern | 564469 | 174165 |
| WA1193 | Point | MKE41875 | TQ 67 SE 1225 | BLD | Clarendon Road Second World War public air raid shelter, Gravesend | AIR RAID SHELTER | Modern | 565099 | 174379 |
| WA1194 | Point | MKE41888 | TQ 67 SE 1223 | MON | HMS Gordon, Royal Navy Training Establishment, National Sea Training School, Commercial Place, Gravesend, Kent | NONE | Modern | 565230 | 174360 |
| WA1195 | Point | MKE41891 | TQ 67 SE 1202 | BLD | New Tavern Fort magazines Second World War air raid shelter, Milton Place, Gravesend, Kent | AIR RAID SHELTER | Modern | 565300 | 174290 |



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|---------------|-------|----------|------------------|-----|---|-----------------------|--------|--------|--------|
| WA1196 | Point | MKE41892 | TQ 67 SW 1252 | MON | New Road Second World War air raid wardens post, Gravesend, Kent | AIR RAID WARDENS POST | Modern | 564561 | 174205 |
| WA1197 | Point | MKE41898 | TQ 67 SW 1255 | MON | Bull Yard Second World War public air raid shelter, Gravesend, Kent | AIR RAID SHELTER | Modern | 564800 | 174390 |
| WA1198 | Point | MKE41899 | TQ 67 SW 1334 | MON | Horn Yard Second World War public air raid shelter, Gravesend, Kent | AIR RAID SHELTER | Modern | 564800 | 174360 |
| WA1199 | Point | MKE41900 | TQ 67 SW 1251 | MON | Crooked Lane Second World War public air raid shelter, Gravesend, Kent | AIR RAID SHELTER | Modern | 564880 | 174380 |
| WA1200 | Point | MKE41902 | TQ 67 SW 1347 | MON | Pope's Head Second World War civil defence store, West Street, Gravesend, Kent | CIVIL DEFENCE SITE | Modern | 564730 | 174430 |
| WA1201 | Point | MKE41903 | TQ 67 SW 1345 | MON | St. James School Second World War First Aid Post, New Road, Gravesend, Kent | CIVIL DEFENCE SITE | Modern | 564425 | 174155 |
| WA1202 | Point | MKE41909 | TQ 67 SW 1340 | MON | Old Town Hall National Fire Service Station, Market Place, Gravesend, Kent | CIVIL DEFENCE SITE | Modern | 564810 | 174290 |
| WA1203 | Point | MKE41910 | TQ 67 SW 1341 | MON | Church Street School Second World War Auxiliary Fire Service building, Church Street, Gravesend, Kent | CIVIL DEFENCE SITE | Modern | 564580 | 174350 |
| WA1204 | Point | MKE41923 | TQ 67 SW 1338 | MON | Second World War civil defence site at the end of the former car ferry pier, West Street, Gravesend | CIVIL DEFENCE SITE | Modern | 564675 | 174515 |
| WA1205 | Point | MKE77841 | TQ 67 SW 608 | BLD | George V pillar box, 'Overcliffe' Near Mobil Petrol Station | PILLAR BOX | Modern | 564059 | 174119 |
| WA1206 | Point | MKE77925 | TQ 67 SE 321 | BLD | George VI pillar box, Clarendon Road / The Terrace | PILLAR BOX | Modern | 565116 | 174310 |
| WA1207 | Point | MKE98238 | TQ 67 SW 1378 | BLD | Technical School, Darnley Road, Gravesend | HOSPITAL | Modern | 564431 | 174074 |
| WA1208 | Point | MKE98239 | TQ 67 SW 1379 | MON | Rosherville Hotel, Burch Road, Northfleet | HOSPITAL | Modern | 563666 | 174454 |
| WA1209 | Point | MKE99547 | TQ 67 SW 648 | BLD | Gravesend Hospital, Bath Street, Gravesend | HOSPITAL | Modern | 564436 | 174236 |
| WA1210 | Point | MWX0240 | TQ 67 SE 1042 | MON | Wooden wharf, by Gravesend Rowing Club | WHARF | Modern | 565237 | 174408 |



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|---------------|-------|----------|------------------|-----|---|-----------------------------|--------|--------|--------|
| WA1211 | Point | MWX19066 | TQ 67 SW 1032 | MON | Henly's Jetty, Gravesend | JETTY; SITE | Modern | 563423 | 174513 |
| WA1212 | Point | MWX19067 | TQ 67 SW 1033 | MON | Jetty (3rd ed OS), Gravesend | JETTY; SITE | Modern | 563543 | 174503 |
| WA1213 | Point | MWX19068 | TQ 67 SW 1034 | MON | Causeway (3rd ed OS), Gravesend | CAUSEWAY; SITE | Modern | 564214 | 174485 |
| WA1214 | Point | MWX19069 | TQ 67 SW 1035 | MON | Baltic Wharf (3rd ed OS), Gravesend | WHARF; SITE | Modern | 564309 | 174484 |
| WA1215 | Point | MWX19070 | TQ 67 SW 1036 | MON | Coal Wharf (3rd ed OS) | WHARF; SITE | Modern | 564343 | 174466 |
| WA1216 | Point | MWX19071 | TQ 67 SW 1037 | MON | South-east and Central Pier, Gravesend | PIER; SITE | Modern | 564409 | 174489 |
| WA1217 | Point | MWX19072 | TQ 67 SW 1038 | MON | Commercial Wharf, Gravesend | WHARF; SITE | Modern | 564499 | 174479 |
| WA1218 | Point | MWX19073 | TQ 67 SW 1039 | MON | Union Wharf, Gravesend | WHARF; SITE | Modern | 564547 | 174470 |
| WA1219 | Point | MWX19074 | TQ 67 SW 1040 | MON | Marriot's Wharf, Gravesend | WHARF; SITE | Modern | 564613 | 174466 |
| WA1220 | Point | MWX19075 | TQ 67 SW 1041 | MON | Landing Stage/Steps by Kent and Essex steam ferry pier | LANDING POINT; SITE | Modern | 564651 | 174485 |
| WA1221 | Point | MWX19076 | TQ 67 SW 1042 | MON | Landing Stage/Steps, Gravesend | LANDING POINT; SITE | Modern | 564739 | 174482 |
| WA1222 | Point | MWX19077 | TQ 67 SW 1043 | MON | Landing Stage/Steps | LANDING POINT; SITE | Modern | 564804 | 174459 |
| WA1223 | Point | MWX19078 | TQ 67 SW 1044 | MON | Landing Stage/Steps, Gravesend | LANDING POINT; SITE | Modern | 564811 | 174451 |
| WA1224 | Point | MWX19079 | TQ 67 SW 1045 | MON | Landing Stage/Steps, Gravesend | LANDING POINT; SITE | Modern | 564820 | 174450 |
| WA1225 | Point | MWX19080 | TQ 67 SW 1046 | MON | Jetty, Gravesend | JETTY; SITE | Modern | 564851 | 174447 |
| WA1226 | Point | MWX19081 | TQ 67 SW 1047 | MON | Wharf, Gravesend | WHARF; SITE | Modern | 564849 | 174436 |
| WA1227 | Point | MWX19082 | TQ 67 SW 1048 | MON | Coal Wharf | WHARF; SITE | Modern | 564889 | 174420 |
| WA1228 | Point | MWX19083 | TQ 67 SW 1049 | MON | Wharf, Gravesend | WHARF; SITE | Modern | 564916 | 174416 |
| WA1229 | Point | MWX19084 | TQ 67 SE 1027 | MON | Pier | PIER; SITE | Modern | 565153 | 174433 |
| WA1230 | Point | MWX19085 | TQ 67 SE 1028 | MON | Coastguard Station (Baggage Yard), Gravesend | COASTGUARD STATION; SITE | Modern | 565190 | 174401 |



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|--------|---------|----------|-----------------|-----|-----------------------------|---------------------|--------|--------|--------|
| WA1231 | Polygon | MKE43966 | TQ 67 SE 289 | MON | Riverside Leisure Gravesend | PUBLIC PARK; GARDEN | Modern | 656347 | 174241 |
|--------|---------|----------|-----------------|-----|-----------------------------|---------------------|--------|--------|--------|

Essex Project Site Study Area- Undated (Figure 17)

| WA no. | Shape | MonUID | Prefref | RecordType | Name | MonType | Period | Easting | Northing |
|--------|----------|------------|------------------|------------|--|-------------------|---------|---------|----------|
| WA1237 | Point | MKE66741 | MKE66741 | FS | copper alloy unidentified object | FINDSPOT | Undated | 564859 | 174104 |
| WA1238 | Point | MWX0238 | TQ 67 SW 1057 | MON | Possible landing stage, in front of Clarendon Hotel, Gravesend | LANDING STAGE | Undated | 564987 | 174440 |
| WA1239 | Point | MWX0239 | TQ 67 SE 1041 | MON | Curvilinear line of stakes, by Gravesend Rowing Club | FEATURE | Undated | 565235 | 174406 |
| WA1240 | Point | MWX18492 | TQ 67 SW 1027 | FS | Unidentified square block - defensive(?), Rosherville | FINDSPOT; SITE | Undated | 563842 | 174538 |
| WA1241 | Polyline | MEX1032745 | 18713 | NFF | Stanford Le Hope STW Water Pipeline | NONE | Unknown | 566955 | 178844 |
| WA1242 | Polygon | MEX1034095 | 19487 | NFF | Land to the North of Riverside Station, Tilbury | NONE | Unknown | 564792 | 175748 |
| WA1243 | Polygon | MEX1038580 | 46211 | NFF | Peat deposits at the new Gateway Community College, Tilbury | NONE | Unknown | 564238 | 177791 |
| WA1244 | Polygon | MEX1049159 | 48692 | MON | Tilbury Docks development | NONE | Unknown | 562148 | 177174 |
| WA1245 | Polygon | MEX39684 | 14568 | MON | Site N of Little Thurrock Marshes | RING DITCH; MOUND | Unknown | 562934 | 177600 |



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|---------------|---------|------------|-------|-----|---|----------|---------|--------|--------|
| WA1246 | Polygon | MEX1036594 | 45465 | NFF | CTRL Thames River Crossing Borehole Records | NONE | Unknown | 557411 | 177503 |
| WA1247 | Point | MEX1043326 | 51635 | PAS | A Portable Antiquities Scheme findspot of unknown date. | FINDSPOT | Unknown | 564000 | 176000 |
| WA1248 | Point | MEX5957 | 1654 | FS | West Tilbury | FINDSPOT | Unknown | 564000 | 177000 |



Appendix 4: Sites and findspots in the marine study area, based on NRHE data, sorted by date (Figures 18 & 19)

| Period | NRHE UID | Description | Easting | Northing |
|----------------|----------|--|---------|----------|
| Palaeolithic | 413564 | A Palaeolithic implement was found at Tilbury Dock in 1913. Possible Palaeolithic worked flints have also been found. | 563200 | 175300 |
| Palaeolithic | 413593 | Palaeolithic flake dredged from the Thames at Broadness. | 560500 | 177000 |
| Palaeolithic | 413593 | Palaeolithic flake dredged from the Thames at Broadness. | 560500 | 177000 |
| Palaeolithic | 1081328 | Findspot of twelve Lower Palaeolithic handaxes and two flakes. | 565500 | 174500 |
| Palaeolithic | 1081337 | Lower Palaeolithic handaxe roughout dredged from the Thames. | 560500 | 177000 |
| Palaeolithic | 1081337 | Lower Palaeolithic handaxe roughout dredged from the Thames. | 560500 | 177000 |
| Palaeolithic | 1143779 | Two Palaeolithic handaxes were found from the River Bed of the Thames at Grays. | 561000 | 176000 |
| Palaeolithic | 1143783 | A Palaeolithic handaxe was found in 1968 at the Dockyard extension at Tilbury, in an area of Alluvium geology. | 563700 | 175700 |
| Palaeolithic | 1145210 | Two Palaeolithic handaxes and 1 flake were found either from dredging the River Thames or at the docks, in an area of Alluvium or Buried Channel Gravel geology. | 562000 | 175000 |
| Mesolithic | 413577 | A Mesolithic tranchet axe was found from Thames at Clement's Reach. | 560000 | 177000 |
| Mesolithic | 414022 | Mesolithic tranchet axes were recovered from the Thames at Northfleet. | 562500 | 175000 |
| Mesolithic | 414022 | Mesolithic tranchet axes were recovered from the Thames at Northfleet. | 562500 | 175000 |
| Mesolithic | 413578 | A Mesolithic perforated antler pick was found from Thames at Grays Thurrock. | 561000 | 177000 |
| Mesolithic | 413579 | A Mesolithic tranchet axe was dredged from Thames at Thurrock. | 563500 | 175000 |
| Neolithic | 413548 | Neolithic flint dagger. | 561000 | 177000 |
| Neolithic | 413549 | A Neolithic chipped and partly ground flint axe with oblique cutting edge, dredged from the Thames and now in Colchester Museum (Accession Number 3803.19). | 561000 | 177000 |
| Neolithic | 413550 | A Neolithic axe of Hornblend and Feldspar found 20 feet down in peat during building excavations in 1844 at Grays. Now in Colchester Museum. | 561000 | 177000 |
| Neolithic | 413553 | A Neolithic axe was found at Grays in 1960. | 561000 | 177000 |
| Neolithic | 413563 | Neolithic pick. | 563300 | 175300 |
| Neolithic | 413574 | Neolithic or Bronze Age human remains, near Tilbury Dock | 564100 | 175200 |
| Neolithic | 413591 | Neolithic flake and pick found at Tilbury Dock | 563000 | 175000 |
| Bronze Age | 413528 | Hoard of bronze barbed spearheads, an early Bronze Age flanged axe, and a large quantity of worked flint recovered from the Thames at Broadness in 1892 | 560000 | 176000 |
| Bronze Age | 413592 | Later Bronze Age fish hooks. | 561000 | 177000 |
| Iron Age | 413544 | Iron Age spearheads (2) | 561000 | 177000 |
| Iron Age | 413583 | Early Iron Age bowl. | 561000 | 177000 |
| Prehistoric | 413546 | Flint scraper dredged from the River Thames at Grays. | 561000 | 177000 |
| Romano-British | 413529 | Roman tile found in the Thames | 560000 | 176000 |
| Romano-British | 413519 | A Romano British settlement site with hut circles, burials, pottery and tiles. | 564400 | 175100 |
| Romano-British | 413556 | Roman amphora fragment | 561500 | 177200 |



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|-------------------|---------|--|--------|--------|
| 19th century | 502073 | The first riverside station at Tilbury was built as part of the London Tilbury and Southend Railway in 1854. Railway station on the London, Tilbury and Southend Railway, opened in 1930. | 564392 | 175148 |
| 19th-20th century | 1025352 | Remains of an unidentified barge, located in the inter-tidal zone in Robin's Creek, Gravesend. | 561815 | 174999 |
| 19th-20th century | 1025353 | Remains of an unidentified barge, located in the inter-tidal zone in Robin's Creek, Gravesend. | 561832 | 174992 |
| 19th-20th century | 1025354 | Remains of an unidentified barge, located in the inter-tidal zone in Robin's Creek, Gravesend. | 561800 | 175000 |
| 19th century | 1474355 | Remains of the Gull Lightship, located in the inter-tidal zone adjacent to Thurrock Yacht Club. Constructed of composite materials (wood, metal and copper) in 1860, she is believed to be one of the oldest extant lightships in the world, remaining on stat | 561383 | 177355 |
| 19th-20th century | 1527138 | Assemblage of three hulked barges in the inter-tidal zone in Robin's Creek, Gravesend. The barges are shown on an aerial photograph taken in 1961. | 561800 | 175000 |
| 19th-20th century | 1595195 | Plate from a ship's telegraph found in material dredged by Cemex UK Marine Ltd. The object was discovered at Cemex's Northfleet Wharf and was reported through the Marine Aggregate Industry Protocol for Reporting Finds of Archaeological Interest. The Lic | 561024 | 175978 |
| 20th century | 1592832 | Possible mine detonator found in material dredged by Cemex UK Marine. The object was discovered at Cemex's Northfleet Wharf in July 2011. | 561024 | 175978 |
| 20th century | 1600170 | Artillery shell discovered in material dredged by CEMEX UK Marine Ltd. The Licence Area from which the object was recovered is unknown. It was discovered at Northfleet Wharf on 18 November 2015 and was reported via the Marine Aggregate Industry Protocol | 561024 | 175978 |



Appendix 5: Known wrecks and obstructions in the marine study area, based on UKHO data (Figures 18 & 19)

| WA_ID | WA Description | BNG Easting | BNG Northing | Source: UKHO_ID |
|-------|---|-------------|--------------|-----------------|
| 2001 | Wreck. The <i>Magdeburg</i> was a motor vessel measuring 158 m in length by 20 m in beam, with a draught of 8.4 m. It was 6629 gross tons. The vessel was built in 1958. It capsized in 1964 in thick fog, following a collision with the Japanese MV <i>Yamashiro Maru</i> . The cargo consisted of machinery and equipment, bicycles, diesel motors, electrical equipment, chemicals, etc. Salvage teams refloated the vessel in August 1965 and it was taken to Tilbury Docks for repairs. Record was amended to 'lift'. | 560437 | 176622 | 69303 |
| 2002 | Wreck. The <i>Hart</i> , a 120 gross ton barge sunk in 1976 along with crane barge <i>Margaret Elizabeth</i> at APCM buoy, south side of St. Clement's Reach, River Thames. Owned at time of loss by Thames & General Lighterage Ltd. Record amended to 'dead' 7 September 2004. | 559767 | 175822 | 12785 |
| 2003 | Wreck. The <i>Margaret Elizabeth</i> , a barge, sunk along with dumb barge <i>Hart</i> at APCM buoy, south side of St Clement's Reach, River Thames. Owned at time of loss by J. Shelbourne & Co. Ltd. Record amended to 'dead' 7 September 2004. | 559767 | 175822 | 12786 |
| 2004 | Wreck. The <i>Folgate</i> was a barge, sunk off the lower end of White's Jetty in 1982, Swanscombe. Owned at time of loss by Blue Circle Industries PLC. Record amended to 'dead' in 2005 when not located by multibeam or echosounder. | 560075 | 176481 | 13121 |
| 2005 | Wreck. An unknown wreck, measuring approximately 18 m in length by 5 m beam, oriented NNE/SSW, and recorded by the UKHO in a survey in 1989-90. The wreck was surveyed again in 2012 and 2018. | 560641 | 176392 | 13251 |
| 2006 | Wreck. Unknown wreck, surveyed by the UKHO in 1990, 2012 and 2018. The wreck site has sonar dimensions 15 m in length by 4 m in width, with orientation of 67 degrees. | 560431 | 176470 | 13250 |
| 2007 | Wreck. An unknown wreck, surveyed by the UKHO in 1990, measuring approximately 7 m in length, and oriented NE/SW. The record indicates that the wreck had been cleared by 1998 and the record was amended to 'lift'. | 560517 | 176532 | 13249 |
| 2008 | Foul ground. The foul was located by the UKHO in 2007, along the head of the disused White's Jetty. | 559999 | 176191 | 69149 |
| 2009 | Foul ground. An area of underwater obstructions was surveyed by the UKHO in 2007. It is located on the site of the Empire Paper Mill Jetty. | 559366 | 175526 | 69032 |
| 2010 | Foul ground. The obstruction was located in 2017 by UKHO survey. | 559811 | 175978 | 89346 |
| 2011 | Foul ground. The obstruction was located in 2017 by UKHO survey. | 559783 | 175950 | 89347 |
| 2012 | Foul ground. Site comprises cables, chains, mooring, nets, tackle, wires within St. Clement's Reach Anchorage. In 2007 the record was amended to 'dead'. | 559917 | 176291 | 61494 |
| 2013 | Foul ground. The site was surveyed by the UKHO in 1970 but in 1979 the record was amended to 'dead'. | 561197 | 176408 | 13371 |
| 2014 | Wreck. The <i>Southport</i> was a steamship of 572 gross tons, sunk in 1955. It had been built in 1914 by Ardrossan D.D. and S.B. Co Ltd. with a three cylinder triple expansion engine, single shaft propeller. At the time of loss it was owned by Park Shipping Co. Ltd, and was on passage from Antwerp for London. It sank following a collision at Gravesend Reach. It was later raised and sold for scrap. The record was amended to 'lift' in 1956. | 564545 | 174991 | 69991 |
| 2015 | Foul ground. Surveyed by the UKHO in 2018 and identified as ground tackle remaining after removal of a mooring buoy. | 564096 | 175058 | 92471 |



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|------|---|--------|--------|-------|
| 2016 | Foul ground. Surveyed by the UKHO in 2018. The UKHO identified the site as ground tackle remaining after removal of mooring buoy. | 564159 | 175049 | 90304 |
| 2017 | Foul ground. Obstruction identified during a UKHO survey in 1982. However the record was amended to 'dead' in 1985. | 564515 | 175046 | 13107 |
| 2018 | Wreck. Unknown wreck recoded during a UKHO survey in 1994, 2012 and 2018, with sonar dimensions 30.5 m in length, by 6.1 m in width and oriented at 5 degrees. | 561508 | 177308 | 13344 |
| 2019 | Wreck. Unknown wreck recorded by the UKHO in 2017 and 2018. The uncharted wreck covers and uncovers. | 558651 | 175213 | 88932 |
| 2020 | Wreck. Unknown wreck surveyed by the UKHO in 2000, 2012 and 2018. It has been amended to 'always dry wreck'. | 558769 | 175242 | 58712 |
| 2021 | Wreck. The <i>Ferranti</i> was lost in 1955 near Stoneness Light. It was refloated in 1955 and broken up at Grays. The record was amended to 'lift' in 1970. | 558319 | 175814 | 69990 |
| 2022 | Wreck. The <i>Spinnaker</i> sank at its moorings. The <i>Spinnaker</i> was a barge measuring 17.7 m in length by 5.5 m beam. The record was amended to 'lift' in 1995. | 558854 | 175361 | 13351 |
| 2023 | Wreck. The <i>Chancellor</i> was a barge sunk in 1975 while alongside Old Sun Wharf, Gravesend. The record was amended to 'dead' in 2005 when it was not located by multibeam or DCS3. | 563282 | 174635 | 12770 |
| 2024 | Wreck. This site comprises the distributed remains of a wreck and was recorded in 1963. The record indicates that by 1970 it was within a reclamation area. | 566016 | 174322 | 12762 |
| 2025 | Wreck. This unknown wreck was located in 2005 by the UKHO. However, in 2010 the UKHO noted that the area was considered clear, and the record was amended to 'dead'. | 563364 | 174630 | 66738 |
| 2026 | Wreck. An unknown wreck, recorded by the UKHO in a 1999 survey, with a length of approximately 20 m and width of 8 m, lying 160/340 degrees. The record was changed to 'dead' in 2018 after PLA instructions to remove the wreck. | 561298 | 175832 | 57760 |
| 2027 | Wreck. Unknown wreck surveyed by the UKHO in 1999. Described as a Lighted Hulk. The record was amended to 'dead' in 2005. | 561130 | 177166 | 57368 |
| 2028 | Wreck. The <i>Worcester</i> is a hulk that was recorded by the UKHO in 1951. In 1954 it was not recorded in the survey, and the record was amended to 'dead'. | 561623 | 176994 | 13370 |
| 2029 | Wreck. A hulk recorded by the UKHO in 1982. The record was amended to 'dead' in 1982. | 566152 | 174295 | 13120 |
| 2030 | Foul ground. The site was surveyed by the UKHO in 2005 and 2012 and described as a pontoon. | 564912 | 174563 | 79607 |
| 2031 | Foul ground. Identified by a UKHO survey in 2013 as a group of three mooring anchors. | 564062 | 174719 | 80165 |
| 2032 | Foul ground. A group of three anchors was identified during a UKHO survey in 2013. | 564086 | 174746 | 80166 |
| 2033 | Foul ground. Anchor lost by Polish passenger vessel <i>Stefan Batory</i> . The anchor was lost on 1987 but was not seen during a 2012 UKHO survey. | 565710 | 174837 | 13213 |
| 2034 | Foul ground. Surveyed by the UKHO in 2005 and identified as ground tackle. | 561468 | 177004 | 66742 |
| 2035 | Foul ground. Surveyed by the UKHO in 2007. The foul was located along the head of a ruined jetty, at R.J. Maxwell Gibbs Wharf. | 559570 | 177090 | 69148 |
| 2036 | Foul ground. The site was surveyed by the UKHO in 2016. | 564186 | 174570 | 84887 |
| 2037 | Foul ground. The site was recorded in 1999 marked with a mooring buoy. | 563537 | 174536 | 57715 |



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|------|---|--------|--------|-------|
| 2038 | Foul ground. Obstruction surveyed by the UKHO in 2019. It was identified as a damaged fender at elbow of South Pier, Tilbury Docks Entrance. | 562516 | 175415 | 93047 |
| 2039 | Foul ground. Ground tackle was located by the UKHO during a survey in 2005. | 561619 | 175643 | 66741 |
| 2040 | Foul ground. Ground tackle was located by the UKHO during a survey in 2005. | 564081 | 174596 | 66737 |
| 2041 | Foul ground. A UKHO survey in 2007 indicated a mooring buoy positioned at part of Gravesend Ship Tier. In 2007 the buoy was lifted and the mooring remains. | 564518 | 174690 | 70549 |
| 2042 | Foul ground. A UKHO survey in 2007 indicated a mooring buoy positioned at part of Gravesend Ship Tier. In 2007 the buoy was lifted and the mooring remains. | 564194 | 174685 | 70546 |
| 2043 | Foul ground. A UKHO survey in 2007 indicated a foul. | 563175 | 174595 | 69068 |
| 2044 | Foul ground. A UKHO survey in 2007 indicated a foul. | 563139 | 174605 | 69069 |
| 2045 | Foul ground. A UKHO survey in 2007 indicated a foul. | 563312 | 174564 | 69070 |
| 2046 | Foul ground. Obstruction identified during a UKHO survey in 2018. | 563537 | 175084 | 89342 |
| 2047 | Foul ground. Obstruction identified during a UKHO survey in 2018 as a snag or pile stump. | 563809 | 175028 | 89345 |
| 2048 | Foul ground. Obstruction identified during a UKHO survey in 2018 as a snag or pile stump. | 563607 | 175028 | 90243 |
| 2049 | Foul ground. Obstruction identified during a UKHO survey in 2018 as the stump of a pile. | 563520 | 175037 | 90244 |
| 2050 | Foul ground. Identified by a UKHO survey in 2017 as ground tackle. | 565616 | 175231 | 87982 |
| 2051 | Foul ground. Identified as a mooring buoy by a UKHO survey in 2007, part of Gravesend Ship Tier. The buoy was lifted, but the mooring remains. | 564508 | 174611 | 70548 |
| 2052 | Foul ground. Identified as a mooring buoy by a UKHO survey in 2007, part of Gravesend Ship Tier. The buoy was lifted, but the mooring remains. | 564199 | 174614 | 70547 |
| 2053 | Foul ground. Identified as a mooring buoy by a UKHO survey in 2007, part of Gravesend Ship Tier. The buoy was lifted, but the mooring remains. | 564152 | 174656 | 70545 |
| 2054 | Foul ground. The UKHO identified the site in 1986 as a swamped mooring. The site was not relocated in 2005, but it was positioned in 2012. | 564780 | 174726 | 13195 |
| 2055 | Foul ground. The UKHO identified the site in 1986 as swamped moorings. The site was located again in 2005. | 564802 | 174589 | 13197 |
| 2056 | Foul ground. The site was identified as buoy moorings during a UKHO survey in 1999 and was re-surveyed in 2012. | 564016 | 174558 | 57718 |
| 2057 | Foul ground. The site was identified as buoy moorings by a UKHO survey in 1999. The site was re-surveyed in 2012. | 563787 | 174559 | 57716 |
| 2058 | Foul ground. The site was surveyed by the UKHO in 1986 and identified as swamped moorings. | 565161 | 174608 | 13198 |
| 2059 | Foul ground. The site was surveyed by the UKHO in 2018 and described as an area of obstruction. | 562351 | 175664 | 89336 |
| 2060 | Foul ground. The site was surveyed by the UKHO in 1981, 1994 and 2012. It comprises an old slipway off Goldsmith's Wharf. | 561353 | 177348 | 13083 |
| 2061 | Foul ground. The site was surveyed by the UKHO in 2018 and comprises the remnants of Tilbury Repair Jetty. | 563776 | 175063 | 89343 |
| 2062 | Foul ground. The site was surveyed by the UKHO in 2018 and comprises a ruined jetty. | 564007 | 175084 | 89338 |



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| 2063 | Foul ground. The site was surveyed by the UKHO in 2018 and comprises a ruined jetty. | 564036 | 175053 | 89339 |
| 2064 | Foul ground. The site was surveyed by the UKHO in 2020 and comprises the former site of the West Street Pier. There are sunken barge remains at the site. | 564669 | 174503 | 93051 |
| 2065 | Foul ground. The site was surveyed by the UKHO in 2016 and comprises the remnants of Johnson's Wharf. | 558194 | 175271 | 85552 |
| 2066 | Foul ground. Surveyed by the UKHO in 1999, 2004, 2005, and 2007. In 2007 the foul was recovered and identified as the chassis of a transit van. The record was amended to 'dead'. | 563139 | 174614 | 57714 |
| 2067 | Foul ground. Identified by a UKHO survey in 1999 and located again in 2004. It was not located in 2005. In 2006 the obstruction was lifted and identified as three 8 m long concrete piles. The record was amended to 'lift'. | 566313 | 175279 | 57638 |
| 2068 | Foul ground. A pontoon surveyed by the UKHO in 1983. The record was amended to 'dead' in 1983. | 559088 | 175312 | 70096 |
| 2069 | Foul ground. Surveyed by the UKHO in 1978, 1981, 1982, 1998, 2005 and 2015. The 1982 and 1998 surveys suggested that it could be the remains of an old forest, and divers noted the tops of tree stumps. The site was not visible in 2005 and the record was amended to 'dead' in 2012. | 560472 | 177004 | 13082 |
| 2070 | Foul ground. Record amended to 'dead' in 2000. | 559555 | 176109 | 13137 |
| 2071 | Foul ground. The record indicates that in 1992 the obstruction had been removed, and the record amended to 'dead'. | 561880 | 176501 | 13202 |
| 2072 | Foul ground. The site was surveyed by the UKHO in 1987, 1994 2001 and 2012. In 2012 it was noted that the site was high on the foreshore in a non-navigable area, and the record was amended to 'dead'. | 562341 | 175656 | 13339 |
| 2073 | Foul ground. Surveyed by the UKHO in 1987, in 1998 survey suggested the obstruction had been removed, and the record was amended to 'dead'. | 561951 | 176401 | 13203 |
| 2074 | Foul ground. The site was surveyed by the UKHO in 1987, but not found during a 1994 survey. The record was amended to 'dead' in 1995. | 562567 | 175246 | 13209 |
| 2075 | Foul ground. Surveyed by the UKHO in 1983, 1990, and 1995. The survey in 1995 did not locate the site, and the record was amended to 'dead'. | 559665 | 176932 | 13136 |
| 2076 | Foul ground. Surveyed by the UKHO in 1985 and 1998. The site comprises a pile of rocks that show at High Water. The record was amended to 'dead' in 1998, and it is now charted as an islet. | 562305 | 176196 | 13158 |
| 2077 | Foul ground. The site was surveyed by the UKHO in 1985 and 1998. In 1998, the site was described as a pile of rocks showing at High Water. The record was amended to 'dead' and is now charted as an islet. | 562303 | 176258 | 13157 |
| 2078 | Foul ground. The site was surveyed by the UKHO in 2012 and 2018. In 2018 the obstruction was not located, and the record was amended to 'dead'. | 564899 | 174674 | 79606 |
| 2079 | Foul ground. Surveyed by the UKHO in 2007 and 2010. It was not visible in 2010, and the record was amended to 'dead'. | 563155 | 174618 | 69067 |
| 2080 | Foul ground. Surveyed by the UKHO in 2012. In 2018 the obstruction was not located, and the record was amended to 'dead'. | 565278 | 174557 | 79608 |
| 2081 | Foul ground. Surveyed by the UKHO in 2005. In 2018 the obstruction was not located, and the record was amended to 'dead'. | 563127 | 174688 | 66739 |
| 2082 | Foul ground. Surveyed by the UKHO in 2005. In 2005 the foul was identified as ground tackle, but it was not located in 2018 and the record was amended to 'dead'. | 564903 | 175047 | 66740 |



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| 2083 | Foul ground. The site was discovered during a UKHO survey in 1982 but was not located in 1987 or 1994. The record was amended to 'dead' in 1995. | 562576 | 175253 | 13119 |
| 2084 | Foul ground. A UKHO survey in 2003 indicated ground tackle remains on the seabed following the removal of the Gravesend Swing Mooring Light Buoy. The obstruction was not relocated in 2018 and the record was amended to 'dead'. Related to UKHO record 63512. | 565544 | 174769 | 63519 |
| 2085 | Foul ground. A UKHO survey in 2003 indicated ground tackle remains on the seabed following the removal of the Gravesend Swing Mooring Light Buoy. The obstruction was not relocated in 2018 and the record was amended to 'dead'. Related to UKHO record 63519. | 565523 | 174770 | 63512 |
| 2086 | Foul ground. UKHO survey in 1986 indicated swamped moorings, and the site was still visible in 2005. The obstruction was not located in 2018, and the record was amended to 'dead'. | 565166 | 174737 | 13196 |
| 2087 | Foul ground. A UKHO survey in 2004 indicated ground tackle remains on the seabed following the removal of PLA Marine Services mooring buoy No. 119. The record was amended to 'dead' in 2018, as the site is covered as part of the chartered pontoon. | 566118 | 174565 | 65168 |
| 2088 | Foul ground. A UKHO survey in 2004 indicated ground tackle remains on the seabed following the removal of PLA Marine Services mooring buoy No. 120. The record was amended to 'dead' in 2018, as the site is covered as part of the chartered pontoon. | 566201 | 174563 | 65169 |



Appendix 6: Recorded losses in the marine study area, based on NRHE data, sorted by date (Figures 18 & 19)

| Date of Loss | NRHE UID | Name | Description |
|--------------|----------|-----------------|---|
| 1636 | 1180031 | ANNE ROYAL | 1636 wreck of English Third Rate ship of the line which was bilged when she took the ground at Tilbury Hope, on her arrival at Tilbury from Chatham and/or Gillingham. It was afterwards weighed and taken to Blackwall but was judged too expensive to repair and instead broken up. |
| 1712 | 1364345 | DILIGENCE | British Galley, 1712. The <i>Diligence</i> that had been privateering in the Straights caught fire at Northfleet, being fully laden home from Naples. The vessel burnt to the water-edge and blew up. All crew were saved. |
| 1732 | 1368439 | KATHERINE | British Collier, 1732. The vessel was a loaded collier, at anchor near Northfleet Reach, as the <i>James and Matthew</i> of Yarmouth collided with it. One person was lost. |
| 1738 | 1458810 | | 1738 wreck of English cargo or fishing vessel which was "lost near Gravesend by the violence of the wind". Bound for Billingsgate with lobsters, she was a wooden craft: it is not known whether she was powered by oars or sail, or both. |
| 1740 | 1587044 | DRAGON | 1740 wreck of British cargo vessel which was stranded at Gravesend, on her arrival from Jamaica, last from the Netherlands, in great distress. Constructed of wood, she was a sailing vessel. |
| 1747 | 1436737 | | 1747 wreck of English wherry which foundered near Northfleet after a collision; a wooden sailing vessel. |
| 1786 | 884349 | GLORY | The <i>Glory</i> , British craft, lost 1786, on shore at Northfleet |
| 1803 | 1250196 | CAROLINE | Cargo vessel, 1803. The <i>Caroline</i> , a prize from St. Domingo to Newfoundland was recorded as being on shore near Northfleet. |
| 1822 | 1349613 | | Sunken ballast lighter, caused a collision with the <i>Mary Brown</i> in 1822 |
| 1825 | 1407654 | HYPERION | 1825 wreck of English yacht, <i>Hyperion</i> , which foundered in Northfleet Hope following a collision; a wooden sailing vessel. |
| 1837 | 896231 | APOLLO | 1837 wreck of English cargo and passenger vessel which foundered following a collision off Northfleet Hope on her passage from Yarmouth to London with passengers. It was recovered in 1843 and beached on the nearby Black Shelf. Built of wood. |
| 1852 | 893690 | DUCHESS OF KENT | British Passenger Vessel, 1852. Sunk after collision with the <i>Ravensbourne</i> . |
| 1852 | 896242 | RESOLUTION | British Brig, 1852. Built in 1800 at Kircaldy. |
| 1867 | 1252222 | FANNY | British Brig, 1867 |
| 1880 | 896342 | THREE SISTERS | English Barge, 1880 |
| 1885 | 896633 | LORD HOWE | English Ketch, 1885. Built 1767 by J.H. Hope and sunk following collision with the SS <i>Kent</i> off Swanscombe. |
| 1885 | 896634 | FLORENCE MIRIAM | English Ketch, 1885. Sank following collision with the SS <i>River Derwent</i> . |
| 1886 | 896638 | SULTAN | English Barge, 1886. Sank following collision in calm conditions with SS <i>Hallett</i> , of London. |
| 1886 | 896645 | JUST-IN-TIME | British Yacht, 1886. Sank following collision with the schooner <i>Bee</i> . |
| 1887 | 896657 | GEORGIAN | English Cargo Vessel, 1887 |
| 1888 | 896681 | FOUR BROTHERS | English Barge, 1888. Sank following collision with the SS <i>Medway</i> . |
| 1889 | 896697 | LOUISA | English Barge, 1889. Sank following collision with the SS <i>Recepta</i> . |
| 1892 | 896822 | BLUE BELL | British Barge, 1892. Sank following collision whilst under tow. |
| 1892 | 896823 | GRATITUDE | British Barge, 1892. Sank following collision with the barque <i>Lord Wolseley</i> . |



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| 1893 | 896841 | DANIEL | British Barge, 1893. Sank following collision with the SS <i>Newbiggin</i> of Newcastle. |
| 1893 | 896842 | LENA | British Barge, 1893. Sank following collision with the SS <i>Newbiggin</i> , of Newcastle. |
| 1893 | 896857 | WILLIAM | English Barge, 1893. Sank in wind conditions NW force 11. |
| 1893 | 896859 | | British Barge, 1893. Vessel was at moorings when sunk. |
| 1895 | 896900 | MARY | English Barge, 1895. Vessel sank following a collision with the SS <i>Ardmore</i> . |
| 1896 | 896904 | SECURITY | English Barge, 1896. Sank following a collision with the SS <i>Mary Lohden</i> . |
| 1896 | 896909 | SPRING | British Barge, 1896. Sank following collision with the SS <i>Cassel</i> . |
| 1896 | 896910 | | British Lugger, 1896. Foundered. |
| 1896 | 1208268 | MISS THOMAS | Welsh Schooner, 1896. Sank following collision with the steam tug <i>Wasp</i> . |
| 1897 | 896932 | ROBERT | British Barge, 1897. Vessel sank in wind conditions SW force 6. Lost at moorings. |
| 1897 | 896935 | NESS | English Barge, 1897. Sank following collision with the SS <i>Surf</i> . Vessel described as a dump barge. |
| 1898 | 896945 | PEARL | English Schooner, 1898. Sank following a collision with the SS <i>Idlewild</i> , of Sunderland, and the SS <i>Innismoor</i> of South Shields. Vessel at moorings when lost. |
| 1904 | 1254101 | FEADON | 1904 wreck of English cargo vessel which foundered in St. Clement's Reach following a collision, while en route from the River Thames to Lancaster with chalk and may have been recovered. It was an iron screw steamer. The vessel may have been refloated and sold as a wreck. |
| 1908 | 897434 | H C | English Barge, 1908. Sank following a collision with the German SS <i>Adler</i> . |
| 1908 | 897439 | ALICE LLOYD | English Barge, 1908. Sank following a collision with the SS <i>Dalton</i> . |
| 1909 | 897452 | BRITANNIA | English Tug, 1909. Sank in an inlet following collision with the London County Council Sewage Co. tug <i>Bazalgette</i> . Five lives were lost. |
| 1911 | 897496 | MALAGA | 1911 wreck of English cargo vessel which foundered at Northfleet Hope following a collision with the Swedish SS <i>Balder</i> , while outward-bound from London for Lisbon with a general cargo and passengers. Two Shetland ponies drowned in the wreck. Constructed of iron in 1876, it was a screw-driven steamer with a compound engine. |
| 1911 | 897512 | DARTFORD | English Barge, 1911. Sank following a collision with the SS <i>Norfolk Coast</i> . Described as a lugsail barge. |
| 1911 | 897513 | WIDGEON | English Cargo Vessel, 1911. Sank following a collision with the SS <i>Barking</i> . Two lives were lost. |
| 1912 | 897520 | SNAIL | English Barge, 1912. Sank following a collision with the SS <i>Garmoyle</i> of Glasgow. |
| 1916 | 897566 | KESTREL | English Barge, 1916. Sank following a collision with the SS <i>Stockport</i> of Grimsby. Departure given as Northfleet and destination as Victoria Dock. |
| 1929 | 967230 | GUNDULPH | English Sprintsail Barge. This is the last known location, reported by Society for Sprintsail Barge Research. The vessel was built at Frindsbury in 1874 and was a hulk in 1929. |
| 1934 | 967227 | BLANCHE | English Sprintsail Barge. This is the last known location of the vessel, reported by the Society for Sprintsail Barge Research. It was built in 1884 at Ipswich and was broken up in 1934 |
| 1934 | 967246 | MCKINLEY | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The vessel was built at Sittingbourne in 1901 and was broken up at the lower end of Empire Paper Mills in 1934. |
| 1935 | 967228 | EIGHT BROTHERS | English Sprintsail Barge. This is the last known location of the vessel, reported by the Society for Sprintsail Barge Research. Built in Chiswick in 1894, it was a hulk in 1934. |
| 1935 | 967241 | ALICE AND ELLA | English Sprintsail Barge. This is the last known location reported by the Society for Sprintsail Barge Research. The vessel was built at Wandsworth in 1882 and was derelict in 1935 and being broken up |
| 1936 | 967237 | WHY NOT? | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The vessel |



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| | | | was built at Faversham in 1866 and was broken up in 1936/1938 |
| 1936 | 967248 | NELLIE MARY | English Sprintsail Barge. This is the last known location, reported by Society for Sprintsail Barge Research. The <i>Nellie Mary</i> was built at Sittingbourne in 1889 and was noted as a hulk in 1936 and broken up in 1948. |
| 1937 | 967231 | FALCON | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. Built at Northfleet in 1883, the vessel was reported as a hulk in 1937. |
| 1937 | 967236 | WHITEHALL | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The vessel was built at Murston in 1881 and rebuilt in 1913. It was noted as being a hulk in 1937/ |
| 1940 | 967235 | VAVASOUR | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The vessel was built at Blackwall in 1897 and was a crane hulk in 1940. The date reported as a crane hulk has been taken as date of loss. |
| 1941 | 967233 | HONDURAS | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The vessel was built at Milton in 1896 and was a hulk in 1941. |
| 1946 | 967240 | DUNSTABLE | English Sprintsail Barge. This is the last known location, reported by Society for Sprintsail Barge Research. The vessel was built at Milton in 1891 and re-built in 1928. She is noted as being a hulk in 1946 and as being built into Robins Wharf in 1971. The site was recorded by aerial photographs but is not visible after 1967. |
| 1946 | 967247 | MARGUERITE | English Sprintsail Barge. This is the last known location of vessel, reported by the Society for Sprintsail Barge Research. The <i>Marguerite</i> was built in Bergvara, Sweden, in 1901 and after being laid up in 1946, it was broken up in 1953. |
| 1946 | 967249 | PRINCESS | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Princess</i> was built in 1902 at East Greenwich. It was noted as a hulk in 1946 and broken up in 1953. |
| 1946 | 967251 | SPENCER | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Spencer</i> , formerly the <i>Kent</i> was built in Bergvara, Sweden, in 1900. The vessel is noted as a hulk in 1946 and broken up in 1953. |
| 1947 | 967226 | AFTERNOON | English Sprintsail Barge. Built at Rochester in 1901. Active as a barge yacht in 1940 and being broken up in 1947. The data indicates the date broken up as the date of loss. This was the last known location of the vessel, reported by the Society for Sprintsail Barge Research. |
| 1948 | 967232 | GARLAND | English Sprintsail Barge. This is the last known location, reported by Society for Sprintsail Barge Research. The vessel was built at Rochester in 1887 and was broken up in 1948. |
| 1948 | 967238 | ESTEREL | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The vessel was built in Southampton in 1899, sunk in 1947 and was noted as being a hulk in 1950. |
| 1951 | 967239 | GARFIELD | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The vessel was built at Murston in 1882 and rebuilt in 1920. The vessel was derelict in Robin's Creek in 1941 and was partially buried. |
| 1956 | 1522965 | SLEMISH | 1956 wreck of an English cargo vessel which was beached and broken up around Stone Ness near Gravesend, after sinking following a collision. Built of steel in Sunderland in 1923, she was a steam driven vessel. |
| 1959 | 967243 | LADY MAUD | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Lady Maud</i> was built at Greenhithe in 1903 and was broken up in 1959. |
| 1960 | 967252 | JOHN BYFORD | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>John Byford</i> was built at Bow in 1991, it was noted as a lighter in 1940, a house barge in 1959 and was broken up in 1960. |
| 1960 | 967253 | WINDWARD | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Windward</i> was built at Sittingbourne in 1897, and was noted as a motorbarge after 1953, and was broken up in 1960. |



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|---------|--------|-------------|--|
| 1963 | 967242 | DREADNOUGHT | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Dreadnought</i> was built at Sittingbourne in 1907 and was broken up in 1963. |
| 1963 | 967245 | LINA | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Lina</i> was built in Sweden in 1901 and was broken up in 1963. |
| 1963 | 967250 | SARA | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Sara</i> was built at Teynham in 1902 and was broken up in 1963. |
| Unknown | 967229 | ERNEST | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. Built at Frindsbury in 1830, the vessel was broken up at an unknown date. |
| Unknown | 967234 | NELLIE MAUD | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. Built at Teynham in 1881, the vessel was broken up at an unknown date. |
| Unknown | 967706 | STRATFORD | English Sprintsail Barge. This is the last known location, reported by the Society for Sprintsail Barge Research. The <i>Stratford</i> was built at Frindsbury in 1880 and was noted as derelict at Northfleet at an unknown date. |



Appendix 7: Characterisation by Period (Palaeolithic)- Areas of Palaeolithic Potential (Summary)

Table 1. Areas of Palaeolithic potential: summary

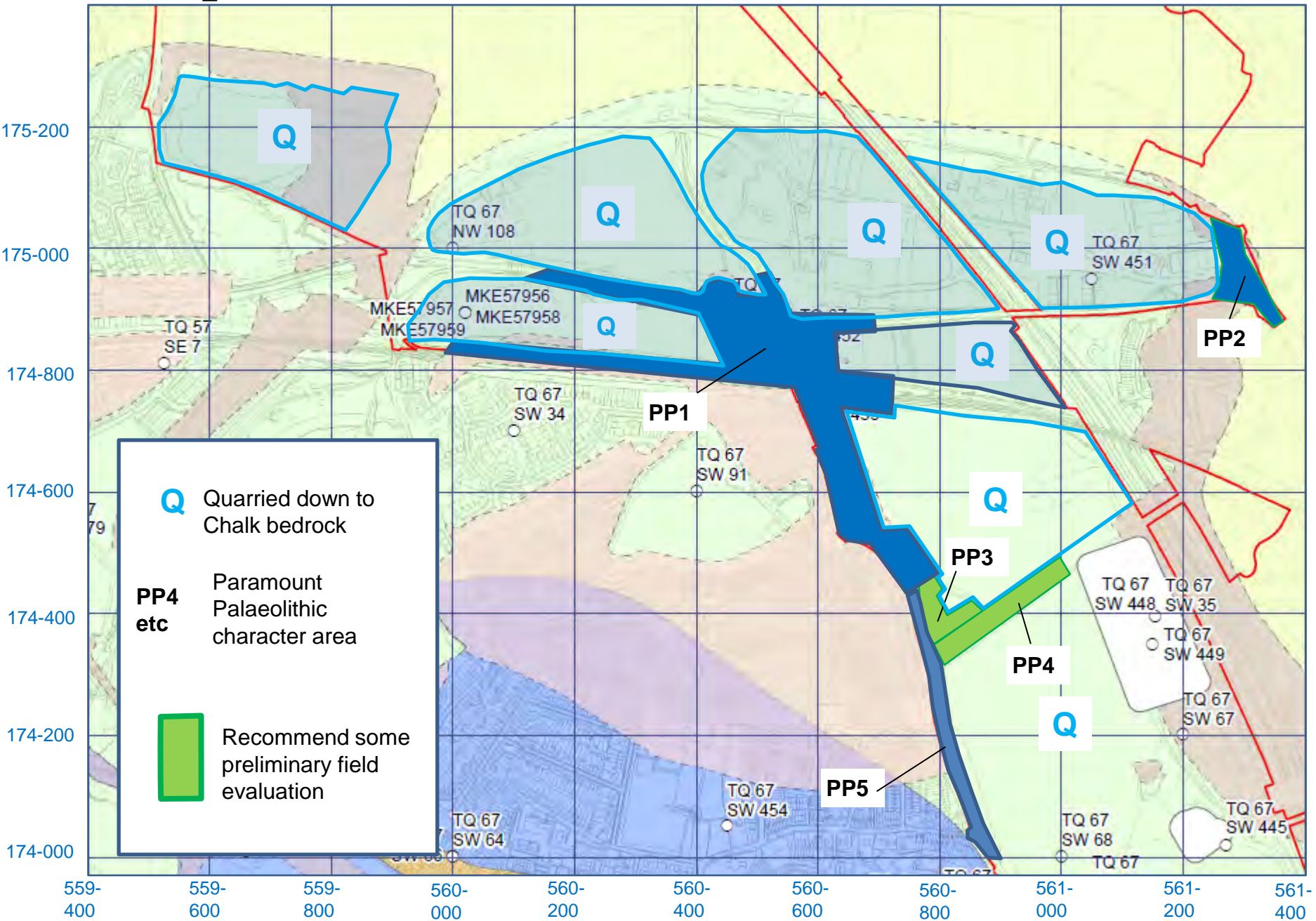
| <i>PP area #</i> | <i>Palaeolithic potential</i> | <i>Likelihood of presence</i> | <i>Importance, if present</i> | <i>Vulnerability to impact</i> | <i>Likely Palaeolithic remains</i> | <i>Prelim field evaluation recommended</i> |
|------------------|-------------------------------|-------------------------------|-------------------------------|--------------------------------|--|--|
| PP1 | HIGH | High | High | High | Artefacts, faunal remains, in stratified fluvial sequence | Yes |
| PP2 | UNCERTAIN | Moderate | Moderate | Low | Palaeo-environmental remains in stratified fluvial sequence | - |
| PP3 | HIGH | High | High | High | Artefacts, faunal remains, in stratified fluvial sequence | Yes |
| PP4 | HIGH | High | High | High | Artefacts, faunal remains, in stratified fluvial sequence | Yes |
| PP5 | HIGH | High | High | Moderate | Artefacts, faunal remains, in stratified fluvial sequence | - |
| PP6 | HIGH | High | High | Moderate | Artefacts, faunal remains, in stratified fluvial sequence | Yes |
| PP7 | HIGH | High | High | Low | Palaeo-environmental remains in stratified fluvial sequence | - |
| PP8 | LOW | Low | Uncertain | Low | Derived artefacts | - |
| PP9 | MEDIUM | High | Low | High | Derived artefacts | - |
| PP10 | VERY LOW | Low | Low | Low | Derived artefacts | - |
| PP11 | HIGH | High | Usually high | Variable | Concentrations of lithic artefacts, possibly associated with undisturbed palaeo-landsurfaces; faunal remains | - |
| PP12 | UNCERTAIN | Uncertain | Maybe high | Maybe high | Lithic artefacts and faunal/environmental remains | - |
| PP13 | UNCERTAIN | Uncertain | Maybe high | Moderate/low | Lithic artefacts and faunal/environmental remains | - |
| PP14 | HIGH | High | High | High | Lithic artefacts and faunal/environmental remains, possibly associated with undisturbed landsurfaces | Yes |
| PP15 | HIGH /MODERATE | Moderate | High | Moderate/low | Lithic artefacts and faunal/environmental remains | - |
| PP16 | MODERATE | Moderate | High | Moderate/low | Lithic artefacts | - |
| PP17 | HIGH | Moderate | High | Moderate/low | Lithic artefacts and faunal/environmental remains, in stratified sequence | - |

| | | | | | | |
|-------------|-----------------------|-----------|------------|--------------|---|-----|
| PP18 | MODERATE | Moderate | Moderate | Moderate/low | Faunal/environmental remains, in stratified sequence; possibly late Upper Palaeolithic (Long Blade) | - |
| PP19 | MODERATE | Moderate | Moderate | Moderate/low | Faunal/environmental remains, in stratified sequence; possibly late Upper Palaeolithic (Long Blade) | - |
| PP20 | UNCERTAIN, maybe HIGH | Moderate | Maybe High | Low | Fluvial deposits with artefacts, below quarry backfill | - |
| PP21 | LOW | Low | Low | Low | Possibly occasional derived Palaeolithic remains within clay; any underlying sediments may contain less disturbed remains and biological evidence | - |
| PP22 | HIGH | Low | High | Moderate | None known, but likely to be present in places | - |
| PP23 | HIGH | Moderate | High | Moderate | None known, but likely to be present in places | - |
| PP24 | LOW | Low | Low | Low | Very unlikely to find any Palaeolithic remains, and any found would probably be reworked from much older sediments | - |
| PP25 | MEDIUM | Moderate | Moderate | Low | None known, but may to be present in places | - |
| PP26 | UNCERTAIN | Moderate | Maybe high | Moderate | Artefacts in fluvial terrace sands/gravels | Yes |
| PP27 | UNCERTAIN, maybe HIGH | Uncertain | Maybe high | Maybe high | Concentrations of lithic artefacts, possibly associated with undisturbed palaeo-landsurfaces; faunal/environmental remains | - |
| PP28 | HIGH | High | High | High | Concentrations of lithic artefacts, possibly associated with undisturbed palaeo-landsurfaces; faunal/environmental remains | - |
| PP29 | HIGH | High | High | Variable | Lithic artefacts; faunal/environmental remains; important/rare deposit horizons | - |

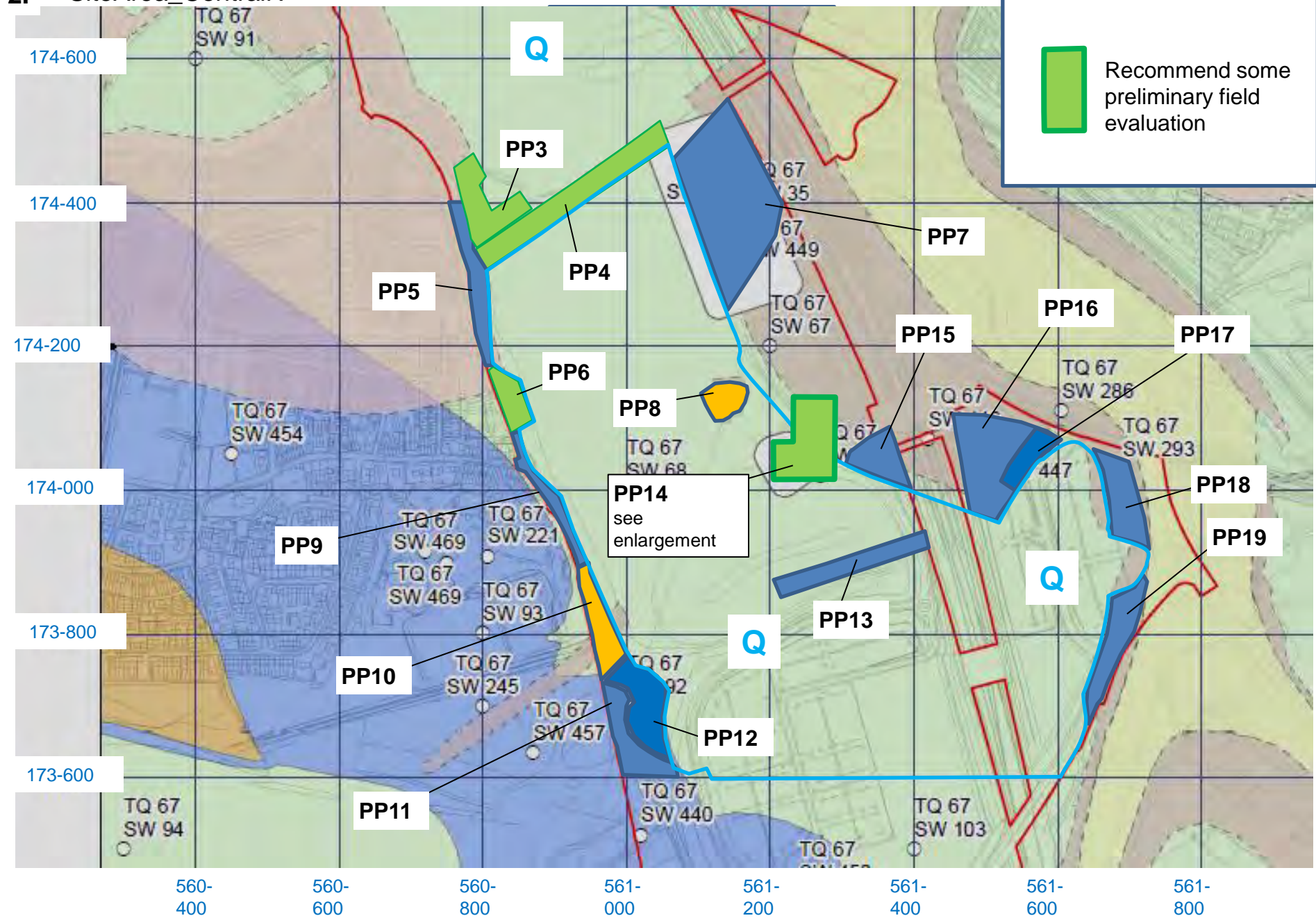
| | | | | | | |
|-------------|-----------|----------|------------|----------|---|-----|
| PP30 | HIGH | High | High | High | Concentrations of lithic artefacts, possibly associated with undisturbed palaeo-landsurfaces; faunal/environmental remains | - |
| PP31 | UNCERTAIN | Moderate | Maybe high | Moderate | Artefacts in fluvial terrace sands/gravels; late Upper Palaeolithic (Long Blade) in colluvium/alluvium interdigitation zone | Yes |
| PP32 | UNCERTAIN | Moderate | Maybe high | Moderate | Artefacts in fluvial terrace sands/gravels | Yes |
| PP33 | UNCERTAIN | Moderate | Maybe high | Moderate | Artefacts in fluvial terrace sands/gravels | Yes |
| PP34 | UNCERTAIN | Moderate | Maybe high | Moderate | Late Upper Palaeolithic (Long Blade) in colluvium/alluvium interdigitation zone | Yes |
| PP35 | UNCERTAIN | Moderate | Maybe high | Moderate | Late Upper Palaeolithic (Long Blade) in colluvium/alluvium interdigitation zone | Yes |
| PP36 | UNCERTAIN | Moderate | Maybe high | Moderate | Artefacts in very old fluvial terrace sands/gravels, or in slightly disturbed horizons under slopewash | Yes |
| PP37 | UNCERTAIN | Moderate | Maybe high | Moderate | Artefacts in very old fluvial terrace sands/gravels, or in slightly disturbed horizons under slopewash | Yes |
| PP38 | UNCERTAIN | Moderate | Maybe high | Moderate | Artefacts in very old fluvial terrace sands/gravels, or in slightly disturbed horizons under slopewash | - |

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SiteArea_N

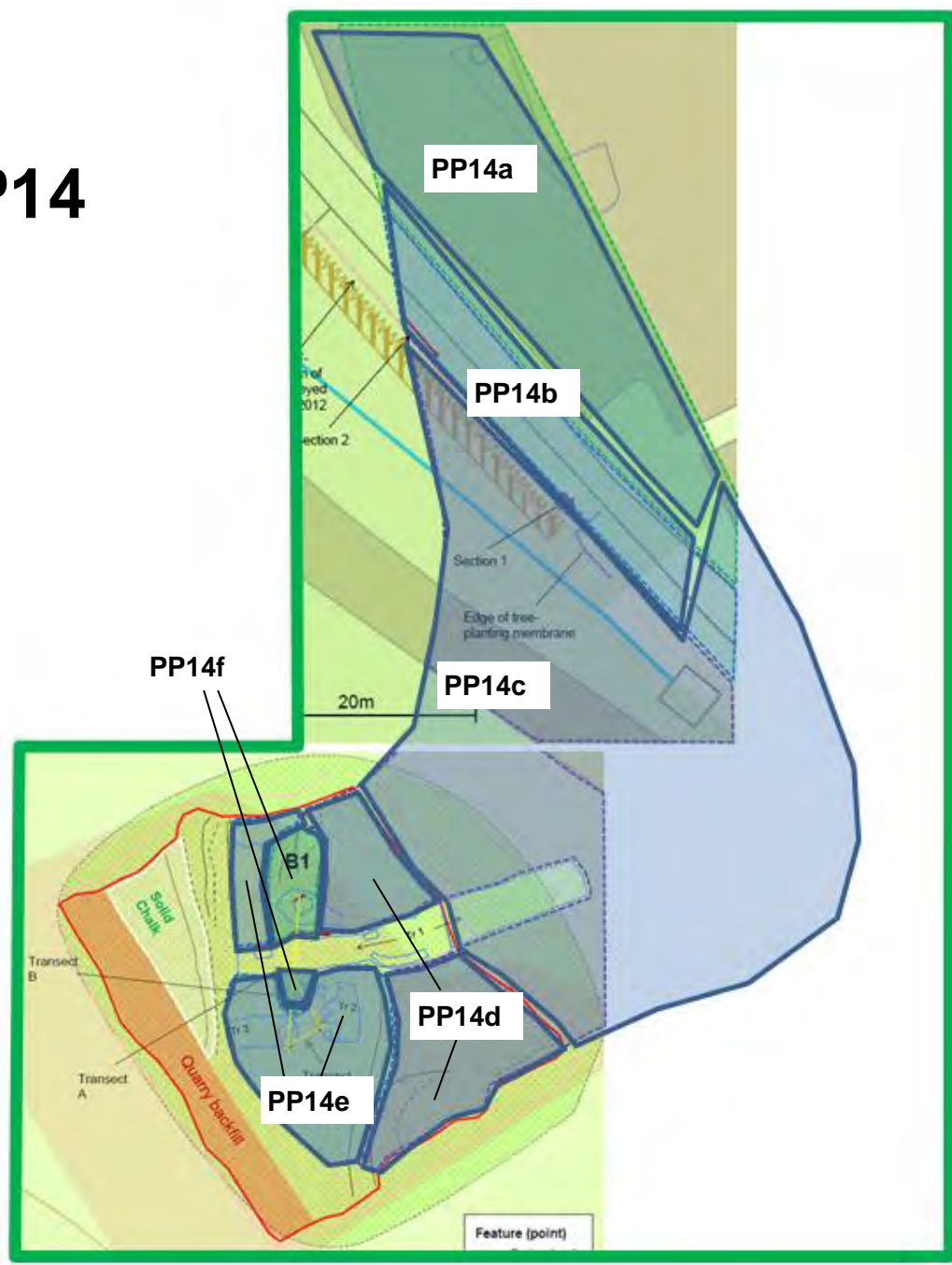


2. SiteArea_CentralN



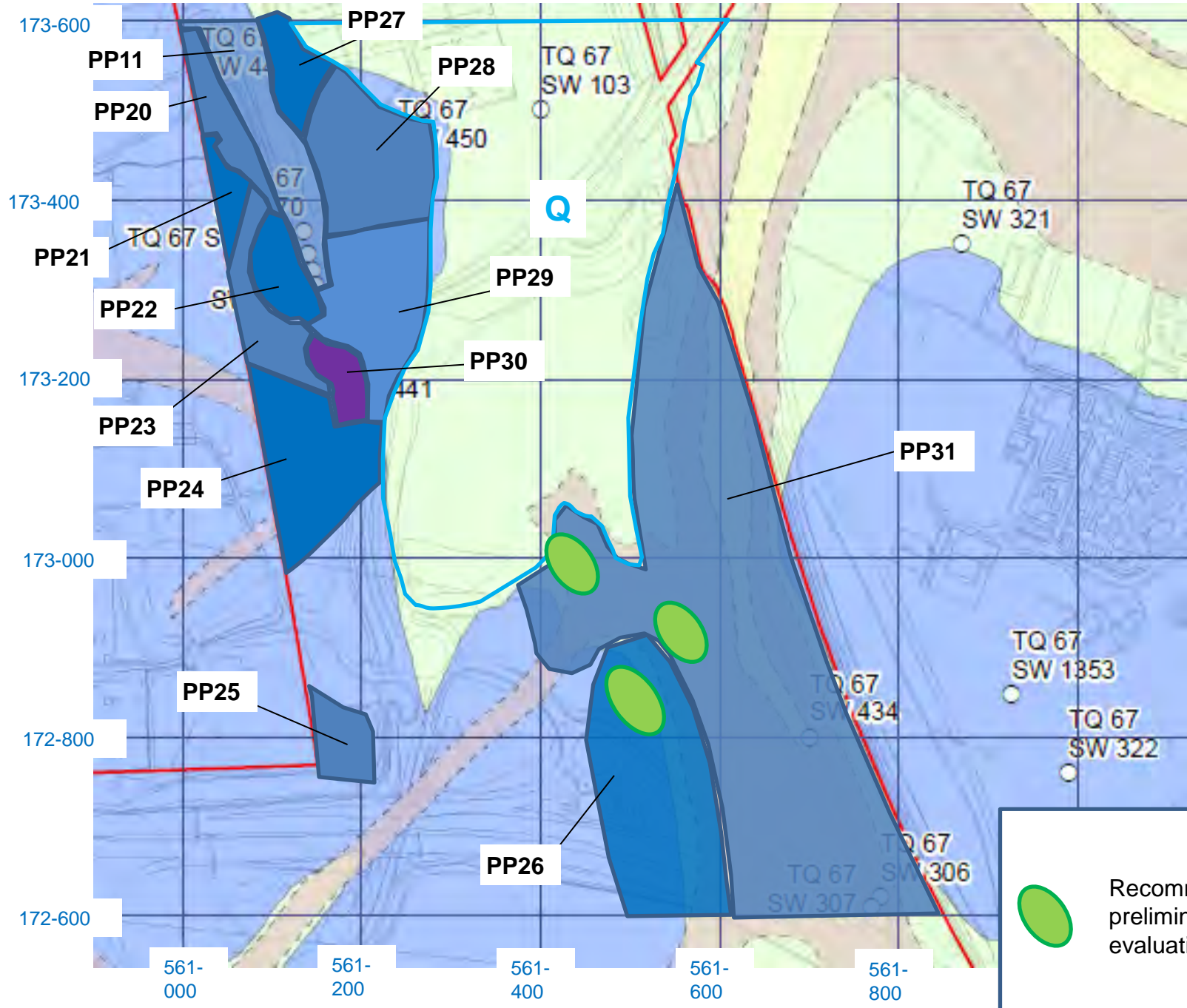
3.

PP14



4.

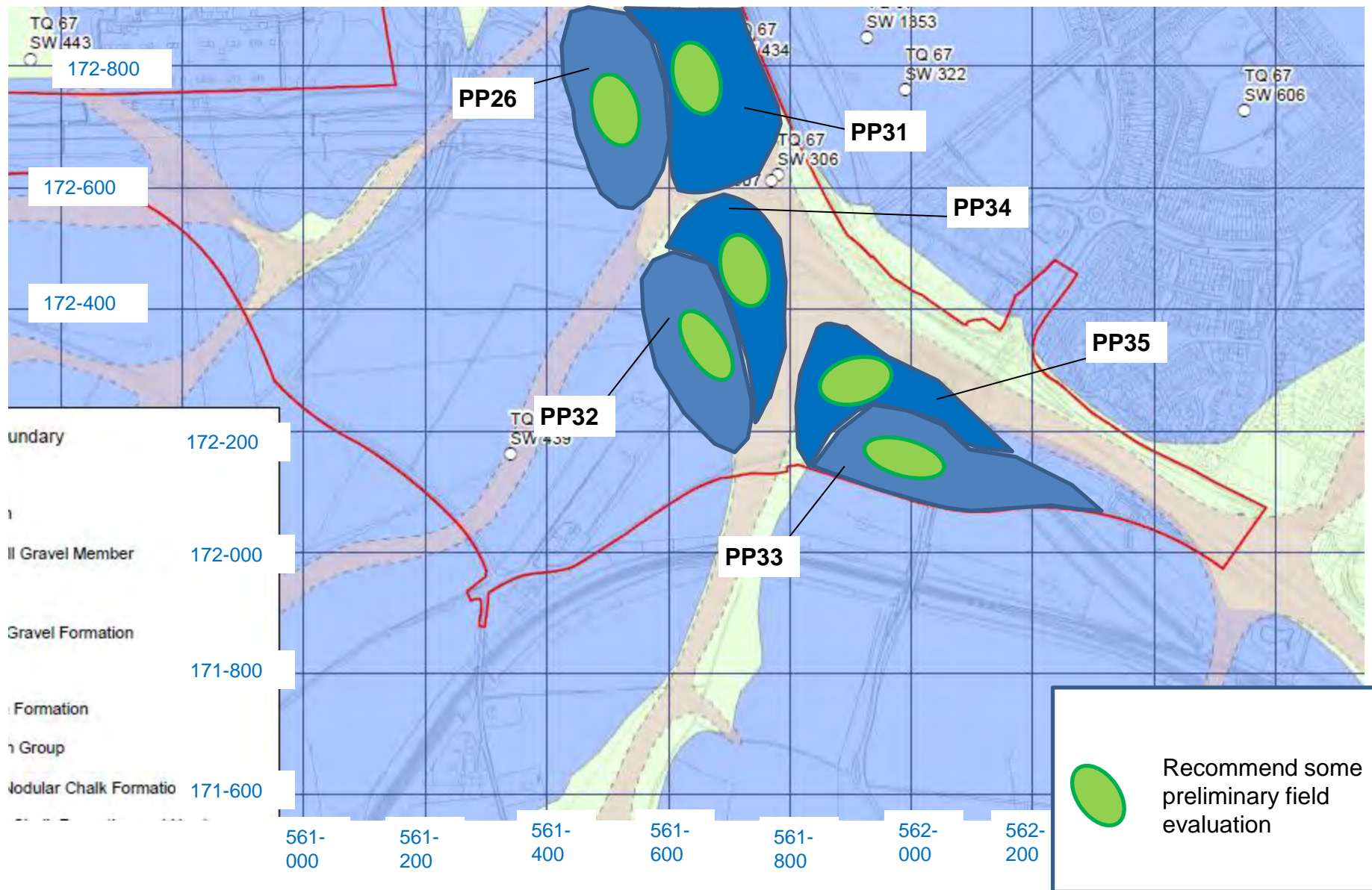
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Recommend some preliminary field evaluation

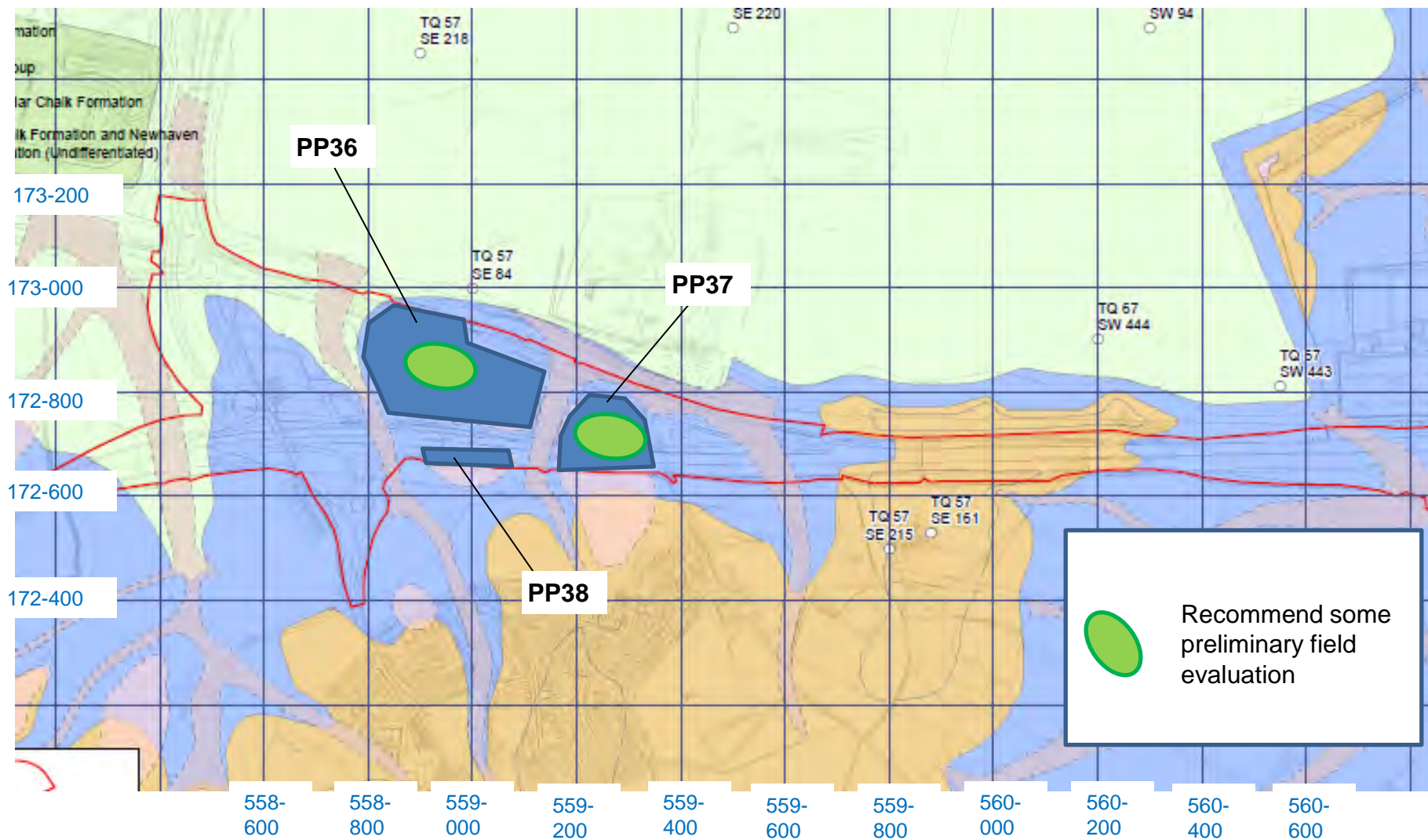
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SiteArea_SE

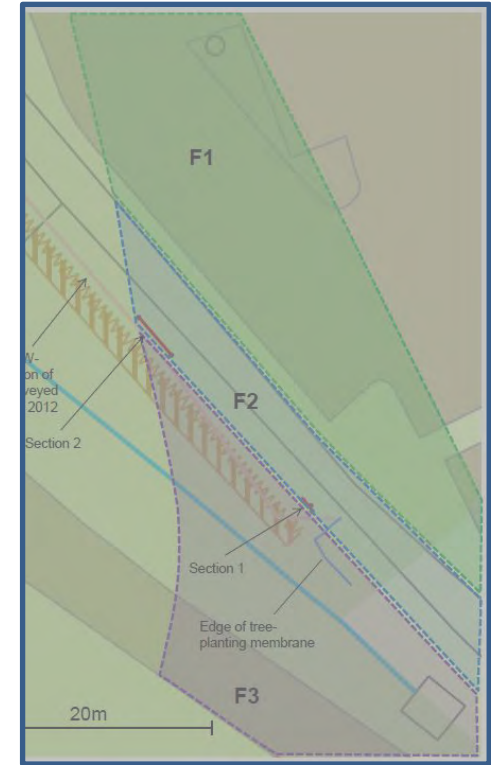
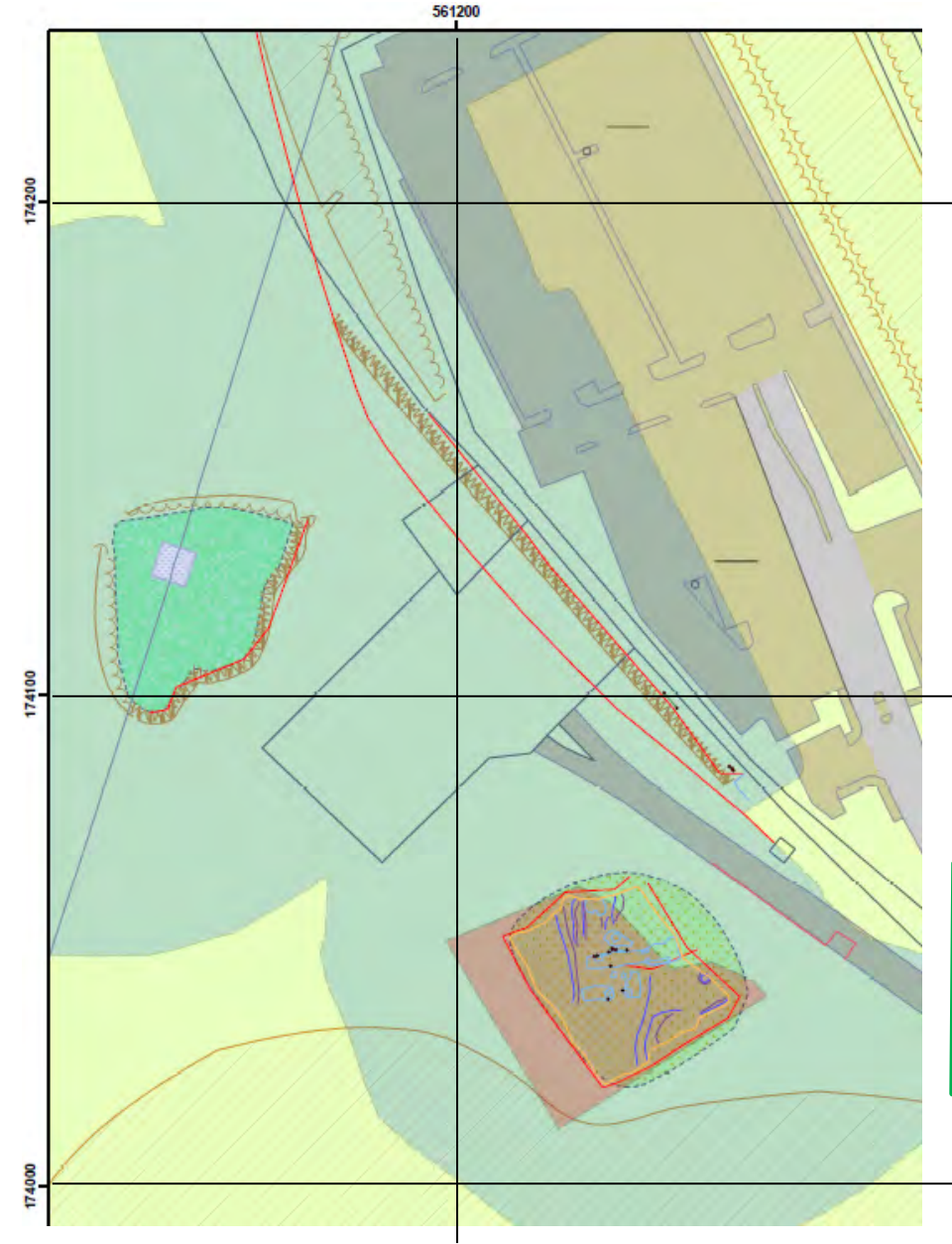


6.

SiteArea_SW



7. Grid line locator for area PP14





Appendix 8: Characterisation by Period (Prehistoric to Modern)

8.1 Prehistoric Archaeological Characterisation Kent Project Site

| I.D | Heritage Significance | Description | Depth of Known Archaeology |
|-----------------------|-----------------------|--|---|
| High Potential | | | |
| P1 | High | <p>This area contains Scheduled Monument 1004206, a Neolithic site on the west bank of the Ebbsfleet. To the north of the Scheduled Monument, excavations have revealed further prehistoric remains and limited disturbance to the south indicates that prehistoric remains are highly likely to be encountered throughout this area at significant depths below ground level. Investigations into the monument in 2006, redefined the edge of the quarrying to be further east within the monument than previously expected. The edge of P1 within the scheduled area aligns with this redefined edge</p> <p>On the east bank of the Ebbsfleet river, outside of the site boundary, Neolithic and Bronze Age remains including pits and ring ditches were found during HS1 excavations and extensive spreads of Late Neolithic to Early Bronze Age flintwork was spread over the HS1 excavation areas at Springhead, particularly within the colluvial sequences. Collections of Mesolithic flints were also recovered from later archaeological deposits at Springhead.</p> <p>In situ flint scatters were also recovered from the east bank of the Ebbsfleet River, where HS1 crossed the river at the northern end of the character area. Evidence from the HS1 excavations indicates that Springhead was a significant focus of activity in the early Prehistoric periods. There is potential for similar remains to be located within the site boundary in previously unexcavated areas.</p> | <p>Mesolithic and Neolithic archaeology recorded at depths of 4m below ground level within the Scheduled Area. Peat was encountered at 2.2m aOD within the Scheduled Area and this peat is thought to seal significant archaeological layers. This peat layer was sealed by a 0.3m thick layer of colluvium which was overlain by quarry backfill.</p> <p>Flint artefacts were recovered from 3.34m aOD at the northern end of the character area during test pitting (WA 2006 63541). Palaeosols and alluvium with archaeological components were identified from 2.17m - 3.34m aOD.</p> |
| P2 | High | <p>Although no known prehistoric archaeology has been recovered from this area, it's location south of a Scheduled Monument and area of high potential, as well as its location within and adjacent to the Ebbsfleet river, indicate that significant prehistoric archaeological remains may be encountered at depth in this area</p> <p>On the east bank of the Ebbsfleet river, outside of the site boundary, Bronze Age and Iron Age remains were found during HS1 excavations. There is potential for similar remains to be located on the west bank, within the site boundary. On the east bank of the Ebbsfleet river, outside of the site boundary, Neolithic and Bronze Age remains including pits and ring ditches were found during HS1 excavations and extensive spreads of Later Neolithic to Early Bronze Age flintwork was spread over the HS1 excavation areas at Springhead. Collections of Mesolithic flints were also recovered from later archaeological deposits at Springhead.</p> | Unknown |



| | | | |
|-------------------------|---------------|--|---|
| | | In situ flint scatters were also recovered from the east bank of the Ebbsfleet River, where HS1 crossed the river at the northern end of the character area. Evidence from the HS1 excavations indicates that Springhead was a significant focus of activity in the early Prehistoric periods. There is potential for similar remains to be located within the site boundary in previously unexcavated areas. | |
| Medium Potential | | | |
| P3 | Low to Medium | This area is part of Scheduled Monument associated with the Roman town of Springhead. Geophysical Survey was undertaken in this area and to the immediate south and identified a possible trackway and pits and ditches. As these have not been intrusively investigated their date remains unconfirmed. A watching brief carried out during the excavation of a cable trench to the east of the dismantled railway adjacent to the east (Boyle and Early 1998) revealed redeposited Neolithic and Bronze Age flints. There is potential for similar remains to be located within the Site boundary within previously un-investigated areas. | Archaeological layers to the east of the dismantled railway were encountered at 10.5m aOD (Boyle and Early 1998). |
| P4 | Low to Medium | Area of limited disturbance currently largely occupied by planting. The potential is considered to be medium owing prehistoric finds recorded in the vicinity on the historic environment record | Unknown |
| P5 | Low to High | Area of largely undisturbed land to the east of HS1. It was outside the landtake for HS1 and is located on the banks of the Ebbsfleet river. Potential considered to be medium owing to its located north of prehistoric remains excavated in advance of HS1 and its proximity to the Ebbsfleet river. Adjacent to this excavations for Coffe Dam for STDR encountered Late Bronze Age and Iron Age remains which included possible timber revetment structures and concentrations of artefactual material associated with the channel sequence. ARC EFT trench 1240TT found in situ artefactual material of Neolithic date within valley bottom | Timber revetment found approximately -1.00m aOD to -1.20m aOD |
| P6 | Low to Medium | Large area covering much of the Swanscombe peninsula. This area is characterised as medium potential due to the limited nature of previous impacts and a number of prehistoric remains recorded on the historic environment record along the shore, including a possible Bronze Age trackway, a late Bronze Age hoard and organic peat deposits which may yield important palaeo-environmental information. ERT and EMI geophysical survey was undertaken upon the peninsula in 2017, but have yet to be ground truthed. | Unknown |
| Low Potential | | | |
| P7 | Low to medium | The character area has been subject to archaeological field evaluation prior to HS1 and Station Quarter South developments. Results show Iron Age and Romano-British activity, but no evidence of prehistoric activity was seen. Further evaluation undertaken in 2017 as part of London Resort, which also encountered Roman archaeology but none of prehistoric date. A number of undiagnostic residual worked flints were discovered during evaluation to the east. | No prehistoric evidence identified in eval, very low potential for remains in un-investigated areas. |

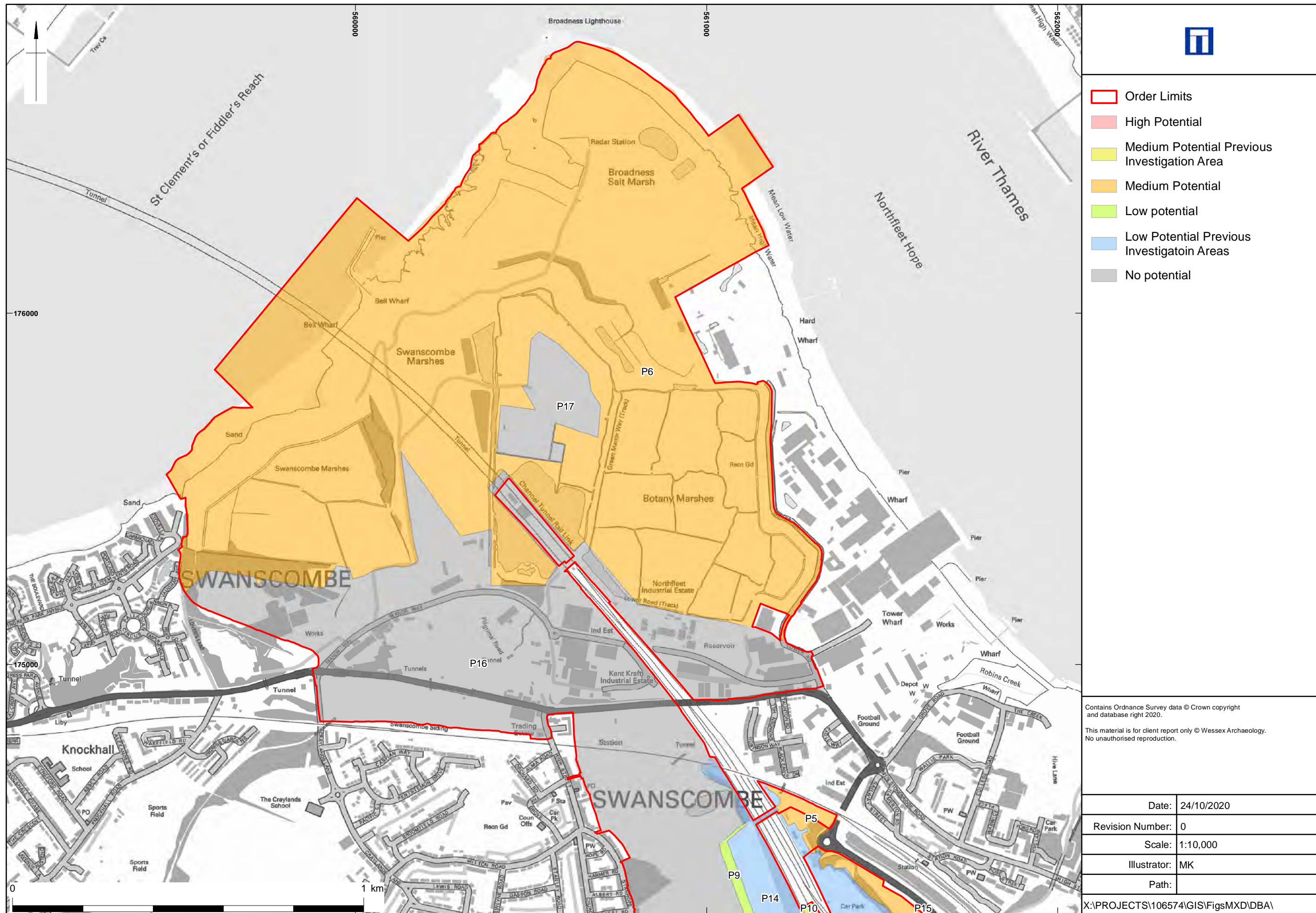


| | | | |
|---|---------------|--|--|
| P8 | Low to Medium | Evidence for prehistoric activity has been identified to the north and south of this character areas, however, the potential is considered to be low due to the likely disturbance caused by the road construction | Unknown |
| P9 | Low to Medium | Previous investigation in this character area have not revealed any post-Palaeolithic archaeological remains aside from a few small fragments of possible Bronze Age pottery | Unknown |
| P10 | Low to Medium | Previous disturbance for Ebbsfleet Station and HS1. Potential for archaeological remains but already been investigated and recorded | Unknown |
| P11 | Low to Medium | Area adjacent to Watching Brief area for HS1 and Ebbsfleet Green development. No previous investigation in this area. Characterisation for Ebbsfleet green in area immediately adjacent was characterised as low potential for post Palaeolithic archaeology | Unknown |
| P12 | Low to Medium | a small area subject to excavation and two areas monitored as part of watching brief. No archaeology of prehistoric date found in excavation. No archaeology at all in watching brief areas | Archaeology found at approx. 31m AOD |
| Low Potential previous Investigation Areas | | | |
| P13 | Low to Medium | Area subject to a watching brief during works associated with HS1 (Wessex Archaeology 2003). No Prehistoric features were identified at the western and eastern end of the watching brief area. | South of the A2 excavations (ARC PCR02) revealed 0.2m of topsoil overlying natural brick earth to the west of the dismantled railway. East of the dismantled railway, around Pepperhill café (ARC PHC02) and the HS1 tunnel (ARC PHT02) 1.8m colluvium sealed the natural brickearth. |
| P14 | Low to Medium | Area subject to a watching brief during works associated with HS1 by Oxford Archaeology and 5 trenches excavated on eastern side of HS1 for ARC EFT 97. two trenches peats and clays were discovered. | Peat found below 2.2m bgl |
| P15 | Low to Medium | Route of STDR 4. ARC EFT- three trenches in this area- one unexcavated other two made ground to 1.2m | Made ground to 1.2m |
| No Potential | | | |
| P16 | NONE | Extensive areas of previous quarrying and industry which will have removed archaeological remains dating to this period. | N/A |
| P17 | NONE | Quarrying and industry which will have removed archaeological remains dating to this period. | N/A |



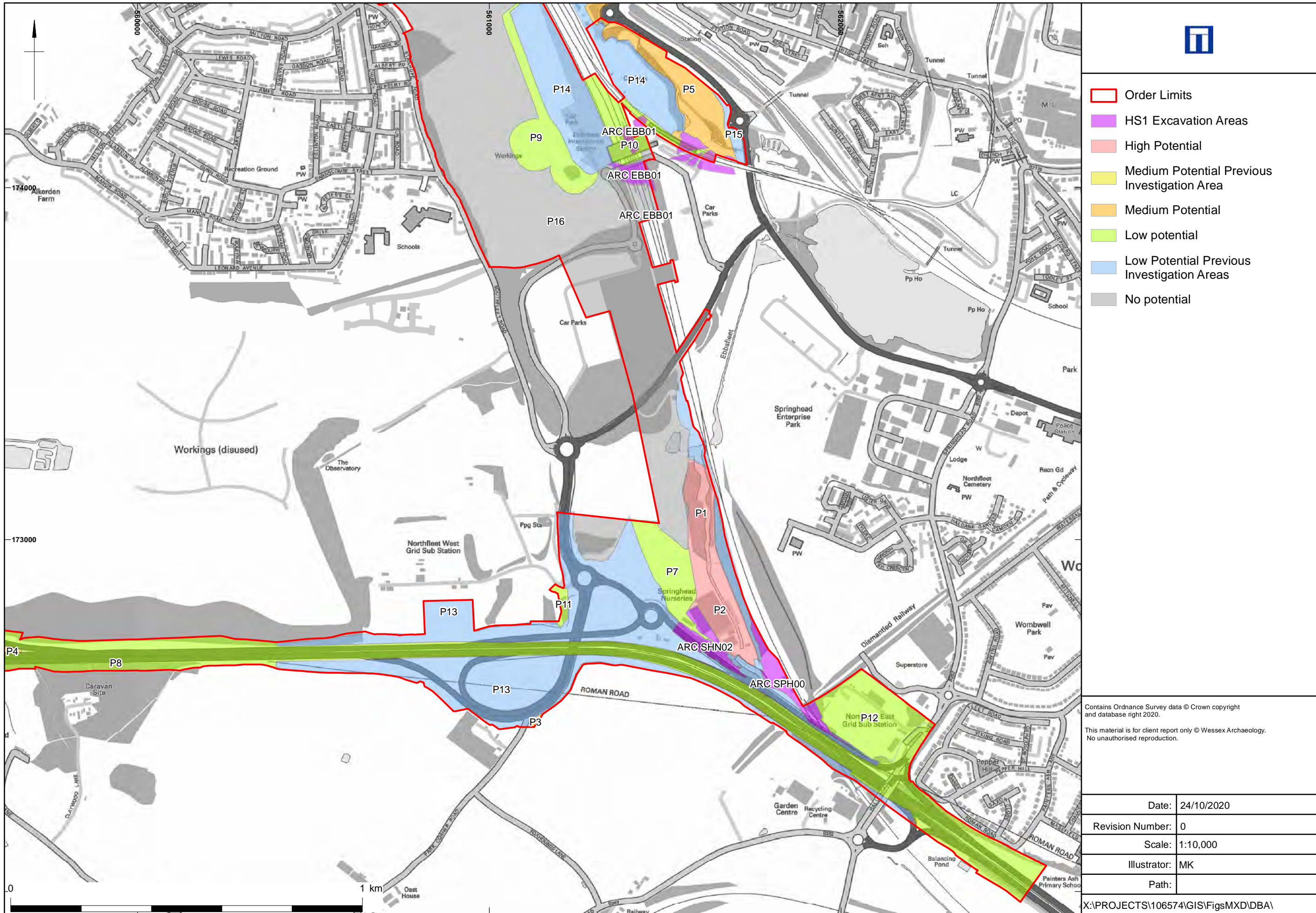
8.2 Prehistoric Archaeological Characterisation Essex Project Site

| ID | Heritage Significance | Description | Depth of known archaeology |
|--|-----------------------|---|---|
| Medium Potential | | | |
| P18 | Low to Medium | Area previously not developed aside from surface level car park created in early 2000's which were unlikely to have required substantial ground removal. Inhumation burial dating to the Mesolithic period was found at Tilbury Docks in 1890 indicating that the area was likely to have been dry in this period. Potential for associated temporary settlement. | Burial found 10m below ground level at the time of excavation |
| Low Potential | | | |
| P19 | Low to Medium | Area previously developed as part of the Tilbury Riverside Station which included station buildings, railway tracks and sidings and the ferry terminal. As such potential for the survival of archaeological remains is expected to be reduced due to previous impacts. However the previous investigation found a burial 10m below ground level so it is possible that remains could be deeply buried. Inhumation burial found adjacent to the west of the Site in 1890 dating to the Mesolithic period. Potential for associated remains although it is unlikely that this area was settled due to proximity to the river | burial found 10m below ground level at time of excavation |
| P20 | Low to Medium | No prehistoric activity recorded within the immediate area surrounding this part of the Essex Project Site. Previous impacts may have harmed survival through construction of roundabout and roads. | Unknown |
| Low Potential Previous Investigation Area | | | |
| P21 | Low | Previous evaluation undertaken for Tilbury 2 development. Five test pits excavated but no archaeological finds or features discovered. | 3 of the 4 test pits contained made ground to at least 1.20m. One test pit had natural or redeposited natural at 1.10m bgl. |

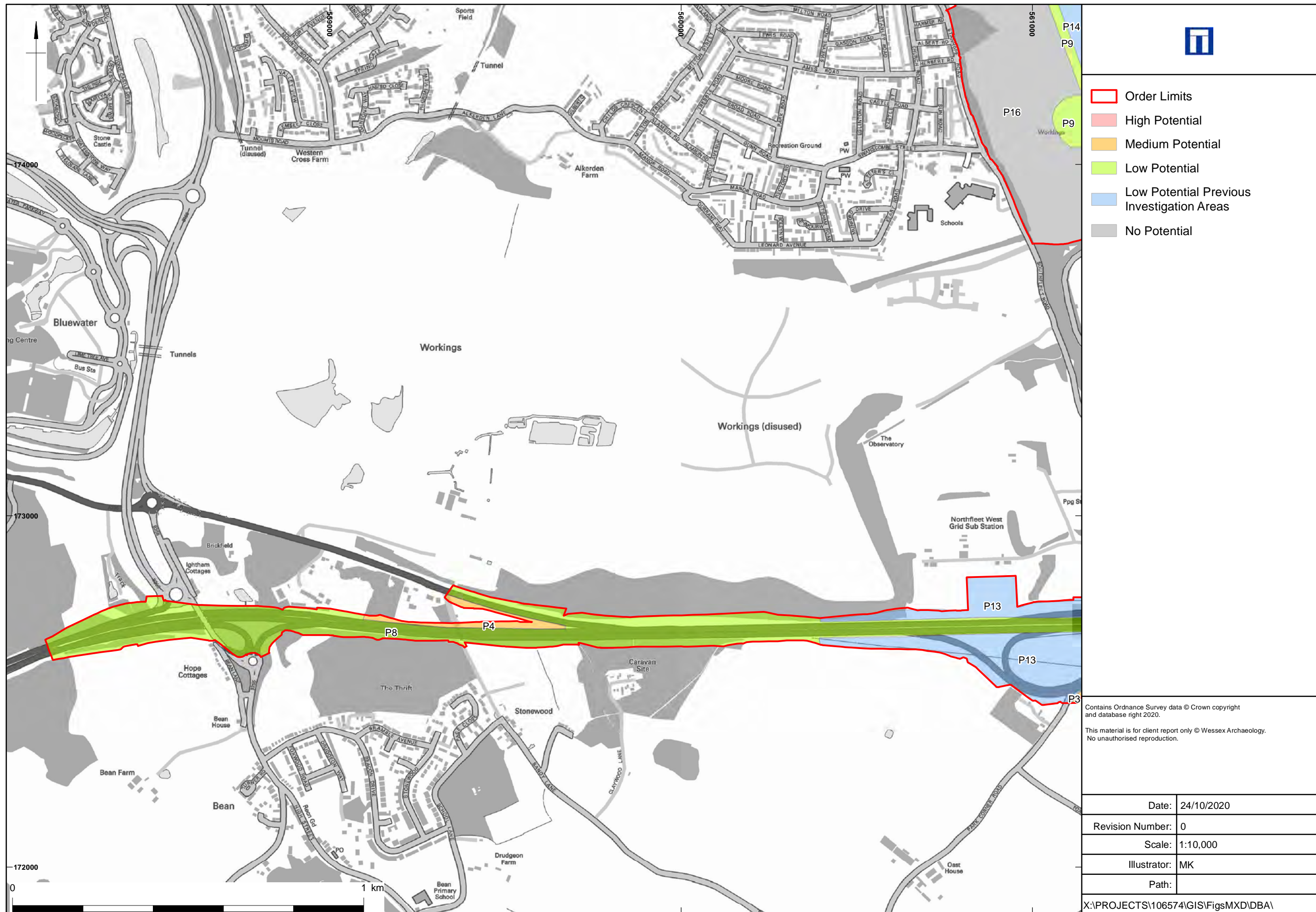


Characterisation of Potential Prehistoric Archaeological Remains (Kent Project Site; North)

Figure 34

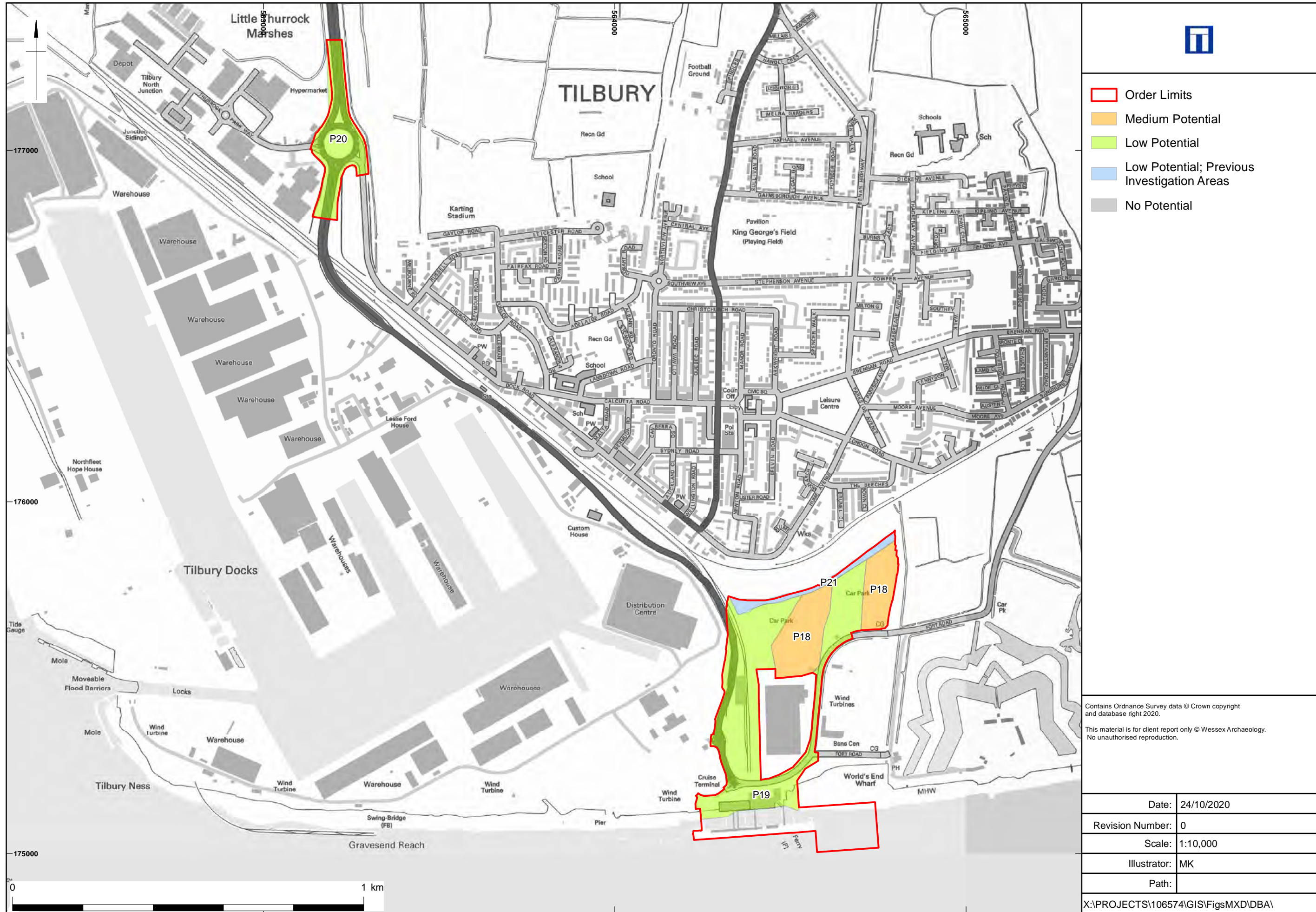


Characterisation of Potential Prehistoric Archaeological Remains (Kent Project Site; South)



Characterisation of Potential Prehistoric Archaeological Remains (Kent Project Site; West)

Figure 36



Characterisation of Potential Prehistoric Archaeological Remains (Essex Project Sites)

Figure 37



8.3 Iron Age and Romano-British Archaeological Characterisation Kent Project Site

| I.D | Heritage Significance | Description | Depth of Known Archaeology |
|-----------------------|-----------------------|--|--|
| High Potential | | | |
| RB1 | High | <p>Part of Vagniacis Roman settlement and religious complex Scheduled Monument No. 1005140 and temple complex to the south of the A2. Romano-British remains had been noted and excavated in the area since the late 18th century. In 1950 systematic excavations began within the character area, initially as a research project and later, from 1964-6 in response to development threats.</p> <p>Late Iron Age activity was recorded beneath the Romano-British levels and the area was recognised as a sacred place prior to the arrival of the Romans. Excavations have revealed up to seven 'temples' and a dozen other structures outside the temple precinct were also investigated, including a small bath house and structures interpreted as shops, workshops and a possible bakery (Andrew et. al. 2011, 8-9). Excavations in 1994 to the east of the dismantled railway (Boyle and Early 1998) revealed evidence for iron working and crop processing. Geophysical survey extended 50m into western corner of this area which identified archaeology (linear feature/linear feature or possible pit alignment) and a possible ditch feature</p> | <p>Archaeological deposits were revealed in test pits (Wessex Archaeology 2003, 12; ARC SAT02) to the west of the dismantled railway at 8.57m - 9.55m aOD, lying below 0.7m of overburden.</p> <p>Archaeology to the east of the dismantled railway sealed by up to 1.1m of colluvium (Boyle and Early 1998). Archaeological layers to the east of the dismantled railway were encountered at 10m aOD (Boyle and Early 1998)</p> |
| RB2 | High | <p>Location of known and potential archaeological remains dating to the Romano-British period. The area has been subject to archaeological evaluation in advance of HS1 and Station Quarter South developments (Andrews et. al. 2011; Wessex Archaeology 2005 & 2017). A Roman walled cremation cemetery is known at the northern end of the character area, with potential Iron Age features. An inhumation cemetery is also recorded in the area (see figure 35). The route of a Roman Road has been confirmed within the area (at 8.48m aOD) and it is likely to contain the frontage of an Early Roman building, the rear of which was excavated during HS1 (Andrews et. al. 2011; property 12). Although the predicted extent of the Roman town does not extend across the whole of the character area, given the outlying cemeteries and road, the whole area is considered to be of high potential. The predicted course of the Ebbsfleet river is illustrated on Figure 2.1, although structural remains are unlikely in this area, there is high potential for the recovery of artefacts from the former river bed (Phil Andrews pers. comm.).</p> <p>Archaeological Evaluation in 2017 revealed further Romano-British remains including evidence for the Roman Road, a continuation of the walled cemetery, possible inhumation, and occupation evidence.</p> | <p>Cremation cemetery located at 0.3m below ground level. Inhumations located at 0.3-0.4m bgl. Roman road located at 0.4-0.5m bgl.</p> <p>All Roman remains appear to post-date the colluvium where it occurs to the west of the Ebbsfleet. This colluvium may seal earlier prehistoric remains.</p> <p>Archaeological remains recorded at approximately 3m aOD directly north of existing Springhead Nursery building (Wessex Archaeology 2005; Trench 8). 2017 evaluation depth of features varied between approx. 6.52mAOD and 8.94mAOD</p> |
| RB3 | High | <p>Remains of a Roman temple uncovered during excavations in advance of HS1 (Andrews et. al. 2011). Recorded in plan and preserved in situ.</p> | <p>Top of the temple walls located at approximately 6.6m aOD</p> |



| Medium Potential- Previous Investigation | | | |
|---|----------------|---|---|
| RB4 | Low to Medium | Area investigated for Ebbsfleet Sports Ground followed by ARC EBB01 and ARC EFT 97 investigation to the east. Sports ground investigations revealed previously investigated Roman Villa located to the east of RB5 in HS1 excavation area and a possible Roman building and Roman cremation. Also potential for waterlogged remains in immediate proximity to the building including evidence for revetment and management of the wetlands. Unclear how far modern car park will have truncated remains within this area. | |
| Medium Potential | | | |
| RB5 | Low to Medium | Area of limited disturbance currently largely occupied by planting. The potential is considered to be medium owing to its location south of Watling Street, two Roman pits were also recorded on the HER in the vicinity, these were excavated in 1911. | Unknown |
| RB6 | Low to Medium | No archaeological investigation within this area. However Northfleet Roman villa found immediately to the south and Roman Building and cremation found in RB5 to the west. Potential for further remains associated with the villa, additional cremation burials, and management of the wetland/revetment. No Roman remains found in STDR route to the east (RB24). | Unknown |
| RB7 | Medium to High | Area of largely undisturbed land to the east of HS1. It was outside the landtake for HS1 and is located on the west bank of the Ebbsfleet river. No previous archaeological interventions have taken place in this character area, however the potential of considered to be medium owing to its location north of Northfleet Roman Villa (where some Iron Age activity has been inferred) and its proximity to the Ebbsfleet river. | Unknown |
| RB8 | Low to Medium | Archaeological investigations within this area did not reveal any remains of Roman date but did find extensive medieval remains. Subsequent excavations undertaken immediately to the north east (outside the site boundary) found a possible timber building and pit group as well as a number of boundary/drainage ditches. Hollow enclosed by IA ditch also found. Due to proximity to Springhead town and Roman Rd, potential considered to be medium although survival may be affected by Sub Station. | 0.40m depth of topsoil removed |
| RB9 | Medium to High | Area not previously investigated. Lies to north of Roman Road, potential for associated remains or remains associated with Springhead Roman Town. Adjacent area RB30 has been investigated and considered to have low potential. | Unknown |
| RB10 | High | Within the Scheduled Monument but not previously intrusively investigated but adjacent to the area of Geophysical survey in 2017. A few small possible pit-like features were recorded in the area close to this. These were not verified by any intrusive investigation. Possible that additional features associated with Springhead could extend within this area | Adjacent watching brief on utility with SM area did not record depth of topsoil |
| Low Potential | | | |

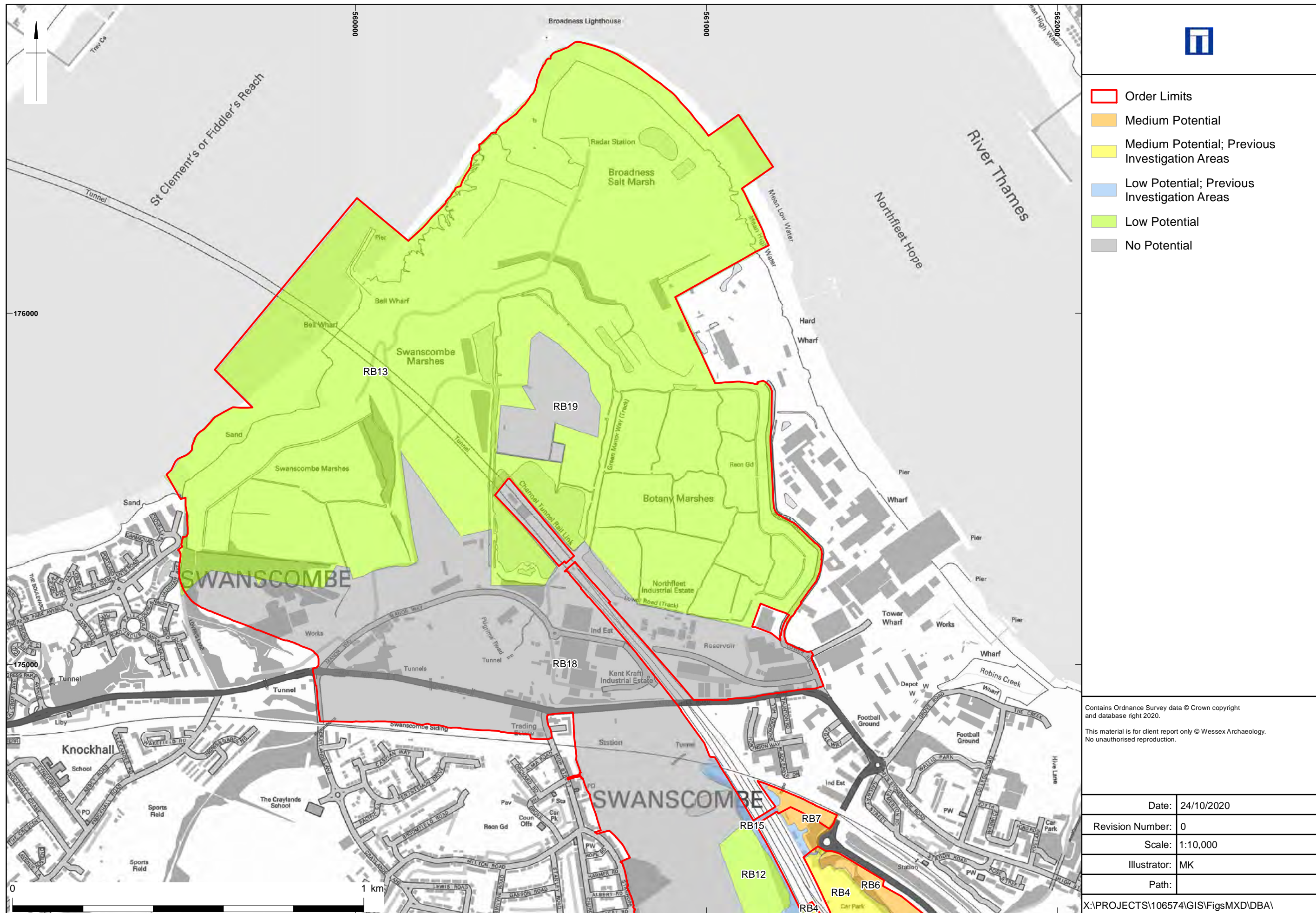


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|--|---------------|--|---|
| RB11 | Low to Medium | This area passes through the Roman town and follows the predicted course of Watling Street; however, the potential is considered to be low due to the likely disturbance caused by the road construction | Unknown |
| RB12 | Low | Area of SSSI and Scheduled Monument Bakers Hole designated for Palaeolithic remains. . Some limited investigation within this area due to scheduled status- none that has found evidence of roman remains to date | Unknown |
| RB13 | Low | No archaeological events within this area have revealed Romano-British remains; however, the only work carried out has been the monitoring of borehole excavations. Roman tile has been recorded along the shoreline and there may have been very limited activity in the area during the Romano-British period | Unknown |
| Low Potential Previous Excavation Areas | | | |
| RB14 | Low to Medium | Area subject to a watching brief during works associated with HS1 by Wessex Archaeology (Wessex Archaeology 2003b). No Romano-British features were identified at the western and eastern end of the watching brief area. Romano-British features were recorded between the 2 excavation areas, at Springhead Nursery, and south of the excavation areas, north of the A2 Archaeological Evaluation in 2015 revealed that the trenches located within RB21 did not contain any archaeological remains | South of the A2 excavations (Wessex Archaeology 2003b ARC PCR02) revealed 0.2m of topsoil overlying natural brick earth to the west of the dismantled railway. East of the dismantled railway, around Pepperhill café (Wessex Archaeology 2003b ARC PHC02) and the HS1 tunnel (Wessex Archaeology 2003b ARC PHT02) 1.8m colluvium sealed the natural brickearth. 2015 Evaluation revealed topsoil overlying subsoil and natural layers. Some trenches contained areas of made ground. Natural at depths between approximately 0.28-0.66m bgl. |
| RB15 | Low to Medium | Area subject to a watching brief during works associated with HS1 by Oxford Archaeology | Unknown |
| RB16 | Low | Route of STDR investigations. No remains of Roman date recovered during evaluation | Unknown |
| RB17 | Low to Medium | Part of Watching brief for HS1 by Wessex Archaeology (Wessex Archaeology 2003b). No Romano British features were identified. | Unknown |
| No Potential | | | |
| RB18 | None | Extensive areas of previous quarrying and industry which will have removed archaeological remains dating to this period. | N/A |
| RB19 | None | Quarrying and industry which will have removed archaeological remains dating to this period. | N/A |



8.4 Iron Age and Romano-British Archaeological Characterisation Essex Project Site

| ID | Heritage Significance | Description | Depth of known archaeology |
|--|-----------------------|---|---|
| Low Potential | | | |
| RB20 | Low | Area previously developed as part of the Tilbury Riverside Station which included station buildings, railway tracks and sidings and the ferry terminal. As such potential for the survival of archaeological remains is expected to be reduced due to previous impacts. A few isolated Roman finds have been recovered in the surrounding area but it is unlikely that this area was settled during the Roman period, however, finds indicate that there may have been some use of the area at this time. | Unknown |
| RB21 | Low | A few isolated finds of roman date recorded within the immediate area surrounding this part of the Essex Project Site. Previous impacts may have harmed survival through construction of roundabout and roads. | Unknown |
| Low Potential Previous Investigation Area | | | |
| RB22 | Low | Previous evaluation undertaken for Tilbury 2 development. Five test pits excavated but no archaeological finds or features discovered. | 3 of the 4 test pits contained made ground to at least 1.20m. One test pit had natural or redeposited natural at 1.10m bgl. |



- Order Limits
- Medium Potential
- Medium Potential; Previous Investigation Areas
- Low Potential; Previous Investigation Areas
- Low Potential
- No Potential

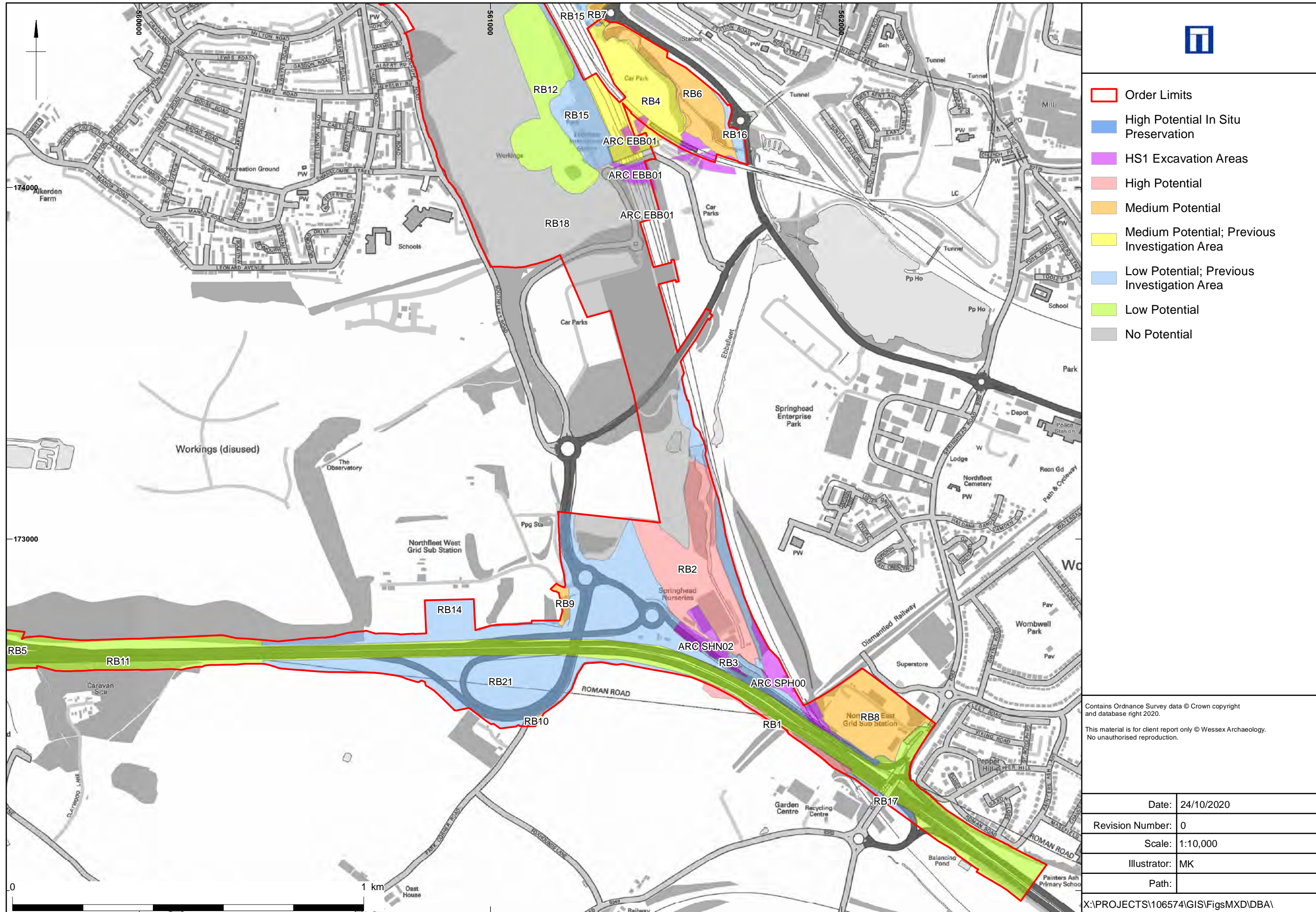
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Characterisation of Potential Romano-British Archaeological Remains (Kent Project Site; North)

Figure 38



- Order Limits
- High Potential In Situ Preservation
- HS1 Excavation Areas
- High Potential
- Medium Potential
- Medium Potential; Previous Investigation Area
- Low Potential; Previous Investigation Area
- Low Potential
- No Potential

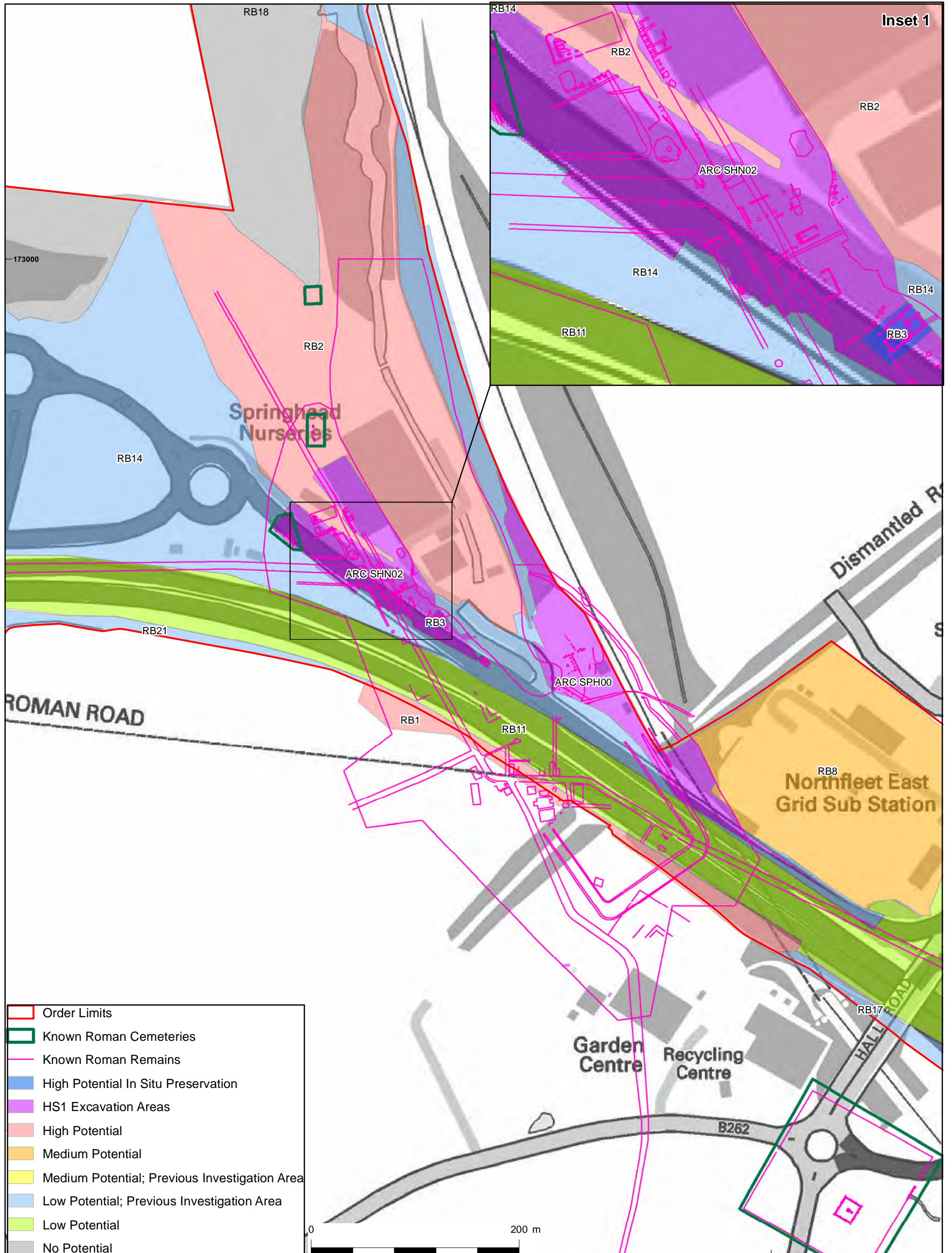
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Characterisation of Potential Romano-British Archaeological Remains (Kent Project Site; South)

Figure 39



- Order Limits
- Known Roman Cemeteries
- Known Roman Remains
- High Potential In Situ Preservation
- HS1 Excavation Areas
- High Potential
- Medium Potential
- Medium Potential; Previous Investigation Area
- Low Potential; Previous Investigation Area
- Low Potential
- No Potential

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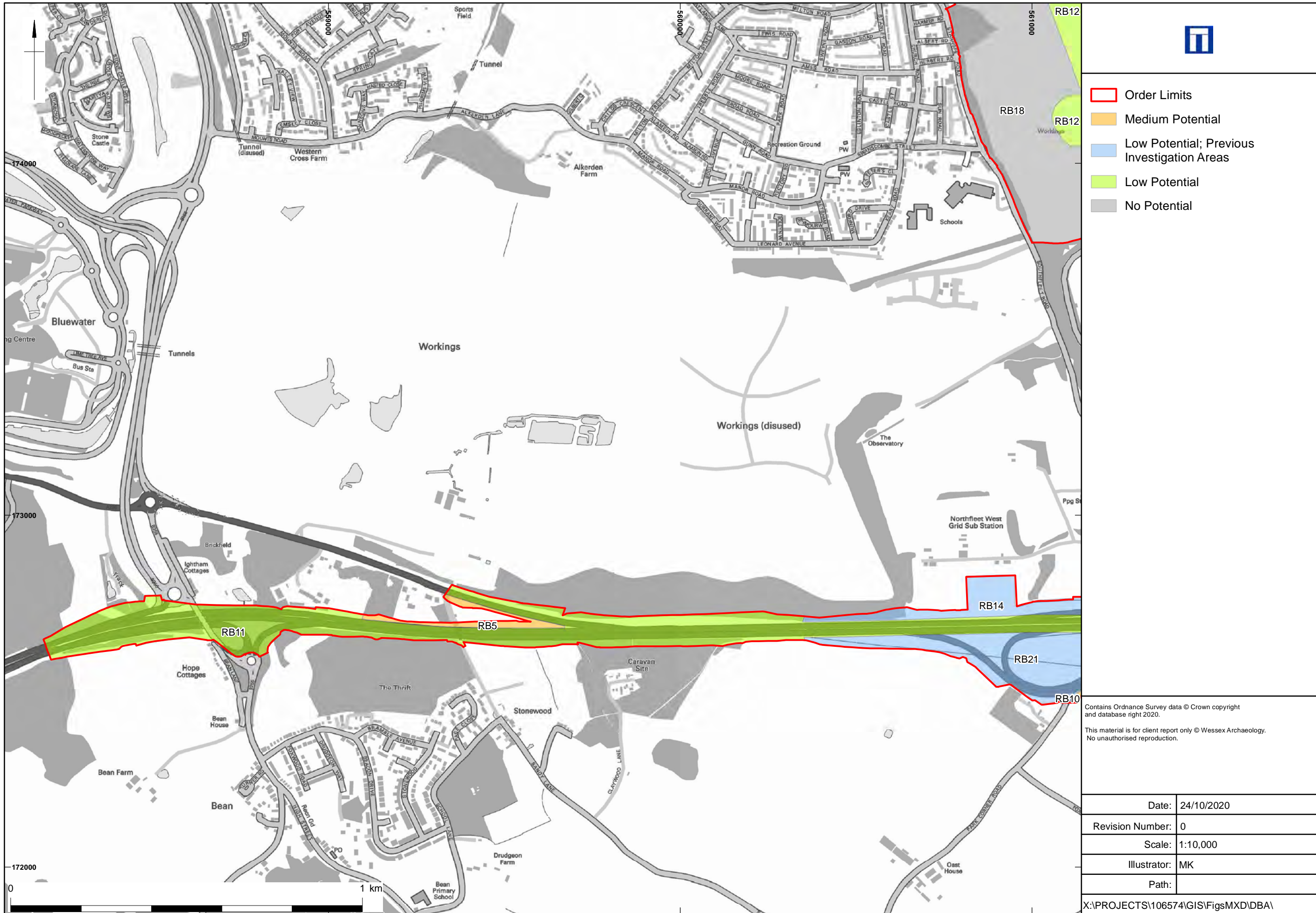
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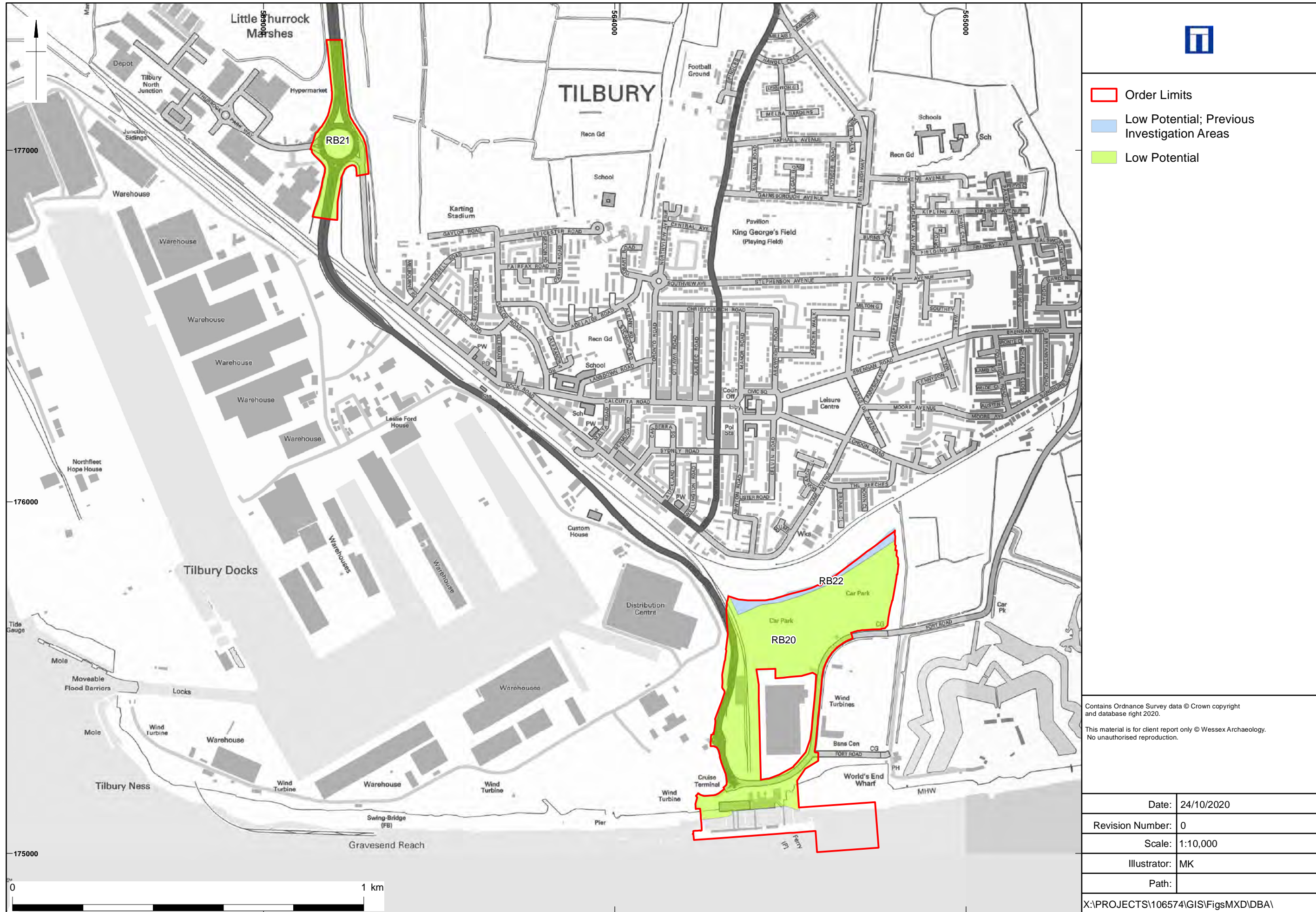
Characterisation of Potential Romano-British Archaeological Remains (Detail)

Figure 40



Characterisation of Potential Romano-British Archaeological Remains (Kent Project Site; West)

Figure 41



Characterisation of Potential Romano-British Archaeological Remains (Essex Project Sites)

Figure 42



8.5 Anglo-Saxon and Medieval Archaeological Characterisation Kent Project Site

| I.D | Significance | Description | Depth of Known Archaeology |
|---|---------------|---|--------------------------------|
| High Potential | | | |
| ASM1 | High | Although occupied by an existing road and verge, this area is also part of Scheduled Monument 1013378, Medieval woodland boundary in Darenth Wood. Medieval remains may survive beneath the verge and road | Unknown |
| Medium potential | | | |
| ASM2 | Low | Area of limited disturbance currently largely occupied by planting. The potential is considered to be medium owing to this and remains relating to agriculture may be encountered | Unknown |
| ASM3 | Low to medium | Archaeological investigations undertaken within this area revealed medieval occupation and settlement in the form of field boundaries, paddocks and structural remains dating to the 11th-12th centuries thought to have been part of the settlement known as Wenifalle. Additional excavations undertaken subsequently to the north revealed additional medieval remains including field boundaries, a waterhole and hearths associated with the settlement located to the south. | 0.40m depth of topsoil removed |
| ASM4 | Medium | This area has not been previously investigated by lies adjacent to the Anglo-Saxon watermill and the early Saxon SFBs. The watermill is thought to have been relatively isolated within its landscape in the later Anglo-Saxon period however there is potential that associated features could exist in areas that have not been investigated. However the area immediately adjacent to the watermill would have lain within the Ebbsfleet Channel at this time. The opposite side of the channel has not been investigated to date. | |
| ASM5 | Low to medium | Area of largely undisturbed land to the east of HS1. It was outside the land take for HS1 and is located on the west bank of the Ebbsfleet river. No previous archaeological interventions have taken place in this character area, however the potential of considered to be medium owing to its located north of the Anglo-Saxon mill and other features excavated during HS1 works | Unknown |
| Medium Potential Investigated Area | | | |
| ASM6 | Low to Medium | Investigated for Ebbsfleet Sports Ground and HS1 investigations. Four early to mid-Saxon SFBs and a pit were found in ARC EBB01 within and to the south of this area and an additional 5 SFBs and the Saxon Watermill were found within the area of ARC EBB01 located to the south and east | Unknown |
| Low potential | | | |

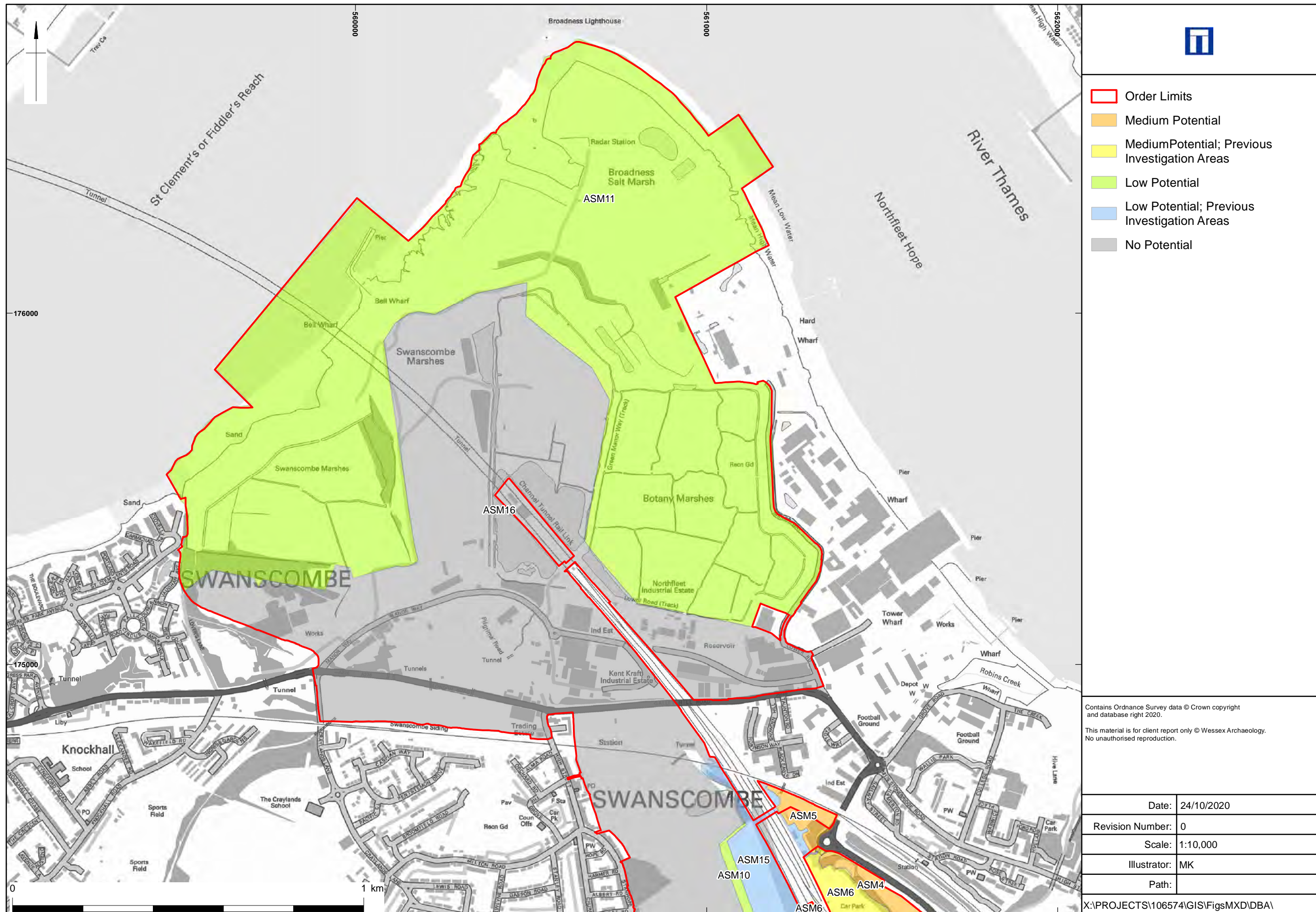


| | | | |
|--|---------------|--|---|
| ASM7 | Low | This area passes through Anglo-Saxon and Medieval landscape; however, the potential is considered to be low due to the likely disturbance caused by the road construction | Unknown |
| ASM8 | Low | Area adjacent to Watching Brief area for HS1 and investigations for Ebbsfleet Green which didn't reveal any archaeological remains of Anglo-Saxon or medieval date. The area of Ebbsfleet Green was considered to be of low potential for post-Palaeolithic archaeology which is also considered to be appropriate for ASM10. | Tr 315 contained no post Palaeolithic archaeology and natural deposits encountered at 33.8m OD. |
| ASM9 | Low to medium | No archaeological interventions have taken place in this area and evaluations directly adjacent have shown no evidence of Anglo-Saxon occupation. The area was also partially within the Ebbsfleet river during these periods, thus the potential for archaeological remains dating to these periods to be recovered is considered to be low. | Unknown |
| ASM10 | Low to medium | Previous investigation in this character area have not revealed any post-Palaeolithic archaeological remains | Unknown |
| ASM11 | Low | No archaeological events within this area have revealed Anglo-Saxon or Medieval remains. | Unknown |
| ASM12 | Low | Within the Scheduled Monument for Springhead Roman Town but not previously intrusively investigated but adjacent to the area of Geophysical survey in 2017. A few small possible pit-like features were recorded in the area close to this. These were not verified by any intrusive investigation so the presence and date of the feature is unconfirmed. Area shown as arable on historic mapping | Unknown |
| Low Potential Previous excavation areas | | | |
| ASM13 | Low to medium | Area was subject to an evaluation and watching brief prior to the construction of HS1 and an evaluation for Station Quarter South Development to the north of Springhead Nursery, no archaeological remains of Anglo-Saxon date were recovered. A medieval tile kiln was identified 750m west of Springhead nursery and was excavated and recorded, no associated features were identified surrounding the kiln. | Tile kiln located at 33m aOD |
| ASM14 | Low | Route of STDR 4. ARC EFT- three trenches in this area- one un-excavated other two made ground to 1.2m | Made ground to 1.2m |
| ASM15 | Low to medium | Area was subject to a watching brief. No archaeological remains dating to these periods were observed | Unknown |
| No Potential | | | |
| ASM16 | None | Extensive areas of previous quarrying and industry which will have removed archaeological remains dating to this period. | None |



8.6 Anglo-Saxon and Medieval Archaeological Characterisation Essex Project Site

| ID | Heritage Significance | Description | Depth of known archaeology |
|--|-----------------------|---|---|
| Low Potential | | | |
| ASM17 | Low | Area previously developed as part of the Tilbury Riverside Station which included station buildings, railway tracks and sidings and the ferry terminal. As such potential for the survival of archaeological remains is expected to be reduced due to previous impacts. Medieval to post-medieval area of grazing and the original site of the Tilbury market place are recorded to the east of the Site. | Unknown |
| ASM18 | Low | No Anglo-Saxon or medieval activity recorded within the immediate area surrounding this part of the Essex Project Site. Previous impacts may have harmed survival through construction of roundabout and roads. | Unknown |
| Low Potential Previous Investigation Area | | | |
| ASM19 | Low | Previous evaluation undertaken for Tilbury 2 development. Five test pits excavated but no archaeological finds or features discovered. | 3 of the 4 test pits contained made ground to at least 1.20m. One test pit had natural or redeposited natural at 1.10m bgl. |



- Order Limits
- Medium Potential
- Medium Potential; Previous Investigation Areas
- Low Potential
- Low Potential; Previous Investigation Areas
- No Potential

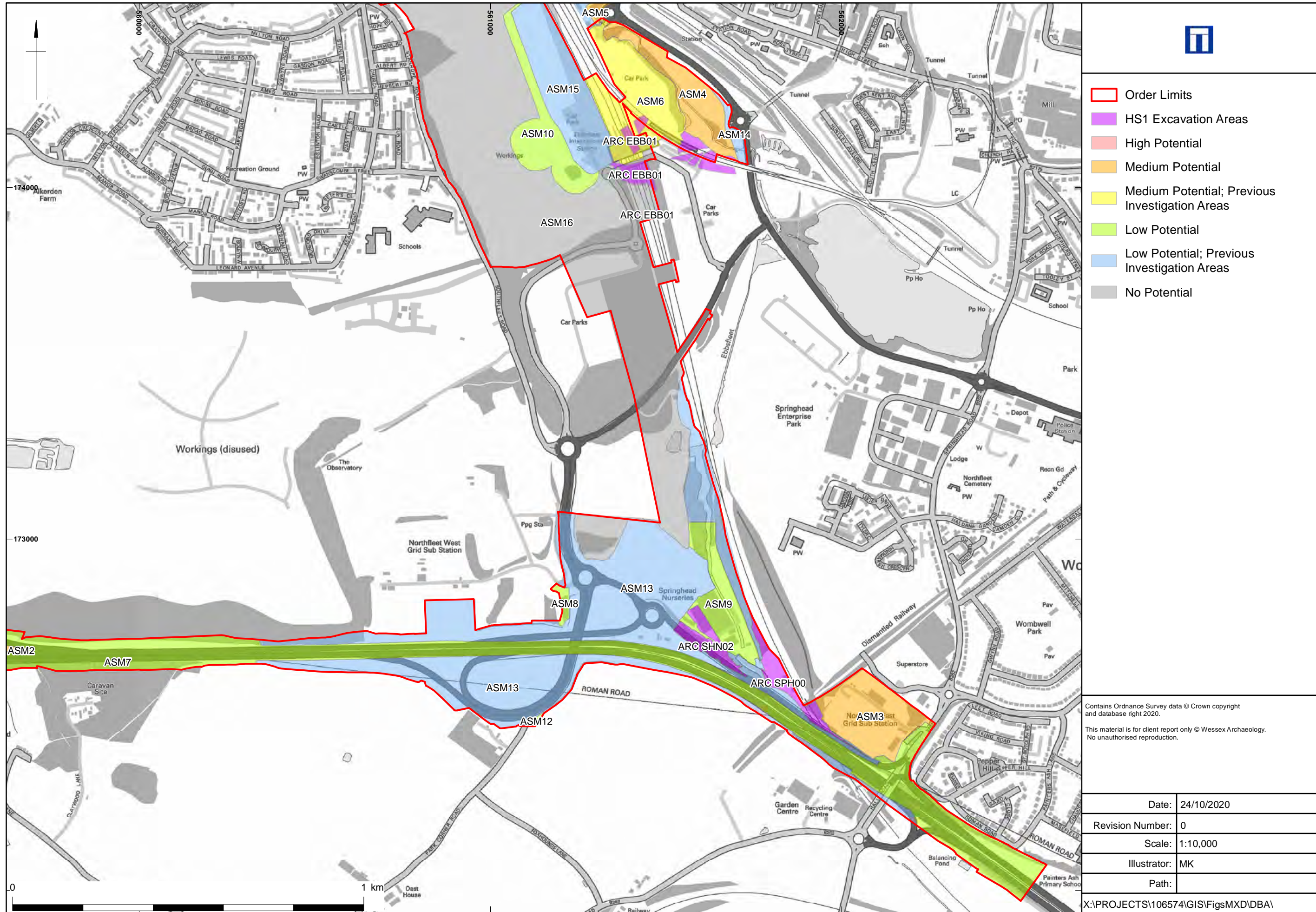
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Characterisation of Potential Anglo-Saxon and Medieval Archaeological Remains (Kent Project Site; North)

Figure 43



- Order Limits
- HS1 Excavation Areas
- High Potential
- Medium Potential
- Medium Potential; Previous Investigation Areas
- Low Potential
- Low Potential; Previous Investigation Areas
- No Potential

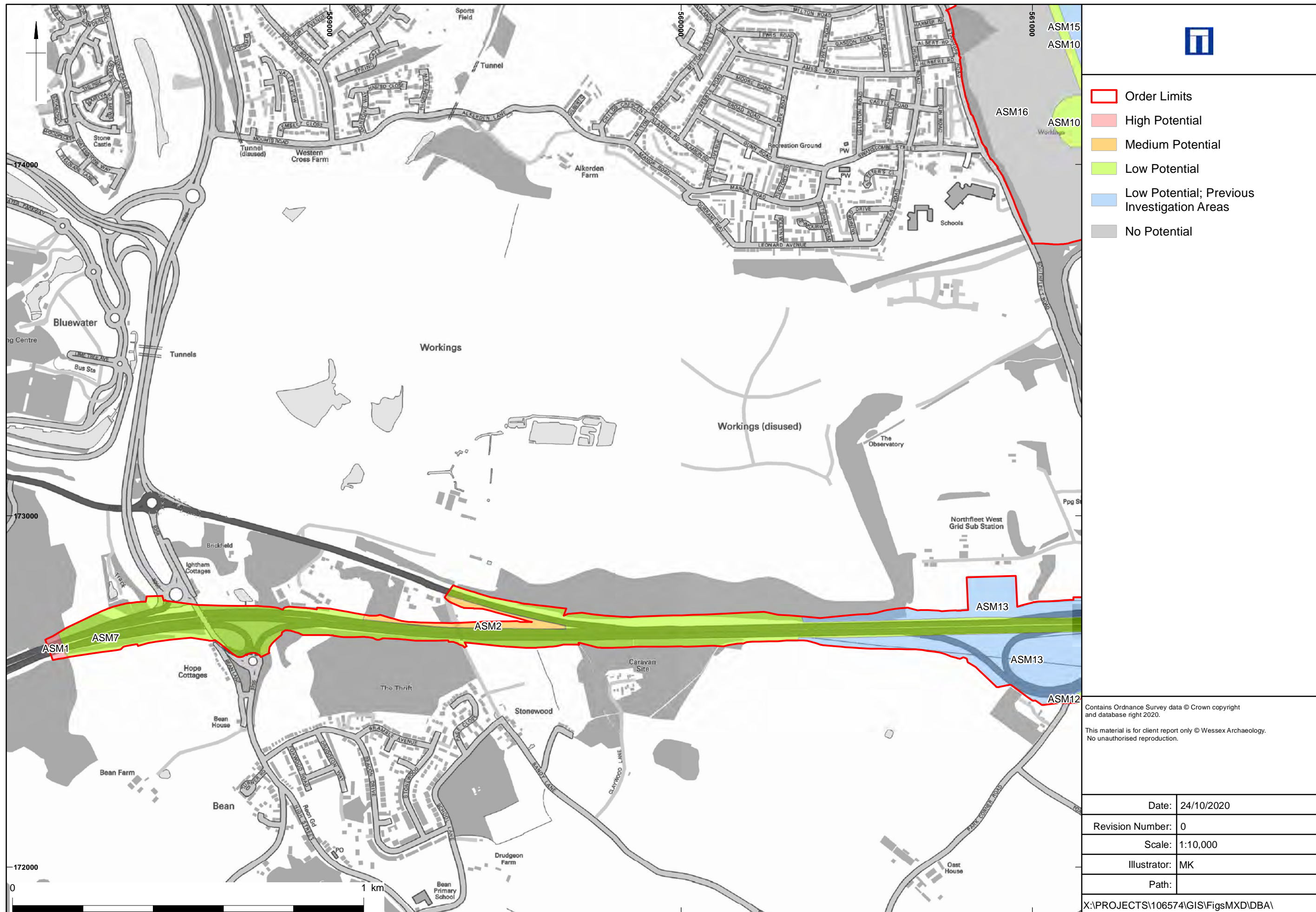
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Characterisation of Potential Anglo-Saxon and Medieval Archaeological Remains (Kent Project Site; South)

Figure 44



- Order Limits
- High Potential
- Medium Potential
- Low Potential
- Low Potential; Previous Investigation Areas
- No Potential

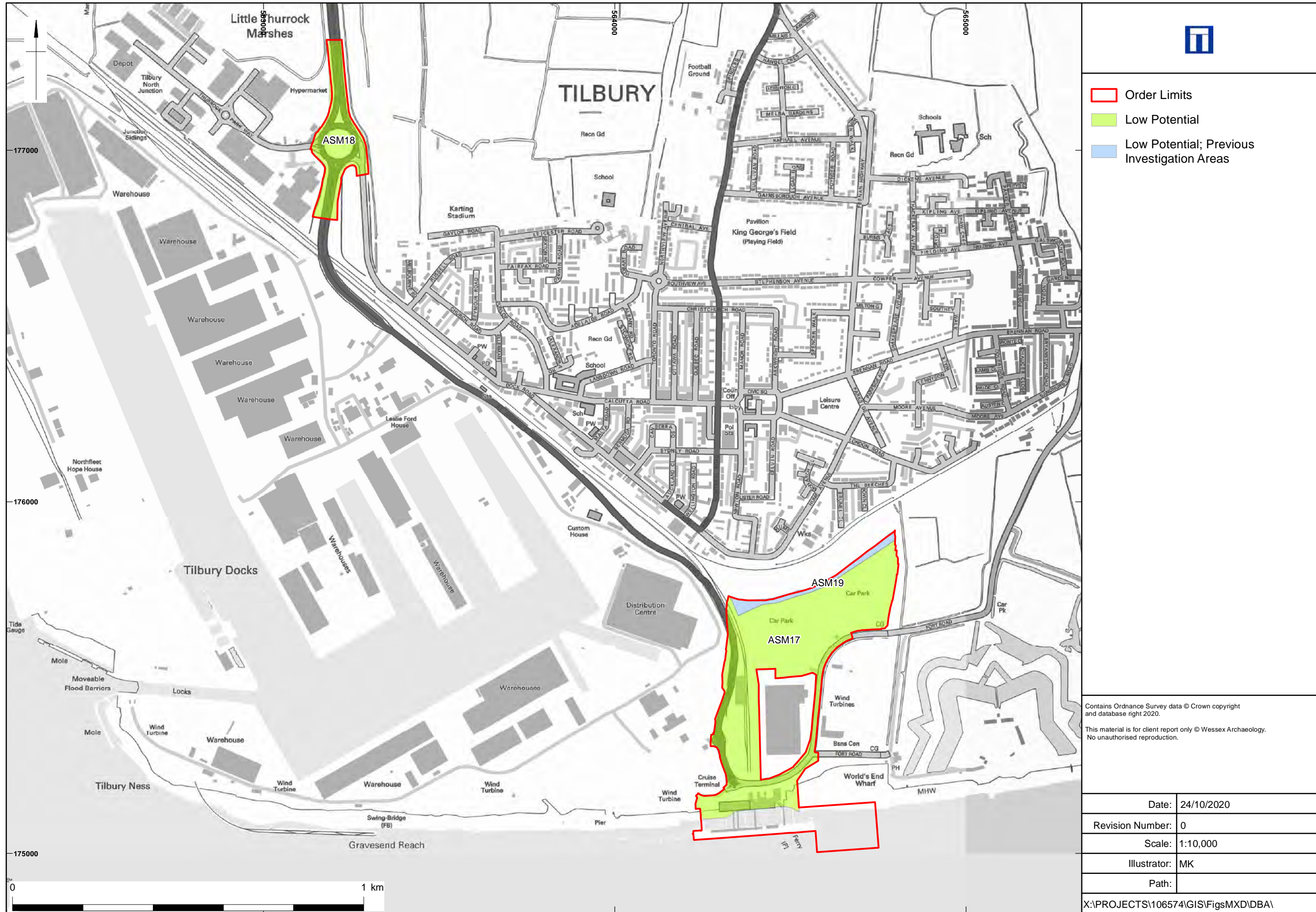
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Characterisation of Potential Anglo-Saxon and Medieval Archaeological Remains (Kent Project Site; West)

Figure 45





8.7 Post-Medieval to Modern Archaeological Characterisation Kent Project Site

| I.D | Heritage Significance | Description | Depth of Known Archaeology |
|-------------------------|-----------------------|--|--|
| High Potential | | | |
| PMM1 | High | Grade II Listed footbridge over A2 trunk road | Building extant |
| PMM2 | Low | Existing 19th century railway line | Extant |
| PMM3 | Medium | Location of 19th paper mill, demolished in the 1990s and currently occupied by modern industrial buildings. Character area is bisected by HS1 | Level of survival of industrial remains unknown |
| PMM4 | Negligible | Location of disused 19th sewerage works | None |
| PMM5 | Medium | Location of Portland cement works and associated infrastructure, established in the early 19th century and expanded throughout the 19th and 20th centuries. Demolished in 1990. | Level of survival of industrial remains below ground unknown. Evidence for the associated tramways can still be seen on the ground |
| PMM6 | Low | This character area is defined by the foreshore and flood defence banks. A number of post-medieval and modern features are recorded on the Historic Environment Record in this area, including wooden structures, derelict vessels. Wharfs and beacons | To be confirmed |
| PMM7 | Low | Botany marshes and Broadness Salt Marsh. Character area defined by post-medieval and modern drainage ditches. | Drainage ditches still in use |
| PMM8 | Low | Swanscombe marshes. Character area defined by post-medieval and modern drainage ditches. | Drainage ditches still in use |
| Medium Potential | | | |
| PMM9 | Medium | Location of early 19th watercress beds and nursery. Evidence for the watercress beds was excavated to the south in advance of HS1. The potential is considered medium owing to the possible disturbance caused by terracing for later additions to the nursery and the creation of the existing buildings and glasshouses within the area. | Unknown |
| Low Potential | | | |
| PMM10 | Negligible | This area is occupied by the existing A2 truck road and survival of archaeological remains, such as post-medieval field boundaries, is unlikely | Unknown |
| PMM11 | Negligible | Area unlikely to reveal post-medieval and modern remains due to potential disturbance from surrounding quarrying | Unknown |
| PMM12 | Negligible | Area occupied by planting and located adjacent to a railway two railway lines. It is unlikely to reveal post-medieval and modern remains of significance | Unknown |
| PMM13 | Low | Area formerly a gravel pit, also occupied by railway sidings in the 19th-20th century, since removed | Unknown |

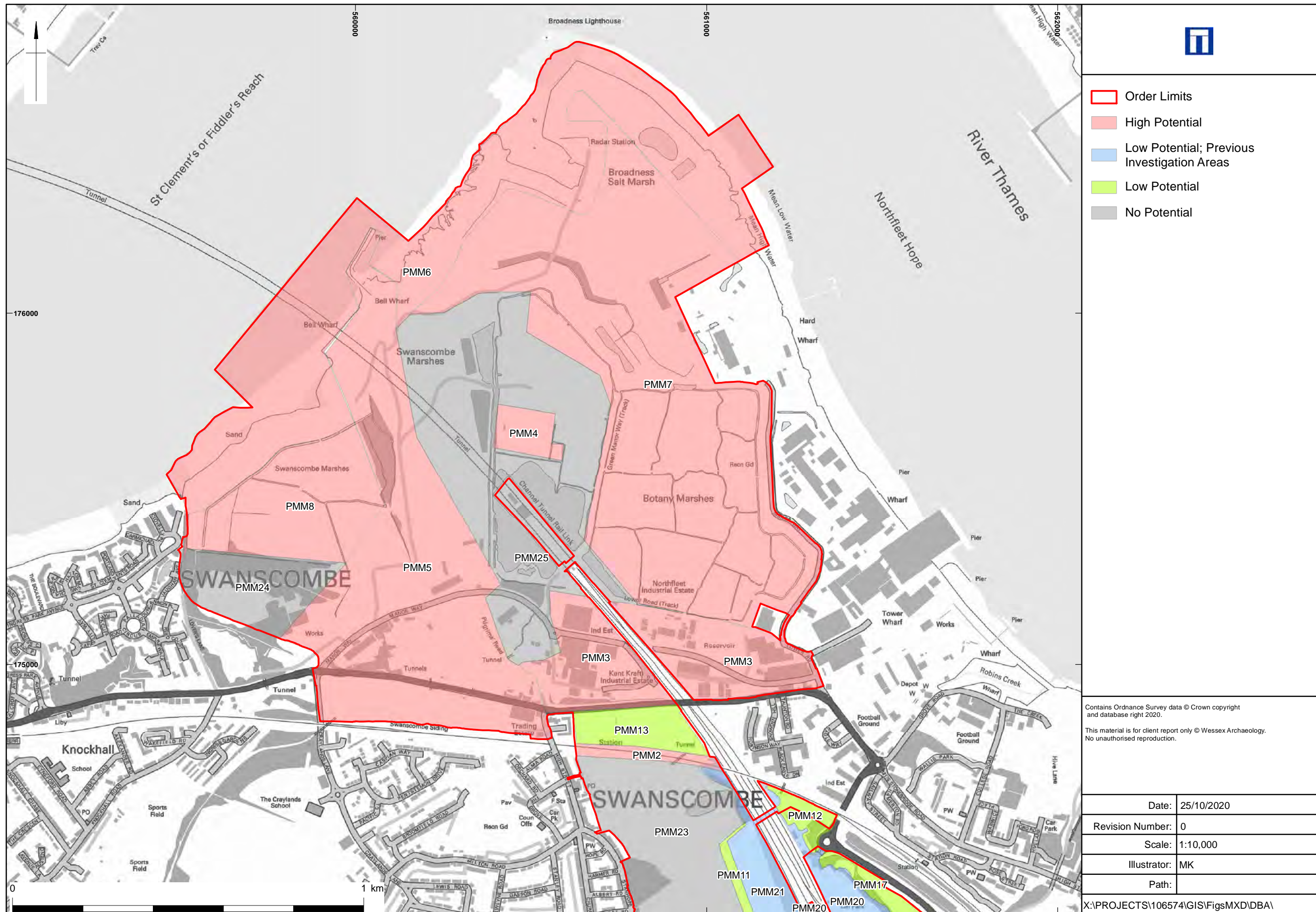


| | | | |
|---|-------------------|---|---|
| PMM14 | Low | Archaeological investigations in this area did not reveal any archaeological remains of post-medieval date. However excavations undertaken immediately to the north did find a boundary ditch aligned NNW-SSE. | Archaeological deposits within the evaluation at Substation found at approx. 31m aOD |
| PMM15 | Low | Area adjacent to Watching Brief area for HS1 and investigations for Ebbsfleet Green which didn't reveal any archaeological remains of post-medieval date. The area of Ebbsfleet Green was considered to be of low potential for post-Palaeolithic archaeology which is also considered to be appropriate for PMM16. | Tr 315 contained no post Palaeolithic archaeology and natural deposits encountered at 33.8m OD. |
| PMM16 | Low | Area alongside A2. Prior to construction of A2 part of this area was within 'the thrift' woodland. A track leading to Cheery Orchard and Woodbine Cottage can be seen within this area. | Unknown |
| PMM17 | Low | Potential for drainage features associated with the Ebbsfleet of post-medieval and 19th century date. A post-medieval timber revetment was found during the mitigation works for HS1. Structure thought to be either a simple revetment or place for unloading a small boat or fishing platform. | Unknown |
| PMM18 | Low | Within the Scheduled Monument for Springhead Roman Town but not previously intrusively investigated but adjacent to the area of Geophysical survey in 2017. A few small possible pit-like features were recorded in the area close to this. These were not verified by any intrusive investigation so the presence and date of the feature is unconfirmed. Area shown as arable on historic mapping | Unknown |
| Low Potential Previous Investigation Areas | | | |
| PMM19 | Low | Area was subject to a watching brief in advance of HS1 and trial trenching for Station Quarter South development (references). Trial trenching revealed one boundary ditch north of Springhead Nursery | Post-medieval ditch at 0.51m below ground level |
| PMM20 | Low to Negligible | Area subject to a watching brief during works associated with HS1 by Oxford Archaeology. No post-medieval or modern archaeology recorded | Unknown |
| PMM21 | Low to Negligible | Area subject to a watching brief during works associated with HS1 by Oxford Archaeology. No post-medieval or modern archaeology recorded | Unknown |
| PMM22 | Low | Route of STDR 4. ARC EFT- three trenches in this area- one un-excavated other two made ground to 1.2m | made ground to 1.2m |
| No Potential | | | |
| PMM23 | None | Extensive areas of previous quarrying and industry which will have removed archaeological remains dating to this period. | None |
| PMM24 | None | Quarrying and industry which will have removed archaeological remains dating to this period. | None |
| PMM25 | None | Quarrying and industry which will have removed archaeological remains dating to this period. | None |



8.8 Post-medieval to Modern Archaeological Characterisation Essex Project Site

| ID | Heritage Significance | Description | Depth of known archaeology |
|--|-----------------------|---|---|
| High Potential | | | |
| PMM26 | Low | Alignment of Railway line leading to Riverside Station. Railway tracks extant within the Site | Extant |
| PMM27 | Low | Area of Grade II* listed Riverside Station and associated modern ferry terminal building. All extant. | Extant |
| Medium Potential | | | |
| PMM28 | Low | Area previously occupied by railway tracks leading east to Tilbury Junction, Railway Cottages and railway siding. A number of drains are also marked on Historic Maps. The HER records that post-medieval ridge and furrow were recorded as being extant in 1989 to the west of the railway sidings. This area has more recently been developed into surface level car parking; the exact nature of below ground removal required for this is unknown. It is also possible that remains associated with the railway such as tracks and sidings were removed from the site when decommissioned rather than buried. | Unknown |
| Low Potential | | | |
| PMM29 | Low | This area is largely occupied by roads and modern development which may have affected the survival of predating post-medieval and modern remains. | Unknown |
| PMM30 | Low | This area was part of Little Thurrock Marshes until the roundabout was implemented in the 1950s. Potential for post-medieval to modern remains is expected to be low. | Unknown |
| Low Potential Previous Investigation Area | | | |
| PMM31 | Low | Previous evaluation undertaken for Tilbury 2 development. Five test pits excavated but no archaeological finds or features discovered. | 3 of the 4 test pits contained made ground to at least 1.20m. One test pit had natural or redeposited natural at 1.10m bgl. |



- Order Limits
- High Potential
- Low Potential; Previous Investigation Areas
- Low Potential
- No Potential

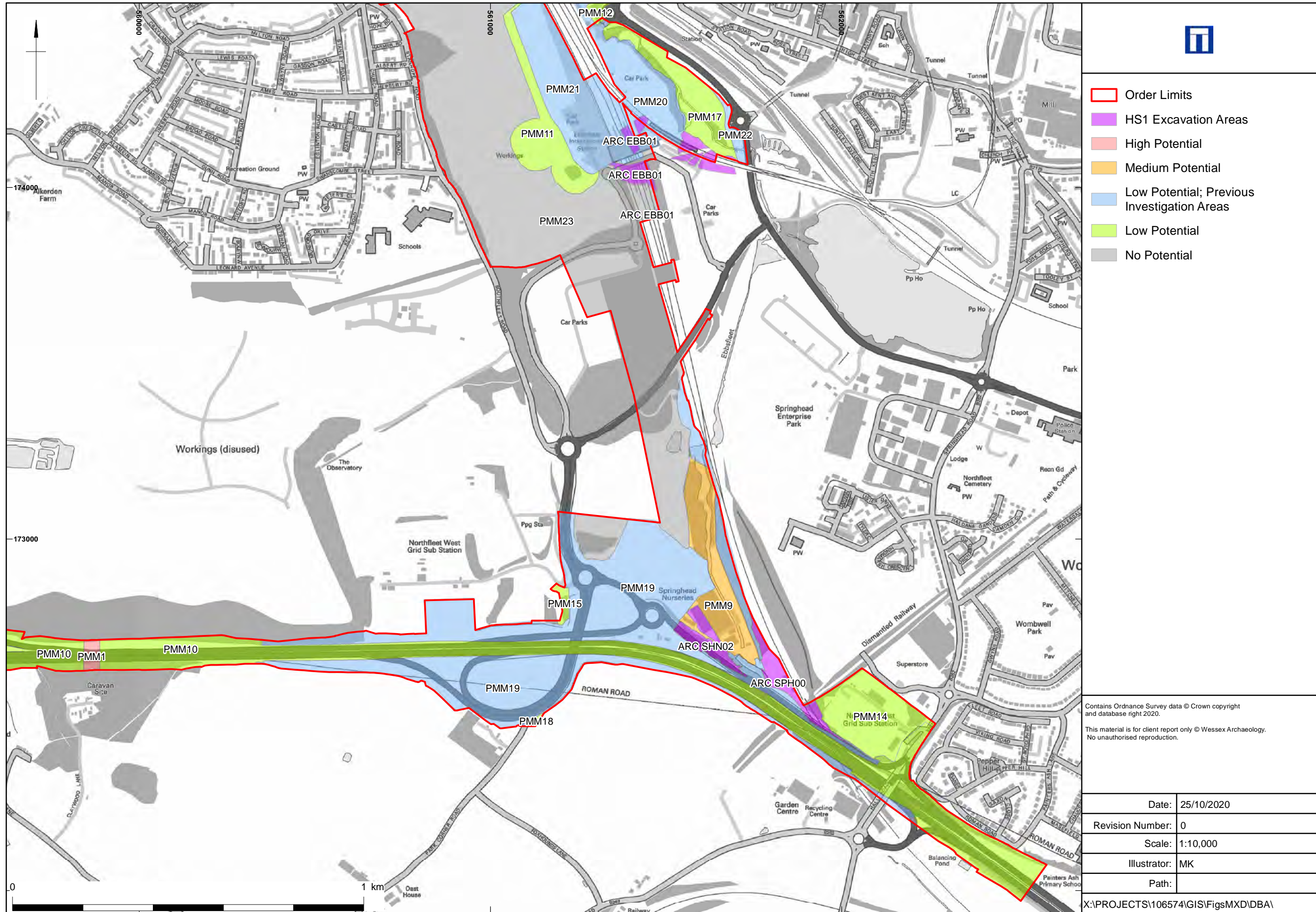
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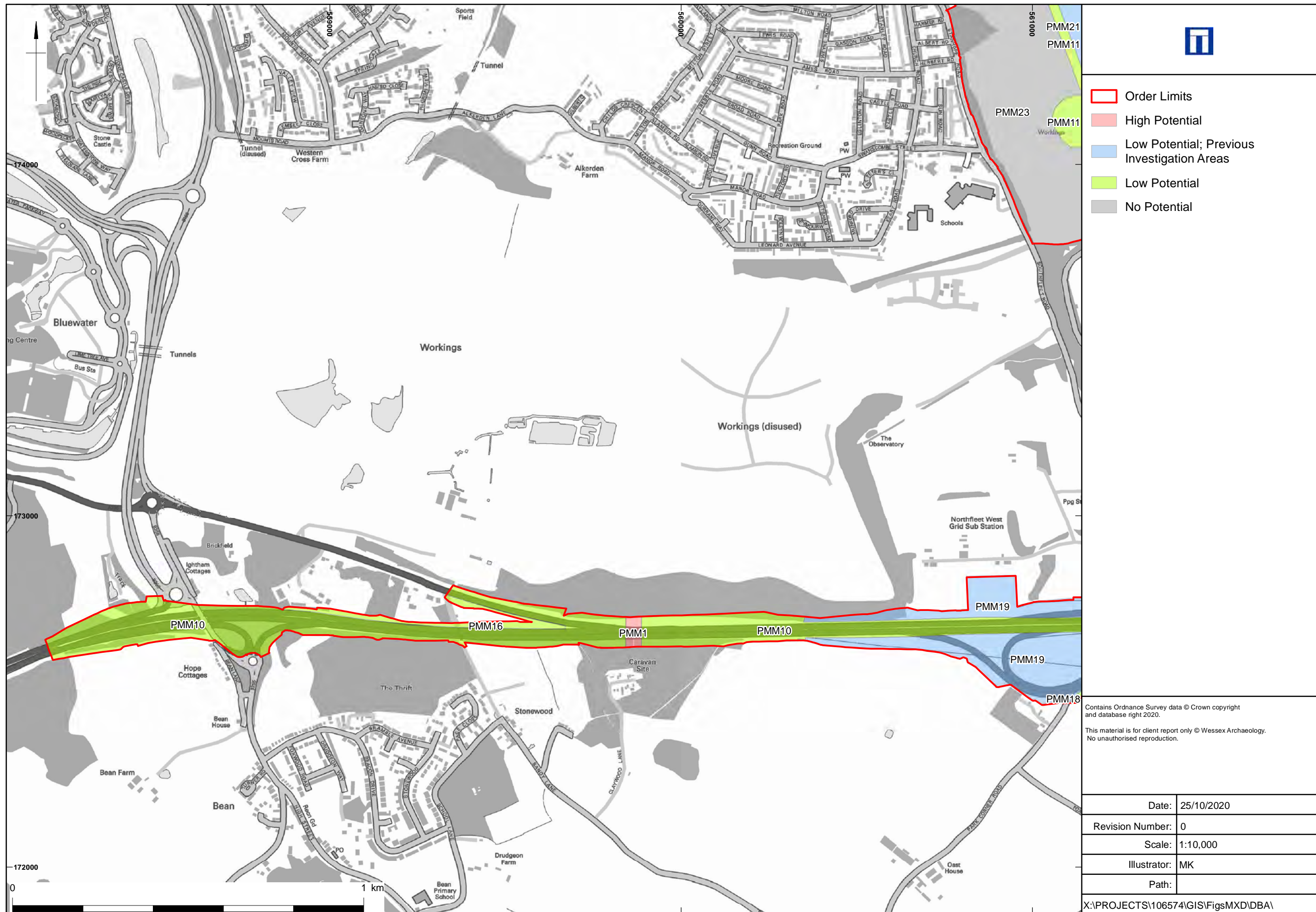
Characterisation of Potential Post-Medieval and Modern Archaeological Remains (Kent Project Site; North)

Figure 47



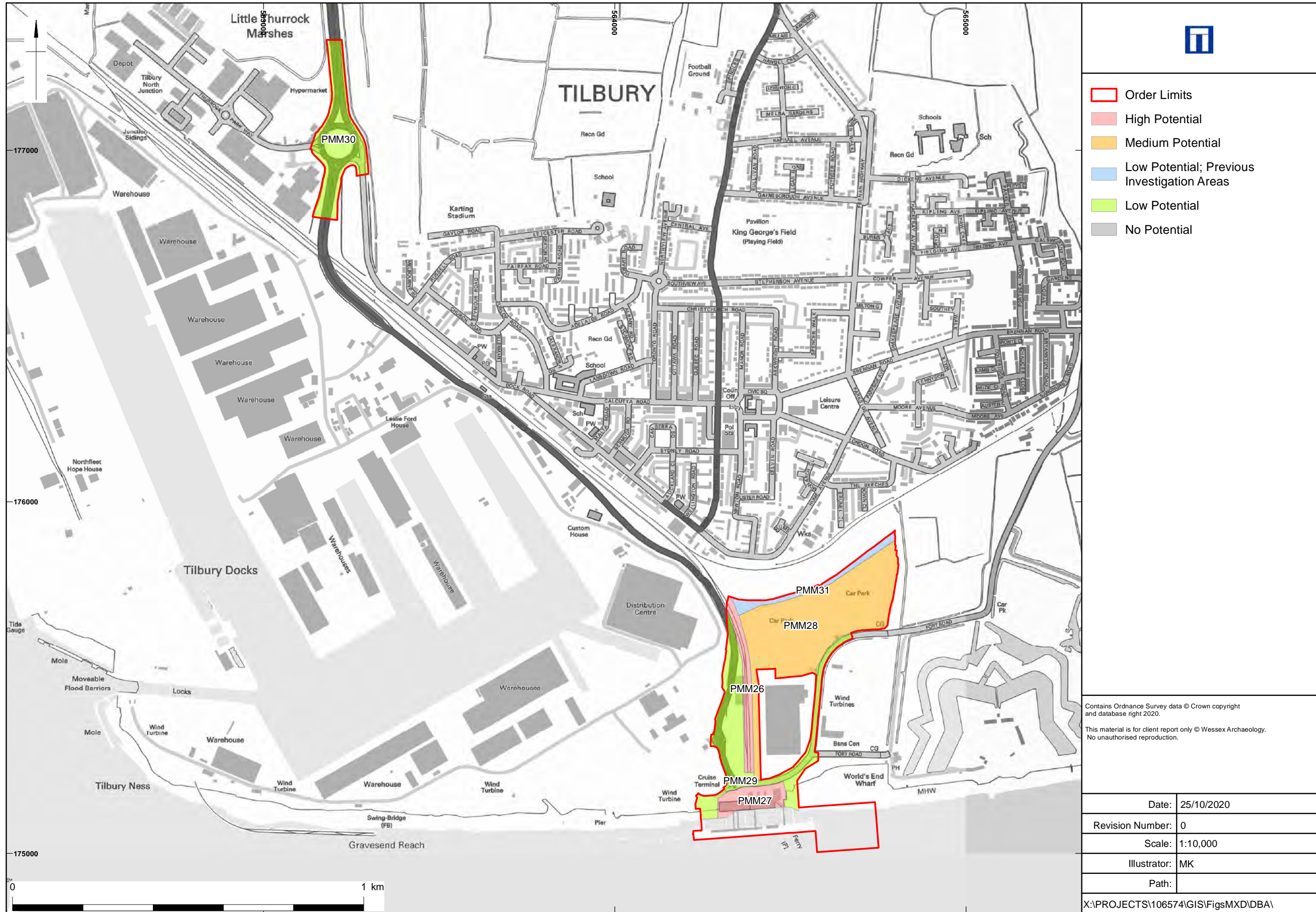
Characterisation of Potential Post-Medieval and Modern Archaeological Remains (Kent Project Site; South)

Figure 48



Characterisation of Potential Post-Medieval and Modern Archaeological Remains (Kent Project Site; West)

Figure 49



Characterisation of Potential Post-Medieval and Modern Archaeological Remains (Essex Project Sites)

Figure 50



Wessex Archaeology Ltd registered office Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB
Tel: 01722 326867 Fax: 01722 337562 info@wessexarch.co.uk www.wessexarch.co.uk

