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Volume 8B Contents

**Appendix 9.1 Archaeological Desk Based Assessment
(Pages 1 - 276)**

Manston Airport, Kent

Archaeological Desk Based Assessment

Appendix 9.1





Report for

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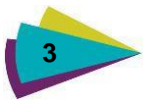
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Executive summary

Purpose of this report

This report accompanies the Environmental Statement (ES) that has been prepared in support of an application by RiverOak Strategic Partners Ltd ('RiverOak') to re-open Manston Airport (the 'site'). The application seeks to authorise the re-development of Manston Airport as a freight airport with the capacity to handle a minimum of 10,000 air traffic movements annually. It is envisaged that this will provide additional air freight capacity to the UK and also serve to relieve pressure from other heavily congested airports in the south-east.

Manston airport was an operational airport from 1916 until it closed in May 2014. Much of the airport infrastructure, including the runway, taxiways, aprons, cargo facilities and passenger terminal remains.

This report has been produced for the purpose of assessing the baseline historic environment at the site, in support of this proposal.

This report indicates that the site lies within an area of high potential for significant archaeological finds and features from all periods. Initially part of the rural landscape, successive phases of aviation use throughout the 20th and 21st Centuries changed its character and influenced modern perceptions of the Site.



Contents

1.	Introduction	6
1.1	The Document	6
1.2	Site Context	6
2.	Methodology	7
2.1	Aims and Objectives	7
2.2	Standards and Guidance	7
2.3	Data Gathering Methodology	7
2.4	Survey Work	8
2.5	Consultation with Authorities	8
2.6	Limitations and Assumptions	8
3.	Legislation and Policy Review	10
3.2	European Conventions and National Legislation	10
	The Planning (Listed Buildings and Conservation Areas) Act 1990 (P(LBCA)A)	10
	The Infrastructure Planning (Decisions) Regulations 2010	10
	The Hedgerow Regulations 1997	10
	Protection of Military Remains Act 1986	11
3.3	National Policy	11
3.4	Regional and Local Policy	13
4.	Baseline	14
4.1	Site Location and Topography	14
4.2	Geology	14
4.3	Historic Landscape Character	14
4.4	Designated Heritage Assets	15
	World Heritage Sites	15
	Scheduled monuments	15
	Listed buildings	15
	Designated assets outside the study area	16
	Conservation areas	17
	Registered parks and gardens	17
	Registered battlefields	17
4.5	Non-Designated Heritage Assets	17
4.6	Site Chronology	17
	Early prehistory: Palaeolithic and Mesolithic hunter gatherers	17
	Later prehistory: Neolithic, Bronze Age and Iron Age settled farmers	18
	Roman	19
	Early medieval	20
	Medieval	20
	Post-medieval	21
	Modern	21
	Archaeological events	25
4.7	Cartographic Sources	30
5.	Assessment of Effects	34



5.2	Archaeological Potential	34
	Early prehistoric	34
	Later prehistoric	34
	Roman	35
	Early medieval	35
	Medieval	35
	Post-medieval	35
	Modern	36
5.3	Discussion of Setting	38
	Current baseline	40
	Designated assets within the site	41
	Designated assets outside the site boundary	41
	Non-designated assets within the site	45
	Historic landscape character	45
6.	Conclusion and Recommendations	46
6.1	Conclusion	46
6.2	Recommendations	46

Table 3.1	National policies	11
Table 3.2	Local policies	13
Table 4.1	Listed buildings within the study area	15
Table 4.2	Airfield related extant structures on the site	22
Table 4.3	Airfield related extant structures close to the site	24
Table 4.4	Protected Military Remains within the study area	24
Table 4.3	Previous archaeological investigations within the site boundary	25
Table 4.4	Previous off-site archaeological investigations	28
Table 4.5	Historic map regression	30
Table 5.2	Assessment of Archaeological Potential	36
Table 5.1	Assessment of designated assets	41
Table B.1	Historic Environment Record: Archaeology	2
Table B.2	Historic Environment Record: Events	54
Table E.3	Scope of assessment for adverse effects to heritage significance arising from aviation noise	2

Bibliography	47
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Appendix A	Figures
Appendix B	Historic Environment Gazetteers
Appendix C	Photos
Appendix D	Historic Maps (© 2016 Envirocheck)
Appendix E	Heritage Assets Considered in the Scope of the Assessment of Change to Setting Arising from Aviation Noise.

1. Introduction

1.1 The Document

- 1.1.1 This desk based assessment report has been prepared by Amec Foster Wheeler Environment and Infrastructure UK Limited (Amec Foster Wheeler) on behalf of RiverOak ('the Developer') to determine the potential for encountering historic environment assets at the site.
- 1.1.2 This report details the known archaeological and historical baseline of the study area, which covers a radius of one kilometre from the site and includes significant sites beyond the 1km study area as identified in consultation with Kent County Council, to identify known heritage assets that have the potential to be affected by any proposed development. The baseline includes designated historic environment assets including scheduled monuments, listed buildings and protected landscapes, as well as known and potential archaeological deposits, historic landscapes and locally listed buildings.

1.2 Site Context

- 1.2.1 The site is centred on national grid reference 633343 165953, approximately 5km south of Margate and approximately 4km west of Ramsgate, within the district of Thanet in north-east Kent (Figure 1). The site is bounded by the A299 Hengist Way to the south and the B2190 Spitfire Way to the west, and is bisected by Manston Road (B2050) in the northern part of the site. The village of Manston lies 500m to the east and the village of Minster lies 1km to the south-west. The site covers an area of approximately 296 hectares (732 acres), comprising buildings and features associated with the airport infrastructure, including the runway, taxiways, aprons, cargo facilities and passenger terminal, and two buildings housing the Spitfire and Hurricane Memorial Museum and the RAF Manston Museum. The buildings are clustered along the east and north-west boundaries of the site, with the 2748m long, 60m wide tarmacked runway, orientated in an east-west direction across the southern part of the site. The remainder of the site includes areas of hardstanding, large expanses of grassland, and some limited areas of scrub and/or landscaping.
- 1.2.2 The aims of the Proposed Development are to reopen and develop Manston Airport into a dedicated air freight facility, which also offers passenger, executive travel, and aircraft engineering services. There has been an operational airport at the site since 1916. Until 1998 it was operated by the Royal Air Force as RAF Manston, and for a period in the 1950s was also a base for the United States Air Force (USAF). From 1998 it was operated as a private commercial airport (known as Kent International Airport) with a range of services including scheduled passenger flights, charter flights, air freight and cargo, a flight training school, flight crew training and aircraft testing. In the most recent years it operated as a specialist air freight and cargo hub servicing a range of operators, until it closed in May 2014.

2. Methodology

2.1 Aims and Objectives

2.1.1 The purpose of this assessment is to:

- ▶ Review all recorded designated and non-designated heritage assets within an appropriate study area (one kilometre) and identify their value and sensitivity to change (The study area excludes a boundary amendment to include the pipeline towards Pegwell Bay which is intended for reuse with no intrusive works or visible infrastructure, see Figure 1);
- ▶ Review significant sites beyond the 1km study area as identified in consultation with Kent County Council;
- ▶ Assess the potential for previously unrecorded archaeological remains within the site; and
- ▶ Establish the nature of considerations for setting.

2.2 Standards and Guidance

2.2.1 All works undertaken or proposed as part of this assessment are compliant with the following standards and guidance:

- ▶ Chartered Institute for Archaeologists. 2014. Standard and Guidance for Historic Environment Desk-Based Assessments; and
- ▶ Chartered Institute for Archaeologists. 2014. Standard and Guidance for Commissioning Work or Providing Consultancy Advice on Archaeology and the Historic Environment.

2.3 Data Gathering Methodology

2.3.1 The following sources were consulted for the purpose of establishing the baseline:

- ▶ County-based registers of known or potential heritage assets;
- ▶ Cartographic and historic documents;
- ▶ Aerial photographs;
- ▶ Published sources;
- ▶ Internet sources; and
- ▶ Previous archaeological assessments and investigations of the area.

2.3.2 These were obtained from the following organisations:

- ▶ Kent County Council Historic Environment Record (HER);
- ▶ Kent County Council Historic Landscape Characterisation data (HLC);
- ▶ Historic England Archive (formerly National Monuments Record);
- ▶ Historic England National Heritage List for England spatial datasets;
- ▶ Historic England National Record of the Historic Environment (NRHE);
- ▶ Kent Archives and Local History Service;
- ▶ Kent County Council heritage maps;

- ▶ Thanet District Council conservation area mapping;
- ▶ Royal Air Force Museum, Hendon, London;
- ▶ Spitfire and Hurricane Memorial Museum and RAF Manston Museum, Manston Airport;
- ▶ Documents submitted as part of the Stone Hill Park planning application (OL/TH/16/0550) including Appendix 10.1 Historic Environment;
- ▶ The zone of theoretical visibility and comparative light pollution levels produced for the PEIR report (2018): Chapter 11: Landscape and Visual Impact;
- ▶ Historic Ordnance Survey mapping provided by Envirocheck;
- ▶ Natural England historic environment mapping provided at [Magic.gov.uk](http://magic.gov.uk);
- ▶ The library of the Society of Antiquaries of London;
- ▶ British Geological Survey Mapping (<http://www.bgs.ac.uk/geoindex/>); and
- ▶ National Library of Scotland Map Library (NLSML).

2.3.3 Each heritage asset identified during the assessment is included within a Historic Environment Gazetteer (see Appendix B) and spatially mapped (Figures 2 and 3 (designated assets) and Figure 4 (non-designated assets)).

2.4 Survey Work

2.4.1 Site walkover surveys were conducted on 7th and 8th of March 2017 to support the assessment. These surveys comprised a visual inspection of the current site infrastructure and land uses from publicly accessible land. Site visits to inform the assessment of the setting of designated heritage assets was conducted on 8 November 2017. Select photographs are included at Appendix C.

2.4.2 Archaeological trial trenching in support of planning application OL/TH/16/0550 was in progress during the site walkover survey. The results of this evaluation have not yet been released and will inform future examination.

2.4.3 Access has not been granted for further intrusive investigations or assessment of historic structures within the site. RiverOak continues to pursue access via on-going discussions, a further s53 application and is also exploring the use of s172 of the Housing and Planning Act 2016, which grants surveying rights to those intending to seek compulsory acquisition powers with a much-simplified procedure. This is to ensure that where necessary, further site surveys can be undertaken to confirm or disprove worst-case assumptions, in addition to informing detailed mitigation plans to be approved by the local planning authority under DCO requirements. NE, HE and KCC's heritage team have been kept informed of this approach throughout and no objections have been raised.

2.5 Consultation with Authorities

2.5.1 Since 2016 initial consultations have been made with a range of consultees with an interest in potential historic environment resource effects, including Kent County Council Heritage Conservation Group, The Trust for Thanet Archaeology, Planning Inspectorate (PINS), Historic England, and Thanet District Council to identify the considerations necessary to create a robust Heritage Mitigation Framework.

2.6 Limitations and Assumptions

2.6.1 HER data was collected on 3rd November 2016. The HER is continually updated as further data regarding the historic environment becomes available; for example, when the results of recent



archaeological investigations are made available. As the HER is a record only of known features, it is not a reliable predictive tool, but can provide useful information that can be used with other information to develop an understanding of the potential presence, nature and significance of archaeological remains.

- 2.6.2 An attempt has been made to consult all readily available documentary sources. However, it is always possible that there are additional documentary sources which have not been identified; for example, those held under obscure references.

3. Legislation and Policy Review

- 3.1.1 Certain heritage assets that are deemed to be of particular importance are given legal protection. The importance of heritage assets and the protection of these assets and their settings is recognised in legislation as well as in national, regional and local policy. This appendix should be read in conjunction with the main text of **Chapter 9: Historic Environment (document reference TR020002/APP/5.2-1)**.

3.2 European Conventions and National Legislation

- 3.2.1 European conventions relating to archaeological heritage include the 1985 Granada Convention for the Protection of Architectural Heritage, the 1992 Valetta Convention on the Protection of Archaeological Heritage, as well as the European Landscape Convention. The latter has been in force in the UK since 2007, promotes the protection of landscapes, and recognises the role of landscape as a component of cultural heritage.

The Ancient Monuments and Archaeological Areas Act 1979 (AMAAA)

- 3.2.2 The AMAAA provides for a schedule of monuments which are protected and sets out measures for their safeguarding and management. Heritage assets which appear on the schedule are known as scheduled monuments. Scheduled monuments may include any above or below ground building, structure or work which fulfils the criteria for scheduling set out by the Secretary of State for Culture, Media and Sport. Scheduled monument protection is offered not only to the known structures and remains of a site but also to the soil under and around them in order to protect any archaeological interest.

The Planning (Listed Buildings and Conservation Areas) Act 1990 (P(LBCA)A)

- 3.2.3 This legislation provides for the definition and protection of a list of buildings of special architectural or historical interest, known as listed buildings. This legislation also sets out the requirement to have special regard to the desirability of preserving a listed building, its setting and any features of architectural and historical interest in considering any proposed development (Section 66). The P(LBCA)A also provides for local planning authorities to maintain lists of areas of special architectural or historic interest, referred to as conservation areas. This act requires local planning authorities or decision makers to have paid special attention to the desirability of preserving or enhancing the character or appearance of the conservation area (Section 72).

The Infrastructure Planning (Decisions) Regulations 2010

- 3.2.4 Under P(LBCA)A, areas of special architectural or historic interest can be designated as conservation areas, the character or appearance of which it is desirable to preserve or enhance. The act requires decision-makers to have regard for the desirability of preserving the character and appearance of conservation areas.

The Hedgerow Regulations 1997

- 3.2.5 This legislation sets out criteria for identifying important hedgerows and for a process of gaining consent for their removal. These criteria include a number of heritage-based considerations. Removal of an important hedgerow is deemed as permitted where a planning permission or DCO which would require removal of a hedgerow has been granted as detailed in The Infrastructure Planning (Miscellaneous Prescribed Provisions) Regulations 2015.

Protection of Military Remains Act 1986

3.2.6 Under this Act it is an offence to tamper with, damage, move, or unearth any remains of military aircraft and vessels that have crashed, sunk or been stranded and of associated human remains without a licence from the Ministry of Defence.

3.3 National Policy

3.3.1 The National Planning Policy Framework 2012 (NPPF) sets out guidance for local planning authorities and developers with respect to the determination of planning applications in England. Of relevance to the Historic Environment is Section 12: *Conserving and Enhancing the Historic Environment*. National Planning Policy Guidance for the Historic Environment is also of relevance (<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>).

3.3.2 Further guidance on the Historic Environment has also been provided by Historic England who have produced advice through the publication of three Good Practice and Advice guides (GPAs) 1-3. These give focused advice on making informed planning decisions in regards to heritage-related planning applications. The Chartered Institute for Archaeologists (CIfA) has produced standards and guidance documents for the production of desk-based assessments and providing consultancy advice in the historic environment. It should be noted that whilst these provide good practical guides to the management of the historic environment resource, they do not form part of national policy.

3.3.3 Key aspects of policies relevant to this appraisal are set out in Table 3.1.

Table 3.1 National policies

Policy Document	Policy Reference	Summary
National Planning Policy	Airports National Policy Statement	<p>On 26 June 2018, the Airports NPS: new runway capacity and infrastructure at airports in the South East of England was designated by the Secretary of State for Transport under section 5(1) of the Planning Act 2008. Whilst this document focuses on the potential for an expanded Heathrow Airport, it provides policy guidance as to how the impacts of airport development upon the historic environment should be considered.</p> <p>The Airports NPS is consistent with the NPPF, but emphasises the specific impacts that come from airport development. Paragraph 5.194 of the Airports NPS makes reference to noise impacts and sets out how these should be assessed using the methodology produced for Historic England detailed in <i>Aviation Noise Metric – Research on the Potential Noise Impacts on the Historic Environment by Proposals for Airport Expansion in England</i> (September 2014). The document provides a methodology for assessing noise impacts based upon plotting the area around an airport that would be exposed to a 60db LAeq noise level, this is a level that interrupts normal speech. The assessment is based upon the sensitivity of heritage assets to noise. The four suggested classes of asset where silence or reduced noise contributes to their significance are:</p> <ul style="list-style-type: none"> • Where solitude is intrinsic to the understanding of the form, for example a Cistercian Monastery or hermitage; • Where specific, existing soundscapes contribute to the asset, for example working windmills, open air theatres, or cascades; • Where abandonment of the asset creates a romantic atmosphere that silence contributes to, for example deserted medieval villages or ruinous houses; and • Where the absence of modern sound contributes to the experience of an asset at a particular point in time, for example the abandonment of a monastic house. <p>Effectively these four classes of asset are two classes, one where specific noises need to be heard to appreciate significance, and one where silence contributes to significance. Other types of asset, for example, an urban conservation area, silence or specific sounds, contribute less to their significance and could be scoped out. Once assets of the four types have been identified noise assessments would need to be made concerning the impact from the changing level of noise. A quantitative assessment would be made considering:</p> <ul style="list-style-type: none"> • How disturbing the noise is; • How much new noise interferes with existing noise; and

Policy Document	Policy Reference	Summary
		<ul style="list-style-type: none"> How often the disturbance occurs. <p>This then enables a level of harm to be assessed against the significance of the heritage asset and assessed against the policy tests of the NPPF. As this methodology is detailed in a national policy document it would be applied to heritage assets within the 60db contour around Manston.</p>
		<p>The NPPF does not set out the policy for the testing of Nationally Significant Infrastructure Projects (NSIPs). However, Section 12 relates to the Historic Environment and is consistent with the draft policies of the Draft Airports NPS. A positive strategy should be implemented for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. Heritage assets should be conserved in a manner appropriate to their significance. Local authorities will require applicants to describe the significance of heritage assets including the contribution made by their setting affected by the application.</p>
National Planning Policy Framework (NPPF): Draft for Consultation (March 2018)		<p>The NPPF does not set out the policy for the testing of Nationally Significant Infrastructure Projects (NSIPs). However, Section 16 relates to the Historic Environment and is consistent with the draft policies of the Draft Airports NPS. 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.</p>
	Paragraph 185	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.
	Paragraph 186	The particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) should be identified and assessed, taking account of the available evidence and any necessary expertise. This is in order to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.
	Paragraph 189	When considering the impact of a proposal on a designated heritage asset great weight should be given to the asset's conservation irrespective of the degree of potential harm to its significance. The more significant the asset the greater the weight should be.
	Paragraph 192	Where development will lead to less than substantial harm to the significance of the designated asset the harm should be weighed against the public benefit of the proposal.
	Paragraph 193	The effect of a proposal 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.
	Paragraph 190	<p>Any harm or loss to 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:</p> <ol style="list-style-type: none"> grade II listed buildings, or grade II registered parks or gardens, should be exceptional; 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**. <p>** Non-designated heritage assets of archaeological interest, that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.</p>
	Paragraph 195	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.

However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

National Planning Policy Framework (2012)	Paragraph 128	When considering the impact of a proposal on a designated heritage asset great weight should be given to the asset's conservation. The more significant the asset the greater the weight should be. Significance can be harmed or lost through alteration to the asset or development in its setting.
	Paragraph 132	Where development will lead to less than substantial harm to the significance of the designated asset the harm should be weighed against the public benefit of the proposal.
	Paragraph 134	The effect of a proposal on the significance of a non-designated heritage asset should be taken into account in determining the application.
	Paragraph 135	Non designated archaeological heritage assets of demonstrably equivalent in significance to scheduled monuments should be managed as designated heritage assets.
	Paragraph 139	Non designated archaeological heritage assets of demonstrably equivalent in significance to scheduled monuments should be managed as designated heritage assets.

3.4 Regional and Local Policy

- 3.4.1 The site is located within the district of the Isle of Thanet, in the north-east of the county of Kent. The planning policies pertinent to the site are the adopted local plan, Thanet District Adopted Local Plan (2008), and the emerging local plan policies, Draft Thanet Local Plan to 2031 (Preferred Options Consultation January 2015). The key policies relevant to the historic environment are set out in Table 3.2 below.

Table 3.2 Local policies

Policy Document	Policy Topic	Policy Reference	Summary
Local Policies	Thanet District Adopted Local Plan (2008) saved policies	Policy HE11	To determine planning applications the District may require the provision of an archaeological assessment which, in certain cases, may involve fieldwork.
		Policy HE12	Archaeological sites will be preserved and protected. Where sites do not merit preservation planning permission will be granted subject to a suitable programme of archaeological recording.

4. Baseline

4.1 Site Location and Topography

- 4.1.1 The site is located south of Margate and west of Ramsgate, within the district of Thanet in north-east Kent. It is bounded by the A299 Hengist Way to the south and the B2190 Spitfire Way to the north-west, and is bisected by the B2050 Manston Road in the northern part of the site. Areas of farmland border the east and west. The villages of Manston, Minster and Cliff's End lie 500m to the east, 1km to the south-west and 800m to the south-east respectively. The site covers an area of approximately 296 hectares (732 acres), comprising buildings and features associated with the airport infrastructure, including the runway, taxiways, aprons, cargo facilities and passenger terminal, and two buildings housing the Spitfire and Hurricane Memorial Museum and RAF Manston Museum. The buildings are clustered along the east and north-west boundaries of the site, with the 2748m long, 60m wide tarmacked runway, orientated in an east-west direction across the southern part of the site. The remainder of the site includes areas of hardstanding, large expanses of grassland, and some limited areas of scrub and/or landscaping.
- 4.1.2 The Proposed Development site is mainly situated at an elevation between 40-55m AOD. The southern portion is located at an elevation of approximately 50m AOD, along the length of the existing runway, but rises to approximately 55m AOD in the western most corner of the site. North of the runway the site level falls to approximately 40m AOD, in the west, at the Spitfire Way Junction (crossroads of the Manston Road (B2050) and the Spitfire Way (B2190)), while remaining at 45-50m AOD in the northern most part of the site. Telegraph Hill, at the west end of the site, is a high point in the surrounding landscape, while the existing runway is roughly sited along the length of a ridge running east from Telegraph Hill.

4.2 Geology

- 4.2.1 The site is underlain by bedrock Margate Chalk Member of the upper Newhaven Chalk Formation, overlain by the sands and silts of the Thanet Formation along the site's northern boundary. The superficial drift deposits overlying the site are variable, with some areas having no superficial geology (predominately in the south of the site) interspersed with areas of Head Formation, comprising Clay and Silt.

4.3 Historic Landscape Character

- 4.3.1 The site is part of Kent Historic Landscape Character Area 18: Isle of Thanet. Unsurprisingly, most of the site lies within an historic landscape character area defined as 20th century airfields. This represents the dominant historic land-use of the site itself for over a century, with extant features, including the airfield runway, hangars, towers and pillboxes reflecting both its military past and recent commercial aviation history. The east and west areas of the site are characterised as irregular fields bounded by roads, tracks and paths. The majority of the area in close proximity (1km) to the site is also predominantly irregular fields bounded by roads, tracks and paths, interspersed with post-1800 scattered settlements with paddocks, and post-1810 settlements. An area of industrial complexes is adjacent to the site at the northwest, with a caravan site in close proximity to the northeast and a reservoir and water treatment area to the south. It is thought that these relatively recent historic landscape character types may overlay an historic landscape character of irregular fields bounded by roads, tracks and paths, possibly relating to post-medieval informal enclosures. This is discernible in the post medieval field and boundary system visible in aerial photographs which still reflects that of historic maps. The mudflats of Pegwell Bay are within 2km of the south-east of the site.

- 4.3.2 Overall, the site lies within an area of local and regional historic significance due to its location on the Isle of Thanet. Until approximately 1000 years ago, this area of north-east Kent was an island separated from the mainland by the Wantsum Channel until it silted up in the 16th century, creating a unique landscape, with its development and activities governed by its geographical position.

4.4 Designated Heritage Assets

- 4.4.1 There are no designated heritage assets on the site, although there are some designated heritage assets within the study area as detailed below. A gazetteer of designated heritage assets is provided as Appendix B, these are shown on Figure 2.

World Heritage Sites

- 4.4.2 There are no World Heritage Sites (WHS) within the study area. The nearest WHS, Canterbury Cathedral, St Augustine's Abbey and St Martin's Church in Canterbury, is located 16km southeast of the 1km study area.

Scheduled monuments

- 4.4.3 There are two Scheduled Monuments (SM) within the 1km study area which are both within close proximity to the site:
- 4.4.4 The nearest scheduled monument to the site is the Anglo-Saxon Cemetery south of Ozengell Grange (List Entry 1004228), which is located 100m to the east of the site. Partial excavation since the mid-19th century has recorded over 100 Anglo-Saxon burials, many with grave goods, on or in the vicinity of the site. Further archaeological remains survive in the vicinity of this site but are not included because they have not been formally assessed (i.e. partial excavation near Ozengell Grange, to the north of the monument, has recorded several hundred Anglo-Saxon burials, which are likely to be part of the same inhumation cemetery); and
- 4.4.5 Enclosure and ring ditches sited 180m east-northeast of Minster Laundry (List Entry 1004203) and located directly south of the A299 which forms the southern boundary of the site. The features recorded as crop marks on aerial photographs represent the surviving ditches of a Romano-British and Iron Age settlement.

Listed buildings

- 4.4.6 There are no listed buildings within the site, however there are 24 listed buildings surrounding the site within the 1km study area. The nearest listed building is the Grade II Remains of Monastic building (List ENTRY 1085443), situated 35m to the east. These assets are detailed in Table 4.1 below.

Table 4.1 Listed buildings within the study area

Listing ID	Name	Grade	Distance from site
1224593	Wayborough Manor	II*	570m to south
1224683	Cleve Court and Cleave Lodge	II*	220m to north west
1336669	Barn about 50m east of Ozengell Grange	II*	430m to north east
1085377	Ozengell Grange	II	400m to north east
1085409	53 and 55 Foad's Lane	II	820m to south
1085442	Grove Farmhouse and Walled Front Garden	II	500m to east
1085443	Remains of Monastic Building	II	35m to east

Listing ID	Name	Grade	Distance from site
1085444	Barn at Preston Farm	II	680m to east
1085445	Barn at Manston Green	II	450m to east
1204244	Flete Lodge	II	580m to north east
1223803	Cheeseman's Farm	II	760m to north
1224336	Chapel House	II	480m to south
1224337	Psalm Cottage	II	920m to south west
1224339	Rose Cottage and Pansy Cottage	II	675m to south
1224448	Prospect Inn	II	150m to west
1224499	Bay Tree Cottage	II	950m to south west
1224545	Tudor Cottage	II	660m to south
1266885	Rose Cottage	II	920m to south west
1266887	Way House and Wayborough House, and attached Garden Wall	II	350m to south
1336624	Old Forge House	II	480m to east
1336625	Manston Court and adjacent Wall	II	60m to east
1336626	Granary about 25m south of Manston Court Farmhouse	II	50m to east
1429581	Eastern of two Concrete WWII 4-inch gun emplacements	II	950m to south east
1430779	Manston War Memorial	II	445m to east

Designated assets outside the study area

- 4.4.7 As agreed with Kent County Council, the significant heritage assets Monastic grange and pre-Conquest nunnery at Minster Abbey (List Entry 1016850) and Saxon Shore fort, Roman port and associated remains at Richborough (List Entry 1014642), which lie outside of the approved study area, are included in this assessment (Figure 3).
- 4.4.8 The scheduled monument Monastic grange and pre-Conquest nunnery at Minster Abbey (List Entry 1016850) is located c. 1.3km to the south of the eastern of the site. Situated on low-lying ground near the eastern edge of the town of Minster, the nunnery, built in AD 741, is represented by below ground traces of buildings and associated remains, which survive beneath the later monastic grange. Built in the 12th Century by Benedictine monks, the grange served as the main administrative centre for their farmlands. The grange survives in the form of standing buildings, water-filled fishponds and associated below ground remains. The main grange buildings were arranged around a square, east-west aligned courtyard. The standing buildings (List entry 1223807) are Listed Grade I and incorporate the northern hall range and attached western range, along with the ruined fragment of a square tower which adjoins the southern end of the western range. It was subsequently altered in the 15th, 17th, 19th and 20th centuries.
- 4.4.9 The Saxon Shore fort, Roman port and associated remains at Richborough (list entry 1014642) is located c. 5km to the south of the site. The monument includes an area of c.40ha containing a variety of archaeological components dating from the Iron Age, Roman and medieval periods, situated on a low sandy promontory around 2.5km from the present coastline of eastern Kent. The earliest known use is an Early Iron Age Farmstead, which was followed by the landing of part of the Roman invasion force here in AD 43 and subsequent temporary camp. This became a Roman military and naval supply base, and then a Roman port and associated settlement which was

fortified in the third century. Within the area of the Saxon Shore fort scheduled monument lies the Grade I Richborough Castle (List entry 1363256). It contains the remains of the Roman settlement of *Rutupiae*, and the three sides of the late third Century Saxon shore fort, with additional areas dating to the 10th and 12th centuries.

Conservation areas

- 4.4.10 There are no conservation areas within the 1km study area, however the conservation areas of Acol and Minster in Thanet are both situated c. 1km to the north-west and south-west respectively. The conservation areas of St. Nicholas at Wade, c. 5km to the west; Ramsgate, c. 3.5 km to the east; and Broadstairs, c. 5km east-north-east of the site are likely to be under the flight path (Figure 3).

Registered parks and gardens

- 4.4.11 There are no Registered Parks and Gardens (RPG) within a 1km radius around the site. The nearest RPG is grade II registered Albion Square Gardens Park which is 3.5km to the east of the 1km study area.

Registered battlefields

- 4.4.12 There are no Registered Battlefields in Kent.

4.5 Non-Designated Heritage Assets

- 4.5.1 There are over 800 previously identified non-designated heritage assets within the site and the 1km study area, including archaeological remains from the prehistoric through to modern times; the latter including various phases of use of the airport. These, in addition to its situation within an archaeologically sensitive area due to its geographic location, indicates long term human activity within the area ranging from the prehistoric period to the present day.
- 4.5.2 Non-designated heritage assets are mapped in Figure 4 (Appendix A: Figures), tabulated in Appendix B and described within the site chronology below.

4.6 Site Chronology

Early prehistory: Palaeolithic and Mesolithic hunter gatherers

- 4.6.1 Internationally significant sites with evidence for some of the earliest human occupation in the UK have been found in the county of Kent along the banks of the River Thames. The county is recognised for significant and nationally rare finds relating to the early prehistoric era in Britain. Early human activity during the Palaeolithic period (c. 700,000 to 10,000 years BP) consisted of the transient and intermittent movements of hunter-gatherers through the local landscape (e.g. in order to follow herds of animals, fish or collect useful and/or edible plants) which tends to leave only ephemeral traces of activity or isolated findspots of artefacts in the landscape. Most commonly found are lithic artefacts, including handaxes and various flake and blade flint tools, although bone and antler artefacts begin to appear during the Upper Palaeolithic.
- 4.6.2 The Mesolithic period (roughly 10,000 to 5,500 BP) saw a transition towards the use of seasonal or permanent occupation sites. While many continued the hunter-gatherer lifestyle, initial stages of domestication have been observed. Lithic technology is dominated by microliths during this period.
- 4.6.3 The Stour Basin characterisation project (Mason, S., pers comm) identifies the site as within two specific areas. The runway and majority of the operational buildings are characterised as of very low potential as a result of potential denudation of superficial deposits in the later parts of the Last Glacial and during any subsequent Holocene slopewash activity. Areas to either side of Spitfire Way and around the village of Manston are characterised as of moderate potential owing to the

possible presence of loessic deposits which were not denuded during Holocene slopewash. This is supported by artefactual evidence which indicates potential transient occupation in the area during this period.

- 4.6.4 Residual evidence on the site includes a Palaeolithic flake recovered from a later feature on the southern boundary during excavations on the East Kent Access road carried out by a joint venture between Oxford Archaeology and Wessex Archaeology in 2009-2011 (TR 36 NW 546); and a Lower to Middle Palaeolithic pointed implement recovered as a surface find in 1899 from the Telegraph Hill area of the site (TR 36 NW 55). Within the study area c. 0.7km to the north-west of the site, a Middle Palaeolithic lithic working site, comprising 18 flakes, a blade core, two scrapers and a small cordate handaxe of Mousterian appearance, identified during an evaluation in 2003 by Canterbury Archaeological Trust (TR 36 NW 489), is thought to be fairly in situ. A Lower to Middle Palaeolithic handaxe was excavated by Wessex Archaeology in 2006 c. 1km north-east of the site (TR 36 NE 2403).
- 4.6.5 There are no Mesolithic finds from the site, but a tranchet axe was recovered from a tree throw during the East Kent Access Route excavations in 2009-2011 (TR 36 SW 366) c. 600m to the south of the site. Archaeology South East's 2007-8 excavation c. 1km to the east of the site identified Mesolithic flakes, blades and bladelets from later features (TR 36 NE 577).

Later prehistory: Neolithic, Bronze Age and Iron Age settled farmers

- 4.6.6 The Neolithic period was generally characterised by the spread of farming of crops and domestication of animals, accompanied by increasing forest clearance and the establishment of permanent settlements. These local population centres often increased and expanded during the Bronze and Iron Ages, while the local landscape was transformed by the construction of field boundaries enclosing areas of pasture and farmland and the erection of highly visible symbolic structures such as monuments to the dead (e.g. bronze age round barrows).
- 4.6.7 No Neolithic artefacts have been recovered from the site but there is good evidence of Neolithic activity in close proximity. In the eastern part of the study area a Neolithic settlement, containing linear features and pits with pottery was found c. 900m from the site during an evaluation in 2003 by the Trust for Thanet archaeology at the Preston Park Caravan Site (TR 36 NE 598). Neolithic pits containing both Neolithic pot sherds and flints were identified during the 2009-2011 East Kent Access Road excavations at two locations c. 500m (TR 36 SE 737) and c. 600m (TR 36 SE 737) from the site, and during a pipeline excavation by Wessex Archaeology in 1995 c. 1km to the south east of the site at Chalk Hill (TR 36 SE 319). A shallow feature at a Tesco development c. 750m from the site revealed an early Neolithic bowl during excavation in 2009 by Wessex Archaeology, while two ex-situ flint scatters are noted at distances of c. 100m (TR 36 NE 634) and c. 900m (TR 36 NE 578). In the western part of the study area, a Neolithic pit containing pot sherds was found during the 2004 evaluation by Canterbury (TR 36 NW 482) c. 100m to the south-west. An ex-situ Mesolithic or Neolithic flint scatter (TR 36 NW 504), c. 70m north of the site boundary lies c. 400m south of features identified on aerial photography as a potential Neolithic long barrow (TR 36 NW 243). Just outside the study area, immediately north of Chalk Hill in Pegwell Bay, the remains of an extensive Neolithic causewayed enclosure (TR 36 SE 24) measuring about 150 metres in diameter consists of three concentric circuits of interrupted ditches.
- 4.6.8 Bronze and Iron Age activity from the study area is widespread. Within the site, a Middle to Late Bronze Age ditch, containing pottery and human remains was found during an evaluation on the cargo side of the airport in 2000 by the Trust for Thanet Archaeology (TR 36 NW 466). On the southern border of the Site, an assemblage of Bronze artefacts found during the construction of a pipeline in 1984 (TR 36 NW 193) is thought to have been associated with a hoard, possibly disturbed by ploughing. A round barrow of probable Early Bronze Age date at the east end of the runway was examined in 1944 after being largely destroyed (TR 36 NW 34). It contained a primary and secondary burial. The ploughed remains of a further probable round barrow c. 900m further east was excavated in 1985 (TR 36 NE 54). Telegraph Hill in the western area of the site marks a high point in the landscape, with an enclosure and round barrow recorded as cropmarks (TR 36 NW 210), which almost certainly form part of the funerary landscape known across the Thanet area. In the northeast corner of the site, Bronze Age flint tools were recovered in later features

during a 2005 evaluation by Museum of London prior to the construction of the EDF Substation (TR 36 NW 487).

- 4.6.9 Iron Age activity on the site is represented by a pit containing Iron Age pottery sherds excavated by the Trust for Thanet Archaeology during an evaluation on Laundry Road in 1995 (TR 36 NW 382), who also uncovered a scatter of Early Iron Age pottery recovered during evaluation works on the passenger side of the airport (TR 36 NW 469). A further concentration of pits was noted in the 1960s to lie under the east end of the runway (TR 36 NW 35). Finally, an extensive late Iron Age and early Roman settlement was revealed during evaluation works in advance of the construction of a new car park at the Airport (TR 36 NW 1176), with features containing a rare types of buildings and a pottery kiln, reflecting adaptation of Iron Age peoples to Roman influences.
- 4.6.10 The wider study area contains over two hundred Historic Environment Records dating to the later prehistoric period, including a Bronze Age settlement on the Tesco site at Manston Road, excavated by Wessex Archaeology in 1996 (TR 36 NE 484; TR 36 NE 471); a Late Bronze to Early Iron Age settlement uncovered by the Trust for Thanet Archaeology in 1987 during excavations in advance of a pipeline (TR 36 NW 226); and a Middle to Late Iron Age settlement with inhumation burials, revealed by Canterbury Archaeological Trust in a 2004 evaluation at Tothill Street (TR 36 NW 484). The East Kent Access Route excavations (2009-2011) also identified a Bronze Age agricultural settlement with four inhumation burials (TR 36 SW 374) and a Middle to Late Iron Age settlement (TR 36 SW 376), in addition to many other later prehistoric features along the route, which lies just to the south of the extant runway. Unusual mortuary ritual practices were identified at Cliffsend Farm (TR 36 SW 282) in the southeast of the study area, along with several Bronze Age to Iron Age barrows and enclosures. The Scheduled Ancient Monument of Enclosure and ring ditches 200yds (180m) ENE of Minster Laundry (1004203) is situated c. 100m to the south of the western end of the runway on the site, with undisturbed Iron Age features identified as cropmarks on aerial photographs. The intensification of settlement and agricultural land use during this period emphasises the growing importance of the Wantsum Channel.

Roman

- 4.6.11 The Roman occupation of Britain had a significant impact on north-east Kent and evidence of Roman activity is widespread in the study area. Recent evidence from Ebbsfleet has been interpreted as the landing point for Julius Caesar's 54BC arrival in Britain. The strategic geographic location of the area, formed by the Wantsum Channel, provided sea passage to the Thames Estuary and a harbour and point of entry to the Roman province via the River Stour to Canterbury and beyond. The Roman period is characterised by dense settlement patterns and proliferation of Roman structures throughout the south east comprising several roads, Roman forts and settlements, including the important sites at Richborough, c. 5km to the south of the site. Located at the south-eastern end of the Wantsum Channel, it was here that part of the subsequent Roman invasion force, under Senator Aulus Plautius landed in 43AD. The temporary camp initially constructed at this location developed into the Roman port, Rutupiae, c. 90AD. This was replaced in c. 270AD by one of several Saxon Shore forts in the region (List entry 1014642 and 1363256), which were fortifications built to protect against invading Saxon raiders. A similar Saxon Shore fort is located at Reculver (List entry 1018784), at the north-western end of the Wantsum Channel, c. 8km north west of the site.
- 4.6.12 Roman activity is known from the site itself. An extensive Romano-British industrial and settlement site was found during the construction of a gas pipeline in 1984 along the southern edge of the Airport site (TR 36 NW 182). Features below the floor of the trench remain intact. Further evidence for Romano-British occupation and industrial activities were found during westward expansion of the runway during WWII (TR 36 NW 209), and a Roman pit with a hearth in the base was found during excavations on the cargo side of the airport in 2000 by the Trust for Thanet Archaeology (TR 36 NW 467). The East Kent Access Route excavations in 2009-2011 identified several Roman ditches, gullies, pits and cremations (TR 36 SW 405), while an antiquarian discovery of a Roman coin hoard in c. 1630 is reported near the site of the windmill on Telegraph Hill (TR 315 657), which is detailed on historic maps.

- 4.6.13 Evidence of Roman activity is also widespread throughout the study area in the form of finds of pottery, coins, brooches and other objects, in addition to several settlements, field systems, road, cemetery sites, buildings and quarries. The sites include two cemeteries, containing inhumation and cremation burials found associated with other Romano-British features during the Margate to Weatherlees Hill Wastewater Treatment Works Twin Pipeline excavation by Wessex Archaeology in 2005 (TR 36 SW 123); a settlement comprising 22 rare sunken feature buildings and other domestic features identified during a road widening scheme in 1994 (TR 36 NW 238); a cemetery containing four cremations and five inhumations (TR 36 NW 187), a ditch (TR 36 NW 188), and road surface with pottery scatter (TR 36 NW 184) found during the construction of the Monkton Gas Pipeline in 1984, situated along the length within and just to the south of the site which may indicate a Roman Road following the modern route of the A299; a primitive farming villa with outbuildings dating to the second half of the first century AD found during rescue excavations at the Nethercourt estate in the 1980s (TR 36 NE 177); an inhumation burial from the 1995 pipeline investigation at Cliffsend (TR 36 SE 320); and three early-Roman cremation burials from a 2015 evaluation on Manston Road (TR 36 NW 1191). The Scheduled Ancient Monument of Enclosure and ring ditches 200yds (180m) ENE of Minster Laundry (List Entry 1004203) is situated c. 100m to the south of the western end of the runway on the site, with an undisturbed Romano-British farmstead identified as cropmarks on aerial photographs.

Early medieval

- 4.6.14 Even before the fifth century, groups of Saxons, Jutes and Angles from the European mainland were already moving into prime agricultural areas in southern England. Saxon Shore forts were built at Richborough and Reculver, at either end of the Wantsum Channel, to defend against invasion.
- 4.6.15 Findspots of Anglo-Saxon artefacts on the site include an early-medieval bead and iron knife on the southern border (TR 36 NW 216), and a silver early penny ('sceat') (TR 36 NW 498), a Merovingian gold tremissis (TR 36 NW 499), and pottery (TR 36 NW 471) from the passenger area of the airport. At the western end of the site, a small barrow and linear features visible as cropmarks have been identified as Anglo-Saxon as a result of Anglo-Saxon finds made in close proximity (TR 36 NW 214).
- 4.6.16 Within the study area, the Scheduled Monument of Ozengell Grange Anglo-Saxon inhumation cemetery (1004228) is located c. 150m south-east of the site. Discovered during the construction of the railway line in the mid-19th century, partial excavations carried out in 1845-50, 1977 and 1980-82 revealed over 100 Anglo-Saxon burials, many with grave goods. It has not been completely excavated.
- 4.6.17 Over fifty Historic Environment Records in the study area include a small Anglo-Saxon cemetery and boundary ditch uncovered during a road widening scheme (TR 36 NW 240); high status burials covered by a wooden structure, possibly a boat, identified during an evaluation near the A253 (TR 36 NW 186); a cemetery and possible feasting site found during excavation in advance of new housing at Cliffs End Farm (TR 36 SW 229); and a settlement containing multiple sunken feature buildings with evidence for segregated activity at Manston Road, prior to construction of a new Tesco (TR 36 NE 485), while the East Kent Access Route excavations (2009-2011) revealed buildings (TR 36 SW 371; TR 36 SW 371), trackways (TR 36 NW 1145; TR 36 NW 1159), and cemeteries (TR 36 SE 739; TR 36 NW 1144; TR 36 NW 1143; TR 36 NW 1160) along the route just to the south of the site. These, in addition to buildings (TR 36 NE 455; TR 36 NW 455; TR 36 NW 474), burials (TR 36 NW 383; TR 36 NE 26; TR 36 NW 189; TR 36 NW 195; TR 36 SE 686); barrow and/or ring ditch crop marks (TR 36 NE 87; TR 36 NW 123; TR 36 NW 172; TR 36 NW 178; TR 36 NW 179; TR 36 NW 214; TR 36 NW 214; TR 36 SE 23); a midden (TR 36 SE 716), and findspots of coins and jewellery found throughout the study area, indicate sustained and continued Anglo-Saxon activity in the region.

Medieval

- 4.6.18 The first specific documentary evidence for settlement in the vicinity of the site comes from the medieval period with a large settlement noted at Minster in the Domesday survey of 1086, owned

by the monks of St Augustine of Canterbury. Settlement at Manston likely dates from the 12th century (VCH, Kent, Vol 2), with the lord of the Manor of Manston holding important office during the reign of King John (The History and Topographical Survey of the County of Kent: Volume 10). Medieval trackways are visible on both historic mapping, shown as Dunstrete, and on a geophysical survey of the site recently completed in support of the planning application OL/TH/16/0550. Dunstrete was an important east-west aligned routeway across Thanet, a portion of which runs through the southern part of the site.

- 4.6.19 Medieval finds from the site include pottery, a medieval copper alloy buckle and features including ditches and pits indicating medieval occupation of the site (TR 36 NW 471; MKE80179; TR 36 NW 468).
- 4.6.20 Within the wider study area, Medieval occupation is represented by the presence of farmsteads (TR 36 NE 227; TR 36 NW 246; TR 36 NW 254), the remains of the manor of Upper Court (TR 36 NE 28), a settlement with industrial activity (TR 36 NE 121), evidence for timber-framed buildings (TR 36 NE 455), a well shaft (TR 36 SE 35), a quarry (TR 36 NW 481), and numerous enclosures (TR 36 NW 255; TR 36 NE 85; TR 36 NE 584; TR 36 NW 1166), ditches (TR 36 SW 232; TR 36 NE 427; TR 36 NE 600; TR 36 SW 372), and gullies (TR 36 NW 503).
- 4.6.21 Beyond the study area, previously undated earthworks were demonstrated to form part of an extensive Medieval settlement near Monkton during the investigations on Thanet Earth.

Post-medieval

- 4.6.22 During this period the Wantsum Channel silted up and the land was reclaimed, with the marsh areas of the former channel being used as pasture land for sheep. As one of the richest agricultural areas in the country, the area of the site and its vicinity remained heavily rural and agricultural in nature during the post-medieval period, but saw increasing quarrying activity, mainly for chalk but also targeting flint and clay.
- 4.6.23 Both agricultural and quarrying activities have been encountered on the site. The farmstead of Foster's Folly, with a loose courtyard plan and buildings to two sides of the yard, formerly existed on the location of the passenger and cargo area of the airport (MKE87020), while a mid-18th Century chalk mine, known as Manston Caves, was excavated and backfilled in antiquity in the eastern area of the site (TR 36 NW 437). Supporting the agricultural industry, two flour mills are also known from the site, and are pictured on old Ordnance Survey maps of 1839 and 1972 (TR 36 NW 1107).
- 4.6.24 The wider study area is dominated by these activities. There are twenty-six farmsteads, of which Bush Farm (MKE87023), Rose Farm (MKE88749), Manston Court (MKE87018) and Pouces (MKE86971) are located closest to the site boundary. Further farm buildings include a farmhouse and barn at Ozengell Grange (TR 36 NE 227), barns at Manston Grange Farm (TR 36 NW 228) and a former barn, dating from 1702 (TR 36 NW 1017). There are sixteen incidences of quarrying, primarily chalk pits, including a small chalk pit at Pouces Cottages (TR 36 NW 1125), Mount Pleasant Chalk pit (TR 36 NW 337) and Dellside chalk pit (TR 36 NW 328) located close to the site boundary. Other notable structures include foundations of the 19th Century Fever Hospital (TR 36 NW 1179) located to the south of the site, and an icehouse at Cleve Court (TR 36 NW 324) west of the site.

Modern

- 4.6.25 Expansion is observed in the modern period for the major townships, especially Ramsgate to the East. Increasing trade at the ports of Ramsgate and Margate following the Reformation and a surge in tourism created by the introduction of the railway linking London to these seaside towns in the mid-1840s, greatly increased the wealth of the region. The most significant change in the region saw the agricultural fields of the site itself converted for aviation use (TR 36 NW 432).
- 4.6.26 Beginning in the winter of 1915-16, during the early years of the First World War, aircraft began landing on the site, rather than the more precarious landing strip at St Mildred's Bay in Westgate. By the end of 1916 the site had become the Admiralty Aerodrome at Manston, with a training

school for Handley Page bombers. The early airfield was on the area now occupied by the passenger terminal. Throughout WWI the aerodrome played an important role in the defence of Britain and was expanded to include four hangers, barracks for 3000 men, and its own railway.

- 4.6.27 The RAF was officially formed on 1 April 1918 and the site became RAF Manston. During the 1930s, RAF Manston grew rapidly to become one of the busiest airfields in the country, partly due to its School of Technical Training.
- 4.6.28 RAF Manston was bombed heavily and badly damaged during the Battle of Britain. Despite this, due its strategic location close to Europe, from 1941 onwards Manston was used by damaged aircraft returning from operations, especially those from Bomber Command. In 1943, a large runway was built and was one of three in the country that was equipped to deal with emergencies. A fog investigation and dispersal operation (FIDO) was added to allow landings in any weather. RAF Manston played an important role in WWII, defending Canterbury, especially the cathedral, from attack, and as a base for Hurricanes and Typhoons.
- 4.6.29 During the Cold War in the 1950s, the US Air Force used Manston as a Strategic Air Command base for its fighter and fighter-bomber units for 8 years. In 1960 the airfield returned to the RAF and an Air Fire Training Centre was established on the site. Due to the long runway built during WWII it was designated one of the country's MEDAs (Master Emergency Diversion Airfield) for both military and civilian flights. In 1999 RAF Manston closed and the airfield became a civilian airfield, which ceased aviation activity in 2014, but has continued to be used for storage.
- 4.6.30 Numerous buildings and features on the site reflect the airfields significant military history, including ten pillboxes (TR 36 NW 1062; TR 36 NE 2168; TR 36 NW 1076; TR 36 NW 1059; TR 36 NW 1072; TR 36 NW 1048; TR 36 NW 1041; TR 36 NW 1043; TR 36 NW 1047; TR 36 NW 1059), air raid shelters (TR 36 NW 332; TR 36 NW 518), trench systems (TR 36 NW 1220; TR 36 NW 1222), and a former WWII oil depot (TR 36 NW 1183).
- 4.6.31 Within the study area features associated with RAF Manston have been recorded, including WWI semi-underground hangars (TR 36 NW 1180; MKE92407; TR 36 NW 1203), a 1930s-bombing range (TR 36 NW 399), intelligence huts (MKE98029; MKE98029), and a dump of surplus equipment from the US use of the site (MKE97568). Most features during the modern period attest to the military importance of the area, including WWI use of the Union Workhouse as a military hospital (TR 36 NW 1196), gun emplacements (TR 36 SE 754; TR 36 SE 753; TR 36 NE 548), WWII defences and roadblocks (TR 36 NE 2166; TR 36 NW 1065; TR 36 NW 1050; TR 36 SW 408), trenches (TR 36 NW 398; TR 36 SE 31; TR 36 NW 1151; TR 36 NW 1140; TR 36 NW 1161; TR 36 NW 1221), Auxiliary unit- tunnels (TR 36 NW 1201), -observation post (TR 36 NE 2421) and -base (TR 36 NW 1200), and a further twenty pillboxes.
- 4.6.32 Several buildings and structures relating to the modern period are extant. These are described in table 4.2 (on site) and table 4.3 (off site), and include an assessment of their potential significance.

Table 4.2 Airfield related extant structures on the site

Reference UID	Name	Site phase	Description	Assessment of group significance
TR 36 NW 881	T2 Hangar	WWII	By 1940, with the development of aircraft, the Air Ministry, in collaboration with Teesside Bridge & Engineering, developed the Type T series hangar. The first design was the T2; a standard steel-fabricated unit of welded-and-bolted construction covered with galvanised corrugated iron, 22-gauge for the roof and 24-gauge for the walls. Manston's remaining T2 hangar underwent a rebuild during the 1980s that included a new floor, walls, roof cladding and re-wiring & electrics. Only the steel frame remains of the original WWII construction.	Despite rebuilding during the 1980's, the original steel frame remains and could be considered to be of significance for historic interest, particularly when grouped with other WWII structures.
TR 36 NW 882	Civil Control Tower	Recent	Following the departure of the RAF in 1999 a new control tower was constructed to the requirements of the CAA for civilian use. It was built over an existing pyrotechnic store	Relates to recent use of the airport and of little historic significance.

Reference UID	Name	Site phase	Description	Assessment of group significance
			which it is believed to have been built after the USAF left Manston in 1958.	
TR 36 NW 883	Crash Fire Station	USAF	Manston Airport emergency crash fire station was built by the USAF in 1957 and was in use until the airport's closure in 2014. Much of the building is original construction although a viewing tower was subsequently added and the garage frontage was extended by 2.0m in 2000 to accommodate larger pump engines.	Relates to the USAF use of the site and is of historic significance when grouped with TR36 NW894.
TR 36 NW 884	Mechanical Transport Hangar	Recent	The mechanical transport hangar has been confused with earlier World War Two hangars that have been demolished since 1945. The current mechanical transport hangar was built c.1960 by Invicta Airlines to house and maintain Douglas DC4 aircraft.	Relates to recent use of the airport and is of little historic significance.
TR 36 NW 885	Aircraft Dispersal Bay	WWII	Built c.1940 this site is the only World War Two concrete dispersal bay surviving at Manston. It was used for the parking and protection of aircraft from enemy fighters and bombers and is surrounded by a protective earthwork bank on its northern side. A modern corrugated metal storage bunker currently sits on the bay.	Relates to the WWII use of the site and is of significance for historic interest, although it comprises a limited survival of a much larger scheme.
TR 36 NW 886	RAF Manston Control Tower	WWII-recent	The former RAF Manston control tower built c.1941 was used until it was succeeded by the civilian control tower (TR 36 NW 882) in 1999. The building is believed to be a 12096/41 Night-fighter station watch office design with a portion built up to the level of the upstand beam with a new level added above at a later unknown date. The control tower has undergone many structural and cosmetic changes during its history with, most recently, the addition of cladding to the exterior.	Of significance for historic interest, but diminished by extensive structural and cosmetic changes since WWII.
TR 36 NW 887	Office Building	Recent	A post 1980 brick-built office building adjacent to the RAF control tower (TR 36 NW 886) used for airfield engineering.	Relates to recent use of the airport and is of little historic significance.
TR 36 NW 888	RAF Battle HQ	WWII	During the Second World War in common with most airfields RAF Manston had an armoured structure which was used to co-ordinate the defence of the airfield in case of land or air attack. It seems that these were built to a standard design incorporating a square observation post with 360 degree viewing apertures and a 'bomb proof' cap. Underneath are a series of brick built plotting and communication rooms.	Relates to WWII use of the site and is of historic significance, although the majority of related defensive structures are no longer extant. While views across the site contribute to this assets significance, these relate to the more open site layout during the first part of WWII and intervisibility with features which are no longer extant.
TR 36 NW 889	Civil Terminal	Recent	From about 1962 a part of RAF Manston was given over to civilian use as Manston Airport. The remainder of the airfield remained in the hands of the USAF. The original terminal building was constructed in 1962 and was replaced by a new terminal in 1989.	The original USAF building was replaced by the current structure, which relates to recent use of the airport and is of little historic significance.
TR 36 NW 894	Royal Observer Corps Listening Post	USAF	A small concrete underground chamber built c1962 from where it was intended to monitor radioactive fallout in the event of nuclear attack. It formed part of the UK Warning and Monitoring Organisation, a national network of nuclear monitoring posts built between 1956 and 1964. It closed in 1991.	Relates to the USAF use of the site and is of significance for historic interest and has thematic, if not functional, links with TR36 NW883.
TR 36 NW 892	Runway	WWII-Recent	RAF Manston's 3,000 yard tarmac 3-parallel runways were built in 1943 and were specifically designed to	Initially constructed for WWII activity, it is of

Reference UID	Name	Site phase	Description	Assessment of group significance
			accept aircraft making crash-landings. Prior to the runways' construction, aircraft took off and landed on a series of grassed runways to the north of the current runway. During the 1950s the tarmac was replaced with a concrete runway. It is the tenth longest civilian runway in the United Kingdom.	significance for historic interest, as preserving the line and form of the earlier runway.

Table 4.3 Airfield related extant structures close to the site

Reference UID	Name	Site phase	Description	Assessment of group significance
TR 36 NW 890	RAF Intelligence Hut	WWII	A wooden structure sited on the main camp side of the airfield. During WWII it was home to Station Intelligence from August 1940 to March 1943. Visitors included Churchill, Gen. Montgomery and Charles De Gaulle. The intelligence hut is currently home to Ramsgate Air Cadets.	Relates to WWII use of the site and is of significance for historic interest. It does not retain clear visual links to related heritage assets, but takes significance from its association with the wider airfield.
TR 36 NW 1180	Subterranean WWI hangar	WWI	Remains of a large hangar, suitable for Handley Page bombers and approached by gentle ramps. During WWI, the close proximity of the German bomber bases and the presence of active and aggressive naval flying units of the German navy encouraged the War Office to explore safer methods of hangaring at Manston. This aimed at removing aircraft from risk of surface bomb-blast by using sunken hangars built into the chalk bedrock. Four were intended. Two were built, and the other is now completely filled in. Now used as a riding school. Associated concrete blocks can still be seen.	Relates to WWI use of the site and can be considered to be of historic and architectural significance.
TR 3476 6519	Semi-sunken Brick Building	WWII?	A rectangular semi-subterranean brick-built bunker at the south east boundary of RAF Manston. An exact construction date and purpose of the bunker has not yet been established, though it is believed to have been built during WWII and used by a Fleet Air Arm detachment. It was later used as a store for Hoverspeed during the 1970s. The bunker currently functions as a privately-owned garage.	Potential for WWII group value is diminished by an uncertain construction date and purpose.
TR 36 NW 891	Former Married Quarters	WWI	A row of domestic buildings built c1900 that were used by service personnel from WWI as married quarters. The houses are now privately owned, though when they were sold by the MOD has not been established.	Of limited WWI and potentially also WWII group value due to uncertainty of alterations and private ownership.

4.6.33 Additionally, there are 14 potential protected military remains within the study area, 11 of which are located within the limits of the site. These assets are detailed in Table 4.4 below.

Table 4.4 Protected Military Remains within the study area

Reference UID	Name
DKE20136	ME109
DKE20248	BB893
DKE21799	Crash site of Messerschmitt Bf109E-4

Reference UID	Name
DKE21805	Crash site of Heinkel HE 111H-2
DKE21806	Crash site of Messerschmitt BF110D
DKE21807	Crash site of Messerschmitt BF110D
DKE21808	Crash site of Supermarine Spitfire I
DKE21809	Crash site of Supermarine Spitfire I
DKE21823	Crash site of Bristol Blenheim
DKE21825	Crash site of Consolidated B24H Liberator
DKE21826	Crash site of Consolidated B24J Liberator
DKE21827	Crash site of Hawker Typhoon IB
DKE21828	Crash site of Hawker Typhoon IB
DKE21829	Crash site of Heinkel HE111H-2
DKE20136	ME109
DKE20248	BB893
DKE21799	Crash site of Messerschmitt Bf109E-4
DKE21805	Crash site of Heinkel HE 111H-2
DKE21806	Crash site of Messerschmitt BF110D
DKE21807	Crash site of Messerschmitt BF110D
DKE21808	Crash site of Supermarine Spitfire I
DKE21809	Crash site of Supermarine Spitfire I
DKE21823	Crash site of Bristol Blenheim

Archaeological events

4.6.34 There has been an extensive and lengthy programme of archaeological investigations undertaken within the study area. Archaeological work within the peninsula has revealed notable archaeological remains from all periods and provided evidence for settlement, burial, industry and agricultural production. Previous archaeological desk studies and investigations on the site and in the study area are shown on Figure 5 and significant results are detailed in tables 4.3 for events within the site boundary and 4.4 for events within the study area below.

Table 4.3 Previous archaeological investigations within the site boundary

Title	When	Who	Details
Manston Aerodrome 639613	1944	Ministry of Works	Bronze Age features were excavated during the 'Excavation on Defence Sites 1939-1945' project. A mostly destroyed ring ditch of a barrow and two burials were examined (TR 36 NW 34). No grave goods were recovered. Report: Grimes, W. F., 1960 <i>Excavations on Defence Sites 1939-1945</i> , Pages 1-248
Way/Manston Airfield 639598	1944	Ministry of Works	A possible Iron Age to Roman Age industrial settlement (TR 36 NW 182) was excavated after archaeological remains were

Title	When	Who	Details
			<p>identified during construction of the Monkton gas pipeline. The site included pits, a ditch, a wall foundation, and smaller finds such as a plumb bob, bronze pins, iron slag, Potin coins, and bones. Pottery dating to the late 14th century and 16th to 17th century was also found.</p> <p>Report: Grimes W. F., 1985, <i>Kent Archaeological Society, Archaeologia Cantiana: being contributions to the history and archaeology of Kent</i>, Vol 102, Page 59</p>
Thanet Gas Pipeline, Phase I EKE3995	1971	Canterbury Archaeological Trust	<p>Excavation for North Sea gas pipeline. 30 sites were investigated, of which 28 were previously unrecorded. The sites range in date from the Iron Age to Medieval period and include the Jutish Cemetery (TR 26 NE 13).</p> <p>Report: Operation Gas Pipe: Thanet Section (1973) No. 30 pages 298-301</p>
Lord of the Manor 639618	1976-7 & 1977-82	Isle of Thanet Archaeological Unit	<p>Excavations of a Neolithic enclosure, and Bronze Age barrow and ring ditch (TR 36 NE 132).</p> <p>Reports: 1977, <i>Kent Archaeological Society, Archaeologia Cantiana: being contributions to the history and archaeology of Kent</i>, Vol 92, Pages 245-5</p> <p>Isle of Thanet Archaeological Unit Publication – Interim report</p>
Monkton Gas Pipeline: Phases III- IV EKE4199	1983-4	Isle of Thanet Archaeological Unit	<p>This pipeline follows the southern boundary of the site and archaeological remains from the Prehistoric to Post Medieval Period were exposed during construction. Associated monuments include a Neolithic pit (TR 26 NE 86), Bronze Age blade and fragments (TR 36 NW 193), burials and a cemetery from the Roman to Early Medieval to Anglo-Saxon Periods (TR 36 NW 186, 187 and 189), a Roman Age industrial/settlement site (TR 36 NW 182), and an Iron Age settlement site (TR 36 NW 190).</p> <p>Reports: Perkins, D. R. J., 1984, <i>The Thanet gas pipeline Phase III 1983</i>, 78 page 180 (article in serial) and Perkins, D. R. J. 1986, <i>The Monkton Gas Pipeline: Phases III & IV 1983-84</i>, CII pages 43-69 (article in serial)</p>
Cliffs End 639614	1984	Isle of Thanet Archaeological Unit	<p>During excavation to lay the Monkton-Ramsgate gas pipeline remains of a late Iron Age (possibly continuing into the early Roman period) settlement were encountered (TR 36 NW 190). The pipeline construction cut through pits and exposed animal bone, shells, and pottery sherds.</p> <p>Report: Perkins, D. R. J., 1985, <i>Kent Archaeological Society, Archaeologia Cantiana: being contributions to the history and archaeology of Kent</i>, Vol 102, Pages 63, 64-5</p>
Thorne Farm 639609	1984	Isle of Thanet Archaeological Unit	<p>A Roman cemetery and an Early Medieval cemetery were excavated during construction of the Monkton pipeline. The Roman Age cemetery included five inhumations and four cremation burials and grave goods (TR 36 NW187). The Anglo-Saxon cemetery was dated to the late 6th to mid 7th century and was three burials, with one grave covered by what may have been a small boat (TR 36 NW 186).</p> <p>Report: Perkins, D. R. J., 1985, <i>Kent Archaeological Society, Archaeologia Cantiana: being contributions to the history and archaeology of Kent</i>, Vol 102, Pages 52-4, 58-61, 63, 66-9</p>
Watching Brief on the Sparrow Castle – Manston Water Pipeline/ Sparrow Castle to Manston Pipeline, Birchington EKE 8131 660252	1989	Trust for Thanet Archaeology	<p>Iron Age, Roman period, WWII, and undated archaeological features were encountered during monitoring of pipeline construction. Significant finds include Iron Ages pits containing pottery (TR 36 NW 368), Roman enclosures (TR 36 NW 205) and Roman Pits (TR 36 NW 369).</p> <p>Report: Trust for Thanet Archaeology, 1989, <i>An Archaeological Watching Brief on the Sparrow Castle – Manston Water Main</i> (unpublished document)</p>
Geotechnical work at Manston Airport EKE11465	1999	Foundation and Exploration Services	<p>During geotechnical work associated with the cargo hangers and apron taxiways, five boreholes and ten trial pits were dug.</p>

Title	When	Who	Details
			Report: Foundation and Exploration Services, 1999, <i>Kent International Airport Cargo Hangers and Apron Taxiways: Factual report on ground investigation.</i>
Evaluation of passenger and cargo side taxiways and aprons, Manston EKE11793	2000	Trust for Thanet Archaeology	Open area and trench excavations were conducted in four areas, resulting in the identification of archaeological features dating from the Bronze Age to the Medieval Period (TR 36 NW 466-471). Report: Trust for Thanet Archaeology, 2001, <i>London Manston Airport, Manston, Thanet, Kent: Archaeological Evaluations and Investigations of Passenger and Cargo side Taxiways and Aprons</i> (unpublished document)
189 Ramsgate Road, Broadstairs 1434919	2002	Trust for Thanet Archaeology	Prehistoric features and an Iron Age site were identified during excavation of a proposed residential development. Report: Trust for Thanet Archaeology, 2002, <i>189 Ramsgate Road, Broadstairs, Kent: an archaeological evaluation</i>
Survey of a Second World War air raid shelter, Manston EKE13134	2004	Kent Underground Research Group	While working near the Manston Airport terminal building, contractors broke through into a deep air raid shelter. A chalk cut shelter, most likely dating to 1940, was recorded (TR 36 NW 518). Report: Kent Underground Research Group, 2005, <i>Caves and Tunnels in South East England – Part 17</i> (unpublished document).
Trial trenching evaluation at the site of a new car-park, Manston Airport	2004	Swale and Thames Archaeological Survey Company	A series of multi-phase enclosures and a late Iron Age to early Roman Period settlement were encountered during excavations, which included 52 trial trenches (TR 36 NW 1176). Reports: Swale and Thames Archaeological Survey Company, 2004, <i>Archaeological evaluation of land east of the Kent International Airport, Manston, Isle of Thanet, Kent</i>
EDF Substation Site 1410715	2005	Museum of London Archaeology Service	Five trenches were excavated across the proposed substation location and identified Bronze Age flints, an undated post hole, and an undated pit. This work was informed by an earlier desk-based assessment. Report: Museum of London Archaeology Service, 2005, <i>EDF Substation, Manston, Kent: an archaeological evaluation report</i>
Excavation of area prior to pipe installation, Margate to Broadstairs EKE13336	2005	Wessex Archaeology	Over 600 archaeological features were recorded during work related to the construction of pipeline. The features date to all periods from the Neolithic to WWII (TR 36 NE 675, 676, and 677). Report: Wessex Archaeology, 2006, <i>Margate and Broadstairs Urban Wastewater Treatment Scheme</i>
Excavations along the route of the East Kent Access route (A256) EKE13407	2009-11	Oxford Wessex Archaeology Joint Venture	Field survey, evaluation trenching, and large-scale excavations were undertaken along the East Kent Access route. The excavations identified and recorded archaeological features and finds dating from the Palaeolithic through to WWII. Report: Oxford Wessex Archaeology Joint Venture, 2011, <i>East Kent Access (Phase II), Thanet Kent: Post-Excavation Assessment Volume 1</i>
Survey of Buildings and Structures Associated with Manston Airport and the Surrounding Areas	2016	Kent County Council	A survey commissioned by Kent County Council's Heritage Group, which is designed to provide an updated historic and strategic context for Manston airport and highlight extant buildings and structures in and around Manston airfield for inclusion to the Historic Environment Record.
Geophysical survey	2016	AOC Archaeology Group	The preliminary results of a geophysical survey carried out in support of planning application OL/TH/16/0550 identified a density of potential archaeological anomalies, mainly to the far east, far west and central west of the Site. Report: WSP Parsons Brinckerhoff, 2016, <i>Environmental Statement, Volume 2, Appendix 10.1, Section 5.2 and Appendix C</i>

Title	When	Who	Details
Trial trenching	2016	AOC Archaeology Group	Trial trenching was carried out in support of planning application OL/TH/16/0550. The results, published in WSP (2017) Land at former Manston Airport, Ramsgate, Kent: An archaeological evaluation report, are discussed in section 5.2.

Table 4.4 Previous off-site archaeological investigations

Title	When	Who	Details
Excavation of a Beaker Burial from Manston EKE8123	1987	Isle of Thanet Archaeological Unit (with Trust for Thanet Archaeology)	Excavation of a Late Neolithic/Early Bronze Age barrow (TR 36 NE 182) and Late Bronze Age/Early Iron Age pits and postholes within the barrow (TR 36 NE 406). Report: Perkins, D. R. J. & Gibson, A. M., 1991, <i>A Beaker Burial From Manston, Near Ramsgate</i> . Vol CVIII Pages 11-27
Monkton to Mount Pleasant (A253 Duelling) EKE8121	1994-5	Canterbury Archaeological Trust (with Trust for Thanet Archaeology)	Archaeological investigation in advance of widening of the A253. Post holes and associated beaker burials and a ring ditch (TR 26 NE 239 & 240), all dating to the Late Neolithic to Early Bronze Age, a 12 th century farmstead and associated features (TR 26 NE 168), and a defensive World War II slit trench (TR 26 NE 238) were identified during the investigation. Reports: Canterbury Archaeological Trust, 1996, <i>Canterbury's Archaeology 1994-1995</i> . English Heritage Scheduling Section, 1999, <i>Anglo-Saxon Cemetery and Associated Remains at Monkton, 550m North of Walters Hall Farm</i>
Excavation at Kent International Park, Manston 1997 EKE8388	1994-7	Trust for Thanet Archaeology	Archaeological investigations were undertaken prior to development at Kent International Business Park. Archaeological remains excavated include Neolithic to Early Bronze Age features and finds (TR 36 NW 397), an Iron Age enclosure and associated features and finds (TR 36 NW 359), Medieval farmstead (TR 36 NW 246), a WWII slit trench (TR 36 NW 398) and a RAF bombing range used in the 1930s (TR 36 NW 399). Report: Trust for Thanet Archaeology, 1997, <i>Kent International Business Park, Manston 1994-97</i> (unpublished document)
Evaluation at Laundry Road, Minster EKE8122	1995	Isle of Thanet Archaeological Unit (with Trust for Thanet Archaeology)	Evaluation trenching along Laundry Road included the excavation of a Late Neolithic to Middle Bronze Age settlement and ditched enclosure (TR 36 NW 177), an Early Medieval or Anglo-Saxon inhumation burial in an irregular shallow pit (TR 36 NW 383), and an Iron Age pit with mammal remains and pottery sherds (TR 36 NW 382). Report: Trust for Thanet Archaeology, 1995, <i>Archaeological Evaluation at Laundry Road, Minster, Isle of Thanet</i> (unpublished document)
Evaluation on Land Adjacent to No.6 Laundry Road, Minster, Thanet EKE8342	1996	Trust for Thanet Archaeology	Evaluation conducted on land adjacent to No. 6 Laundry Road, which resulted in no significant archaeological finds. Report: Trust for Thanet Archaeology, 1996, <i>Archaeological Evaluation of Land Adjacent to No.6 Laundry Road, Minster, Isle of Thanet</i>
Excavations of an Iron Age pit and a Roman cave, Spratling Court Farm chalk pit, Manston EKE12956	1996-2007	Colin A. Baker	A Middle Iron Age chalk quarry pit and a Roman cave were observed in the section of a modern chalk pit (TR 36 NE 635 & 637). Worked flints and pottery, dated from the Late Mesolithic to Late Bronze Age, were found in association with the pit and cave (TR 36 NE 636). The original discovery was made in 1996 with additional work undertaken 2003-2008. Report: Colin A. Baker, 2010, <i>Excavations of an Iron Age pit and Roman cave at Manston in the Isle of Thanet: A report of stratigraphic and archaeological investigations at Spratling Court Farm chalk quarry, Manston, Kent, 1996-2007</i> .
Watching Brief on Margate & Broadstairs WTW Enhancement Scheme	2000	Wessex Archaeology	No archaeological remains were found during a watching brief carried out on geotechnical trail-pitting.

Title	When	Who	Details
EKE5692			Report: Wessex Archaeology, 2000, <i>Margate & Broadstairs WTW Enhancement Scheme. Archaeological Watching Brief During Site Investigation</i>
North Kent Coast Rapid Coastal Zone Assessment Survey Phase II: Field Assessment (Pilot) 46565 EWX8094	2002	Wessex Archaeology	First part of the pilot study, which involved non-intrusive field and photographic surveys and identified numerous archaeological features. Report: Wessex Archaeology, 2002, <i>North Kent Coast Rapid Coastal Zone Assessment Survey Phase II: Field Assessment (Pilot)</i>
Watching brief at Bradgate Caravan Park, Manston Court Road, Margate EKE11851	2002	Trust for Thanet Archaeology	Monitoring of road construction; no significant archaeological features or finds were observed, though a colluvial deposit was recorded which contained worked flints and medieval pottery. Report: Trust for Thanet Archaeology, 2003, <i>Bradgate Caravan Park, Manston Court Road, Margate, Kent: Evaluation and Watching Brief</i> (unpublished document)
Building survey of buildings at Manston Court Farm EKE12790	2004	Holt and Wooton Ltd	A survey of farmyard buildings, including Manston Court (Farmstead MKE87018). Report: Holt & Wotton, 2004, <i>Manston Court Farm Historic Building Report</i> (unpublished document)
Survey of buildings at Grove Farm, Manston EKE12055	2004	Trust for Thanet Archaeology	A survey of a farm building prior to demolition (TR 36 NW 1017). The barn is dated to 1702 AD and was formally a listed building. Reports: Trust for Thanet Archaeology, 2004, <i>Grove Farm, Manston Road, Manston, Kent: Archaeological Evaluation Report</i> Trust for Thanet Archaeology, 2005, <i>Grove Farm, Manston Road, Manston, Kent: Archaeological Assessment Report</i> (unpublished documents)
Survey, North Kent Coastal Zone: Phase II, Year Two 56751 EWX8626	2005	Wessex Archaeology	Numerous archaeological remains were identified and recorded during non-intrusive field surveys. Wessex Archaeology, 2002, <i>North Kent Coast Rapid Coastal Zone Assessment Survey: Phase II: Field Assessment Year 2 Report</i> (unpublished document)
Building survey of a pillbox on Manston Road allotments, Ramsgate EKE12291	2007	The Historic Environment Consultancy	Prior to demolition, a WWII Type 24 infantry pillbox was recorded (TR 36 NE 566). Report: The Historic Environment Consultancy, 2007, <i>Building Recording: Pillbox, Manston Road Allotments, Ramsgate</i>
Watching brief on land adjacent to 19 Mount Green Avenue, Cliffsend EKE12141	2007	Trust for Thanet Archaeology	During a watching brief on groundworks for piling, a ring-beam and a soakaway pit, archaeological features, indicating settlement in the prehistoric period, dating from the Neolithic to Early Bronze Age, were encountered (TR 36 SW 130). Report: Trust for Thanet Archaeology, 2007, <i>Land Adjacent to 19 Mount Green Avenue, Cliffsend, Ramsgate: Archaeological Watching Brief Report</i> (unpublished report)
Excavations at Thanet Earth 2007-2008	2007	Trust for Thanet Archaeology	During excavations on the Thanet Earth site prior to development, about 1500 feature groups of Neolithic, Bronze Age, Iron Age, Roman, Anglo-Saxon, Medieval and post-Medieval/modern date were identified. Report: Trust for Thanet Archaeology, 2010, <i>Excavations at Thanet Earth 2007-2008. Assessment Report Volume 1</i> (unpublished report)
Watching brief on geotechnical test pits on the East Kent Access route EKE12316	2008	Trust for Thanet Archaeology	During monitoring of geotechnical test pits several Prehistoric, Bronze Age, Iron Age and undatable features were identified, including ditches and a shell midden (TR 36 SE 720, TR 36 SW 235, 236 & 237). Report: Trust for Thanet Archaeology, 2008, <i>East Kent access Phase 2: Archaeological monitoring of Test Pits</i> (unpublished document)
Archaeological evaluation at Thorne Farm, Kent EKE13367	2013	Wardell Armstrong Consulting Group	Archaeological evaluation undertaken at Throne Farm identified one early Iron Age ditch, three undated ditches and a possible Roman inhumation (TR 36 NW 109).

Title	When	Who	Details
			Wardell Armstrong Archaeology, 2013, <i>Thorne Farm, Kent: Archaeological Evaluation Report</i>

4.7 Cartographic Sources

4.7.1 The historic map regression exercise (Table 4.5) reveals how extensively the site has changed since the earliest available mapping, with the majority of that change occurring in the 20th Century. (© 2016 Envirocheck maps are presented in full at Appendix D). The wider area saw little change, other than minor settlement expansion and building change of use, except for areas outside of the site boundary but within the study area that were affected by or associated with aviation use of the site.

Table 4.5 Historic map regression

Source	Notes
1877 OS Map 1:10,560	<p>Onsite: The site is shown as large field areas traversed by several roads or trackways. In the east and central area of the site, these run north-south, while in the north, the main routeway is aligned east-west. In the south-west area of the site a network of routes intersect, with the road later labelled Dunstrete running on an east-west alignment via Telegraph Hill. Windmill stones are marked to west of the centre of the site, and a district or borough boundary marking is drawn in the western area. The farmstead of Foster's Folly is present towards the east of the site.</p> <p>Offsite: The South-Eastern Railway Line runs in a north-east to south-west orientation to the south-east of the site. The 1877 extents of the nearby settlements of Manston to the east, Acol to the north-west, and Way, Cliffsend The Freehold, and Minster to the south are detailed, as well as other prominent buildings and farmsteads, including Prospect Inn to the west, the Isle of Thanet Union Workhouse to the south of the western boundary of the site, Ozengell Grange and Manor House at Lord of the Manor to the east, Vincent Farm, and Lydden Farm to the north, and Manston Court, Pouces, Rose Cottage, Cheeseman's Farm, Alland Grange, Cleve Court (including note of an Icehouse present) to the north-west.</p>
1873-1894 OS Map 1:2,500	<p>Onsite: The windmills are identified as flour mills.</p> <p>Offsite: No significant changes.</p>
1888-1899 OS Map 1:10,560	<p>Onsite: A building is now present between the windmill stones, while the eastern area of the site is labelled as 'St Lawrence Extra'.</p> <p>Offsite: A fever hospital is now present to the north, an infirmary to the east, and additional buildings to the south-west of the workhouse. Chalk pits are labelled to the south of the workhouse, east of Way and at Dellside and Cheeseman's Farm.</p>
1896 OS Map 1:2,500	<p>Onsite: No significant changes.</p> <p>Offsite: A limekiln is identified on Mount Pleasant to the west of the site.</p>
1907 OS Map 1:2,500	<p>Onsite: Osborne Road and roads leading off it to the south encroach on the south-east corner of the site.</p> <p>Offsite: A series of roads extends south from the south-east end of the site, with occasional buildings.</p>
1908 OS Map 1:10,560	<p>Onsite: Further roads are present in the northern area of the site to the south of the pre-existing routeway and in the eastern area of the site on its southern boundary. Additional stones are noted south of the windmills. A boundary in the east of the site identifies the Stour catchment area.</p> <p>Offsite: Extensive road expansion in the regions west of Vincents Farm and around Lydden Farm to the immediate north-west and north-east of the site respectively is seen. A cemetery has been added to the west of the workhouse and Minster Laundry built to the south of the site. To the east of Manston Court a series of properties named Isle of Thanet Union Cottage Homes has been built along with a hospital for infectious diseases. The orchards around Way Farm and Minster House have expanded. Brickworks are noted east of Cliffsend.</p>

Source	Notes
1931 1931-1932 OS Map 1:10,560	<p>Onsite: Buildings have been added on the south-east corner of the site. The catchment area boundary is now named 'Kent Rivers'. The roads added in 1908 in the northern area have been removed.</p> <p>Offsite: The buildings extending into the south-east corner of the site expand further south to the railway line, north of Cliffsend. The roads in the areas of Vincent Farm and Lydden Farm have been removed, At Manston Court buildings have been added to the west and south, along the boundary of the site. The Isle of Thanet Union Cottage Homes have been renamed 'Manston Cottage Homes'.</p>
1931-1939 1938 OS Map 1:10,560	<p>Onsite: No significant changes.</p> <p>Offsite: Caves labelled at Cheesemans Farm and Alland Grange.</p>
1922 (revised 1932) RAF Manston Site Plan 539/22	<p>Onsite: The area of the airfield ends just west of Pouces nursery, and so does not cover the full area of the site. The northern area of the site (opposite Manston Court), contains recreation facilities buildings. Progressing south-east along the north-west boundary of the site buildings include the pump house and associated buildings, Wing Officer quarters, stores, rifle ranges, Garages, petrol stores, and a hangar. The main east-west routeway present on OS maps is marked and connects the east and west of the airfield. The east side of the airfield progressing north to south contains the married quarters just south of Manston Court, ballcourts, stores and leisure facilities to the north of the east-west road, and stores, offices and quarters south of the road. Foster's Folly and World's Wonder are marked. The runway is not marked.</p> <p>Offsite: The fields south-west of Pouces and Rose Cottage contain workshops and hangars. Surrounding Holmecroft and to the north-east, buildings house stores, offices, workshops, meteorological-monitoring buildings and quarters. The parade ground is adjacent to the training area further north-east, a field which also contains an airplane shed.</p>
1938 OS Map 1:10,560	<p>Onsite: No significant changes.</p> <p>Offsite: Changes are observed in the land division and buildings adjacent to the northernmost boundary of the site, on the west side, and an area north-east of Pouces farm is marked but unnamed.</p>
1939 OS Map 1:2,500	<p>Onsite: No significant changes</p> <p>Offsite: Rose Cottage becomes Holmecroft.</p>
1938-1946 OS Map 1:10,560	<p>Onsite: No significant changes.</p> <p>Offsite: The workhouse is renamed the Isle of Thanet Public Assistance Institution. The Freehold has expanded westwards.</p>
1945 RAF Manston Site Plan 3515/45	<p>Onsite: The airfield has expanded to include the western extent of the site. The east-west aligned runway is marked and dominates the southern area of the site. Along the north-west boundary of the site the larger buildings have been removed, including most of the recreation facilities buildings, revetments built, and smaller buildings moved or added. To the east, further buildings have been added to the south of the buildings on the southern side of the road, and tennis courts, previously present on the north side of the road have been replaced with a series of small buildings.</p> <p>Offsite: The Fido tanks are located just south of the runway to the east. A large area to the north of the western end of the runway contains a trackway which runs in an oval loop, with a hangar and three ancillary buildings. There are minimal alterations to area north-east of Holmecroft, and munition stores built to the north-eastern boundary of the training area. The changes to buildings outside the far north-west boundary of the Site seen on the 1938 OS map, are included as part of RAF Manston. It is unclear whether the buildings themselves at Pouces and Holmecroft are retained.</p>
1945 RAF Manston Site Plan 3516/45	<p>Onsite: The plan identifies properties for requisition and their use. There are no properties within the site itself.</p> <p>Offsite: Pouces Farm and Holmecroft are within the boundary, but Foster's Folly is excluded. The properties outside the far north-west boundary are not included, contrary to plan 3515/45. Outside of the airfield there are no significant changes to the 1938 OS maps.</p>
1945 Aerial Photograph	<p>Onsite: n/a</p> <p>Offsite: The area to the north-west of the site is dominated by fields of various crops with clear boundaries. The settlement of Acol, and farmsteads of Cheeseman's Farm, Cleve Court and Alland Grange are visible.</p>
1945-1949 Aerial Photograph	<p>Onsite: The site comprises a series of clearly defined fields, with the routeways evident. Buildings associated with the Foster's Folly farmstead can be seen. Cropmarks of linear and curvilinear features are observed.</p>

Source	Notes
	Offsite: The settlements of Way and Minster are visible, as are the buildings associated with Ozengell Grange and The Manor
1947-1948 1947-1949 1948 Aerial Photograph	Onsite: The runway, including the marked centre landing strip is clearly visible, as are the buildings along the eastern side of the northern area, as are a revetment and hanger at the southern extent of the west group of buildings, in a layout reflecting the 1945 RAF Manston site Plan 3515/45. In the northern area of site, new trackways are shown, along with new buildings associated with weather-monitoring to the west and barracks and facility buildings to the east. Offsite: The Fido tanks are visible to the south of the eastern end of the runway. Pouces Farm and Holmecroft to the west are still present, but the fields to the north and north-east contain numerous buildings and structures relating to RAF Manston, with a layout reflecting the 1945 RAF Manston Site Plan 3515/45. In the area to the north of the west end of the runway associated with RAF Manston, the looped trackway, hangar and ancillary buildings are visible.
1948 OS Map 1:10,560	Onsite: No significant changes. Offsite: The infectious diseases Hospital west of Manston has become a children's home.
1948-1951 OS Map, 1:10,560	Onsite: A rectangular area is marked containing the farms of World's Wonder and Foster's Folly. Offsite: Some expansion is shown north-east of Way, and expansion and further division of land is observed west of The Freehold. The Minster Laundry site has enlarged. The settled area between the railway line and the area just to the south of the east end of the site has expanded west. 'Manor House' to the east, is now labelled 'Lord of the Manor'.
1952 RAF Manston Site Plan 5209/52	Onsite: The area along the north-west boundary remains largely unchanged. In the eastern area, a new hangar, and aqua system has been built and a passenger terminal identified. Offsite: The area to the north-west of the site contains a slightly higher density of buildings than in 1945. The buildings at Pouces and Holmecroft have been removed.
1960-1961 1960-1962 1961 OS Map 10:10,000	Onsite: The 'Dunstrete' road has moved south of the unmarked runway. All other roads, stones and features on the Site have been removed, including the Osborne Street roads and buildings. The municipal borough boundary remains, and the area is now labelled Manston Airfield. A Roman coin hoard of 1630 is noted in the Telegrph Hill area. In the eastern area Foster's Folly has been removed. Offsite: Pouces Farm and Holmecroft north-west of the site have been removed. The Isle of Thanet Public Assistance Institution is now Hill House Hospital and Romano-British cremations found in 1934 are noted to its west.
1963-1964 OS Map 1:2,500	Onsite: No significant changes. Offsite: Mount Pleasant has changed use to a caravan park.
1963-1964 OS Map 1:2,500	Onsite: New buildings are drawn south of Bush Farm in the east of the site. These are not known from military plans. Offsite: No significant changes.
1968 1968-1969 OS Map 1:10,000	Onsite: Airfield features, including the roads, bays and runway have been drawn in outline. The buildings are also shown, and, although similar, does not exactly reflect the 1952 plans (5209/52). The area is now labelled Manston Aerodrome. Offsite: The area of the airfield to the north of the west end of the runway is now drawn just west of Alland Grange, which is also noted to have a piggery. North of Alland Grange, Cheeseman's Farm has expanded. A new council depot is present north of the cemetery to the south-west of the site. Further south, The Freehold has expanded further west, and to the south-east Cliffsend has expanded eastwards.
1973-1977 1973-1975 1975 OS Map 1:10,000	Onsite: Two new buildings are drawn just south of the eastern end of the runway. The number of buildings to the east of the northern area of the site has reduced. Offsite: Fewer buildings are found in the fields adjacent to the north-west of the site, and only the hangar building remains on the area to the north of the western end of the runway. To the south, the Ramsgate International Hoverport has been built at Cliffsend and The Freehold settlement has expanded further north. To the east,

Source	Notes
	Anglo Saxon burials are noted north of Lord of the Manor and the former Nethercourt Farm has become a large housing spreading west into the western edge of the study area.
1977-1981 OS Map 1:2,500	<p>Onsite: The buildings to the south of Bush Farm have been removed.</p> <p>Offsite: A building has been removed and replaced with three buildings just south of Bush Farm, but outside of the boundary of the site.</p>
1990-1991 1991 OS Map 1:10,000	<p>Onsite: A building to the south-west of the site, south of the road is labelled Stones. Military plans identify this as an observation post. Two additional buildings are drawn in the passenger area.</p> <p>Offsite: South of the site, Hill House Hospital has gone, new buildings exist on the former site of Minster Laundry, and the centre, east and south east of Minster has expanded.</p>
1991-1995 OS Map 1:10,000	<p>Onsite: The area is now labelled Kent International Airport and has a new terminal building outlined. Museums are identified.</p> <p>Offsite: The former Pouces and Holmecroft area to the north-west of the site has been developed. A garden with trees to the east of Manston Court is now a caravan park.</p>
1996 OS Map 1:2,500	<p>Onsite: No significant changes.</p> <p>Offsite: The northern area of the extra airfield area north of the western end of the runway has become Kent International Business Park.</p>
2006 OS Map 1:10,000	<p>Onsite: New buildings have been added, and existing buildings enlarged south of the passenger terminal. The museum buildings have also been altered. The definition of the features which make up the south of the runway has altered.</p> <p>Offsite: The area north of the western end of the runway has become Manston Park. The area of the former Workhouse and hospital has been replaced with housing and the former Minster Laundry with an industrial estate. To the east, the road layout near the Anglo-Saxon cemetery has changed and Nethercourt expanded further west.</p>
2016 OS Map 1:10,000	<p>Onsite: Runway approach lights are marked.</p> <p>Offsite: The East Kent Access Road has been built, and a solar farm installed north of Manston Court.</p>

5. Assessment of Effects

- 5.1.1 The following assessment of archaeological potential of the site is based on the archaeological evidence as presented in baseline assessment of the site and study area as presented in Section 4 above and also relies on professional judgement. Archaeological potential is defined as low, medium, or high. Low archaeological potential indicates that there is no known evidence to suggest presence. Medium potential indicates evidence to suggest presence but is not presently known. High potential indicates that evidence is known to be present

5.2 Archaeological Potential

- 5.2.1 Overall the evidence indicates a long history of human activity and occupation both on the site and within the study area, from earliest prehistory to the modern period. Development of the site throughout the 20th and 21st Century, in addition to heavy bombing during the wars and crash sites caused by emergency landings, will have disturbed and truncated archaeologically sensitive levels in some areas of the site; however, substantial buildings have been largely limited to the sides of the site, with the runway area to the south and centre portion of the northern area experiencing less development due to the nature of its use as an airfield.

Early prehistoric

- 5.2.2 The geographical location, geology and topography of the region, in addition to residual finds of stone tools and a potentially in-situ lithic working site indicate a **medium** potential for encountering deposits of geoarchaeological interest within the study area, including potential for undisturbed Pleistocene and early Holocene deposits. Therefore, the site also has a **medium** potential for encountering archaeological remains relating to the earlier prehistoric periods (the Palaeolithic and the Mesolithic) such as flake and blade flint tools, stone handaxes or bone and antler tools. Any such remains are likely to comprise fairly small, isolated scatters.
- 5.2.3 These early prehistoric remains, if found, could range between **local** to **national** significance as undisturbed Palaeolithic remains are nationally very rare. The likely survival of these assets as small isolated scatters of material means that they are most likely to be of lower significance, with more extensive landscape survival being required for these assets to be of national significance.

Later prehistoric

- 5.2.4 There is **medium to high** potential for encountering archaeological remains relating to the later prehistoric periods. Neolithic finds have been recovered from the wider study area and Bronze and Iron Age activity is widespread both on the site and in the study area, forming part of a wider prehistoric landscape. Various artefacts such as pottery, flint tools and metal objects and features indicating settlement and occupation are known from the area of the site itself, with extensive evidence in the wider study area, indicating intensive and sustained occupation, settlement and use of the region during this period. The Iron Age to Roman Scheduled Ancient Monument 'Enclosure and ring ditches sited 180m east-northeast of Minster Laundry' (List Entry 1004203) provides further evidence for activity of this date to the south of the site.
- 5.2.5 These later prehistoric remains, if found, may be of **local** to **national** significance, and identify changes in settlement patterns and landscape and resource use over this period. These heritage assets are most likely to be of local-regional significance where they survive well, with well-preserved and extensive funerary and settlement remains taking on greater significance, particularly where they could be associated with nearby heritage assets.

Roman

- 5.2.6 Roman activity has been identified within the site and in the area around the site in the form of settlement, agriculture and burials. In-situ evidence is known to be present beneath the trenches of former archaeological evaluation and so there is **medium to high** potential for encountering archaeological remains relating to this period. The preliminary results from a geophysical survey performed in support of planning application OL/TH/16/0550 also identified anomalies thought to be of Roman date on the site. Within the wider landscape the strategic geographical location of the site near the Wantsum Channel, presence of the Saxon Shore fort at Richborough and extensive archaeological finds from this period across the Thanet area confirms the importance of the region in this period.
- 5.2.7 These remains, if found, may be of **local to regional** significance, and provide further information regarding cultural, social and economic change in the Roman period, particularly in relation to the local environment and geographical location on the south-east coast. These heritage assets are most likely to be of local-regional significance where they survive, with well-preserved and extensive settlement remains taking on greater significance, particularly where they could be associated with specific historic events, such as the Caesarean or Claudian invasions.

Early medieval

- 5.2.8 Limited finds of Anglo-Saxon artefacts within the site indicate occupation and use during this period. The potential for encountering archaeological remains **medium** due to substantial evidence in the wider area, primarily related to burial practices, although settlement and agricultural land use are also represented. The geographical location is also of importance, given its proximity to the Kent coast with its history of Anglo-Saxon invasion. The Scheduled Ancient Monument, Anglo-Saxon Cemetery south of Ozengell Grange (List Entry 1004228), supports the evidence elsewhere in the study area.
- 5.2.9 These remains, if found, are most likely to be of **local** to regional significance, with particularly well preserved or unusual remains, particularly funerary sites potentially taking on **national** significance, and identify changes in land use and settlement following the withdrawal of the Roman armies.

Medieval

- 5.2.10 There is **medium to low** potential for encountering archaeological remains relating to the medieval period. Dunstrete was a major routeway and runs east-west across the southern area of the site. Finds of Medieval pottery and metal have been found on the site, as have features indicating occupation. Within the wider area, the exploitation of the landscape during this period would have included the area of the airport, and settlement is recorded during the period in the form of towns, villages, hamlets and isolated farms, including the major settlement of Minster to the south and the settlement at nearby Manston from the 12th Century.
- 5.2.11 These remains, if found, may be of **local** significance, and further inform us about changes in settlement land use patterns as the region develops, and by extension changes in the social and economic growth of the area.

Post-medieval

- 5.2.12 There is **medium to low** potential for encountering archaeological remains relating to the post-medieval period. Agricultural and quarrying activities have been encountered on the site, and dominate the activity in the wider study area. The main road continues in use and trackways across the site connect various post-medieval farmsteads. Historic maps indicate a series of field systems and very limited residential occupancy.
- 5.2.13 These remains, if encountered, are likely to be of **local** significance, and provide information regarding rural land use in the region during this period.

Modern

- 5.2.14 There is **medium to high** potential for encountering remains of archaeological interest relating to the modern period, which would most likely consist of remains relating to its use as an airfield. Successive phases of military use from the First World War to the Cold War, and recent commercial use has left archaeological remains and upstanding features, such as pillboxes, gun emplacements and trenches. The layout of the airport and buildings relates to the phases of development of the site, and document its prominent role, not only in the social and industrial development of the local area, but its wider role as part of the wartime defences of the south-east counties. While not listed, extant buildings and features dating to World War Two, both on and just outside the site, including the runway, original air traffic control tower and hangars, can be considered to have considerable group value pertaining to the history of the site and, more broadly, as an architectural or structural component of RAF military history and beyond.
- 5.2.15 These remains may be of **local to national** significance, as outlined in Table 5.2.

Table 5.2 Assessment of Archaeological Potential

Time Period	Potential of encountering sub-surface archaeological remains	Potential significance of possible archaeological assets
Early prehistoric	Medium	Local/Regional/National
Later prehistoric	Medium/High	Local/Regional/National
Roman	Medium/High	Local/Regional
Early medieval	Medium	Local/Regional/National
Medieval	Medium	Local
Post-medieval	Medium/Low	Local
Modern	Medium/High	Local/Regional/National

Construction Phase Effects

- 5.2.16 Construction activity has the potential to adversely affect archaeological remains. This would arise from the stripping of soil for construction access, compounds, roadways buildings and runway improvement.
- 5.2.17 Construction works associated with the taxiways and aprons, works for aircraft stands, cargo facilities, access, storage and parking have the greatest potential to impact upon archaeological remains due to the extensive land area under construction, although the existing taxiways and hardstandings will be used where possible to minimise new ground disturbance.
- 5.2.18 This work will have effects upon the archaeological resource on site over all construction phases. The phasing of development can be arranged to provide opportunities to deliver staged archaeological evaluation, investigation and mitigation, as an integrated part of the detailed development design and refinement of construction operations to be developed post-DCO.

Assessment of potential impact on buried archaeological remains

- 5.2.19 The exact nature and magnitude of archaeological effects has been assessed on a 'worst-case' basis, taking into consideration the date and nature of the archaeological remains anticipated, as informed by the Stonehill Park geophysical survey and more recently the Stonehill Park archaeological evaluation. These studies demonstrate variable levels of archaeological survival across the application site, but exclude the Northern Grass, which has been relatively undisturbed by modern land-use activities. Whilst there is archaeological field evaluation data for extensive areas of the application site, this is less so for the Northern Grass. In line with the worst case

approach, it is assumed that highly significant archaeological remains are present in the Northern Grass area and these may be harmed by intrusive groundworks.

- 5.2.20 Remains of high significance, such as particularly unusual or well-preserved examples of heritage assets, should they be present are most likely to relate to prehistoric and Romano-British period of occupation, as evident from the available archaeological information. The recent Stone Hill Park evaluation results demonstrate variable survival of archaeological remains, with a localised concentration of Romano-British settlement activity to the south west of the site, on part of the ridgeline along which the runway is located. In addition, two Bronze Age ring ditches were identified, which together with the Northern Grass ring ditch, form part of an extensive prehistoric landscape, further represented by the cropmarks on Telegraph Hill and the extensive Bronze Age funerary activity examined during the East Kent Access Road investigations and more widely across Thanet.
- 5.2.21 Alongside demonstrating the overall distribution of archaeological features, the Stonehill Park evaluation confirms that the quality of archaeological survival reflects the extent of previous disturbance. Whilst it was evident that there has been partial disturbance affecting archaeological remains in the areas evaluated, particularly across the ridge along which the runway lies, there is relatively good survival anticipated at the ends and to the south of the existing runway and within the Northern Grass.
- 5.2.22 The following assessment of the likely worst-case scenario, takes into account site-specific baseline information and the degree to which this conforms to wider patterns of archaeological distributions.
- 5.2.23 Archaeological remains of medium or high significance would be subject to a high magnitude of adverse change where new development is planned. This situation is unlikely to arise other than within the Northern Grass. Current information indicates the presence of prehistoric remains, including a burial monument, i.e ring ditch. This is one of three examples identified at the site, and is representative of the more common class of monument that typify the pattern of Bronze Age funerary and settlement remains found across Thanet. The two ring ditches examined the Stone Hill Park evaluation had clearly been disturbed, having largely or totally lost the central burial remains. Until there is further corroboration of the Northern Grass cropmark evidence through field evaluation, the quality of preservation or presence of additional archaeological monuments cannot be discounted. The total or substantive loss of the ring ditch and associated elements of the prehistoric landscape would be substantial harm and a significant effect.
- 5.2.24 Archaeological remains of lesser significance, due to poor survival or limited evidential value, are also likely to occur more widely within the site. These are also subject to adverse construction impacts, although the effect would be less than substantial harm given the relative value attached to this aspect of the archaeological resource. Current information suggests adverse effects for remnant archaeological features of lesser significance include features associated with attested Romano-British and mediaeval settlement activities. The total or substantive loss of these elements of the archaeological remains present would not be a significant effect.

Mitigation

- 5.2.25 It is assumed that remains of high significance are present at one or more locations in the Northern Grass and that the extent of such remains will need to be determined, so that illustrative development designs, that form part of a zonal masterplan, can be refined to achieve appropriate protection of heritage significance and the avoidance of harm.
- 5.2.26 Elsewhere the pattern of archaeological remains revealed in the Stone Hill Park archaeological evaluation suggests the adverse effects are limited to archaeological remains of lesser significance. Excavation and investigation prior to construction would be an acceptable form of mitigation where adverse effects cannot otherwise be achieved by avoidance of harm.
- 5.2.27 Key to archaeological mitigation is the inherent flexibility offered in the zonal approach adopted for masterplan preparation, together with a structured post-consent delivery process for generating informed development and archaeological mitigation proposals.

- 5.2.28 Archaeological evaluation works will be undertaken during Phase 1 of the Proposed Development. An Archaeological Evaluation WSI will be prepared in consultation with KCC's Heritage advisors in advance of works. Intrusive evaluation will include examination of the Northern Grass and locations where Quaternary head deposits occur, to allow effective mitigation to be implemented for those aspects of the archaeology not adequately represented in the Stone Hill Park evaluation.
- 5.2.29 The results of the archaeological evaluation and detailed construction designs will be discussed with KCC's Heritage advisors to determine an appropriate programme of activities to mitigate any adverse effects and to achieve appropriate archaeological protection. Restrictions to development layout, design and construction processes will avoid significant adverse effects for remains of medium or high significance, unless it is otherwise agreed to include these in a comprehensive site archaeological investigation programme addressing impact to those known archaeological remains of lesser significance. For instance, should evaluation corroborate the prehistoric ring ditch shown as a cropmark in the Northern Grass is part of a relatively isolated aspect of the wider prehistoric landscape, adverse effects may be appropriately mitigated by investigation and recording as part of comprehensive project archaeological research strategy addressing the adverse effects on remains of lesser significance that occur more widely at the site.
- 5.2.30 Whether or not the programme of archaeological and geoarchaeological investigation recording extends to remains of medium or high significance, a program of works will be agreed for the mitigation of remains of lesser significance. This will take the form of an Archaeological Mitigation WSI to be prepared in consultation with KCC, to mitigate the adverse effects of development for archaeological remains of lesser significance.

Significance of effect

- 5.2.31 Avoidance of harm to the more significant archaeological remains together with investigation and recording would effectively reduce the adverse effects of construction and development to not-significant.

5.3 Discussion of Setting

- 5.3.1 Setting is defined in the NPPF as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral' (Historic England, 2015b).
- 5.3.2 Historic England guidance follows this definition, and sets out a methodology for considering any effects on the significance of heritage assets arising from change to setting. This methodology comprises five steps:
- Step 1: identify which heritage assets and their settings are affected.
 - Step 2: assess whether, how and to what degree these settings make a contribution to the significance of the heritage asset(s).
 - Step 3: assess the effects of the proposed development, whether beneficial or harmful, on that significance.
 - Step 4: explore the way to maximise enhancement and avoid or minimise harm.
 - Step 5: make and Document the decision and monitor outcomes.
- 5.3.3 Within this study, visual change to setting was assessed on location and supported by the composite zone of theoretical visibility produced for the PEIR report (2018) (Chapter 11, fig.11.7), with impact of potential light pollution assessed using the models produced for the PEIR report (2018) (Chapter 11, fig. 11.39). Potential impact to setting from noise is considered within the recommendations of the Historic England Aviation Noise Metric (Temple Group Ltd. 2014), which set out a proposed noise metric for the assessment of effect on heritage assets arising through change to setting caused by aviation noise, and with reference to information recorded for the PEIR report (2018) (Chapter 12, table 12.13).

- 5.3.4 Given the potential for the airport to generate noise that could affect the significance of designated and non-designated heritage assets, the desk-based assessment examined heritage assets present within a noise envelope based on number of exceedances of a 60dB noise threshold and average aviation noise above 54dB (Figure 9.6).
- 5.3.5 The rationale and methodology for this was based upon that detailed in HE's Aviation Noise Metric Study. The study notes that noise has the potential to have both adverse and positive effects on the setting of heritage assets. It forms soundscapes, both positive and negative, which contribute to the appreciation, enhancement and enjoyment of heritage assets. The Aviation Noise Metric sets out a methodology for the identification of the scope of assessment based on magnitude and frequency of noise as expressed through absolute measures of noise equalised over time (LAEQ) and frequency of maximum noise exceeding a 60dB threshold (N60). In that the effects assessed in this chapter relate to change to the perception, experience and understanding of heritage assets, the methodology used here is distinct from the assessment of noise presented in Chapter 12, although it draws on the information gathered for and presented in that chapter.
- 5.3.6 Therefore, noise is considered in this assessment only in terms of potential effect on change to setting of heritage assets. The method comprises a qualitative assessment to identify assets which may have their change of setting affected by changes in levels of outdoor aviation noise. The assessment comprises two steps:
- 5.3.7 Step 1: Scoping – identify heritage assets with the potential for a noise impact through a process of scoping using the National Heritage List and noise contours. As the site is currently not operational it is not subject to aviation noise currently and so the N60 contour was used to initially identify heritage assets which might be sensitive to aviation noise.
- 5.3.8 Step 2: Assess the sensitivity of the asset to noise related impacts – the heritage assets which are identified in the scoping exercise are categorised according to how the sound environment contributes to the significance of the heritage asset as set out in the Aviation Noise Metric. The four categories are:
- 5.3.9 A: solitude, embedded with quietness, is intrinsic to understanding the form, the function, the design intentions and the rationale for the siting of a heritage asset;
- 5.3.10 B: a non-quiet and specific existing soundscape forms part of the functional understanding of the heritage asset;
- 5.3.11 C: the abandonment of a heritage asset; a monument, building or landscape, in antiquity (or more recently), has created a perceived 'otherworldly romanticism' enabled by the absence of anthropogenic sounds (quietness); or
- 5.3.12 D: the absence of 'foreign (modern) sounds' allow an asset to be experienced at 'a very specific point in time' that is intrinsic to understanding the heritage assets significance.
- 5.3.13 Heritage assets were considered for further assessment at the following levels, responding to thresholds identified in the Aviation Noise Metric (Figure 9.6):
- 5.3.14 below 54dB LAEQ, only the most sensitive heritage assets were considered (i.e those falling within Categories A, C and D);
- 5.3.15 between 54 and 57dB LAEQ, heritage assets with a specific sensitivity to noise were considered (i.e. those within Category B or with other sensitivity to modern noise);
- 5.3.16 Between 57 and 60dB LAEQ, heritage assets were considered where they are located in quiet or rural contexts;
- 5.3.17 all designated heritage assets within the 60dB LAEQ contour have been taken forwards for assessment.
- 5.3.18 Where heritage assets are occupied buildings, it is anticipated that average interior noise levels would be reduced by approximately 20dB, and mitigation measures outlined in Chapter 12: Noise would reduce noise levels within buildings within this noise contour to not significant levels.

- 5.3.19 It is an important distinction from the Noise Assessment (Chapter 12) that the consideration of effects of aviation noise on the historic environment presented here is not dependent on the gross measurement of predicted noise, but depends on the effect that change to noise would have on the perception and understanding of a heritage asset, and the nature of the heritage asset and its present setting are key considerations in this assessment.
- 5.3.20 Non-designated heritage assets within the 1km study area (Appendix 9.3) have also been considered for inclusion in the scope of assessment for change to setting arising from operational noise. The vast majority of identified non-designated heritage assets in this area comprise archaeological remains which do not have any discernible presence in the landscape and are significant for archaeological interest, which would not be affected by changes to in background noise (Appendix 9.5). For built heritage assets within the study area which retain a perceptual presence in the landscape related to the past use of Manston as a military airfield and civilian airport (Appendix 9.1, Table 4.2 and Table 4.3), the presence of aviation noise would not give rise to any adverse perceptual change in their settings. Consequently, the effects of aviation noise on non-designated heritage assets has not been considered further.
- 5.3.21 All noise contours used relate to the projected peak operational period at Year 20 of operation. Any noise effects would be of a lower magnitude in earlier years. Average noise contours for N60 and LAEQ have been calculated using the projected distribution of 70% of flights arriving from the west and departing to the east over Ramsgate, with 30% of flights arriving from the East over Ramsgate and departing to the west towards Herne Bay.
- ▶ In addition to average noise contours, the Aviation Noise Metric supports recommends the use of modal contours (i.e. assuming all flights arrive and depart in one direction), to reflect a worst-case where heritage assets are visited for relatively short periods of time. These are presented in Appendix 9.1. Comparison of modal noise contours with the designated heritage assets identified as potentially subject to adverse effects as set out in Appendix 9.1 (Appendix E) presents identifies limited difference in the LAEQ values experienced, as these assets are located to the south and north of the runway where these effects would be subject to limited change.
 - ▶ It is acknowledged that the exact modal balance has yet to be confirmed and will be dependent on a parallel process (CPAP1616 Airspace Change Proposal) which will be progressed during the process of the DCO application, but the 70/30 modal split reflects anticipated operating conditions based on prevailing wind conditions. The Noise Mitigation Plan (Section 12.5) sets out an aspiration to use runway 28 for take-off and Runway 10 for landings where possible to avoid overflights of Ramsgate.
 - ▶ In addition, the consideration of single-mode contours as set out in the Historic England Aviation Noise Metric means that all operational modes (i.e. the assumption all that all take-offs could be either east to west or west to east have been considered within the assessment of aviation noise effects on designated heritage assets. This represents an absolute worst-case for the potential contribution of noise to effects on heritage assets.

Current baseline

Visual

- 5.3.22 The site is located at an elevation of between 40m and 55m AOD, similar to that of the western edges of Ramsgate and Broadstairs to the east. Immediately to the south and west, the land has a lower topography of c. 10m to 30m AOD, inhibiting visibility of the airport. The principal settlements of Ramsgate and Broadstairs are at distance with intervening built development. The smaller settlements are located at slightly lower elevations with moderate levels of vegetation cover. The raised location of the site, intervening built development and vegetation means that facilities at the non-operational airport are not visible to the majority of nearby visual receptors.

Noise

- 5.3.23 The former civil aerodrome closed in May 2014 and operational aviation noise is now limited to a helicopter charter business, operating from a hangar at the north of the site on Spitfire Way. Settlements close to the site, including Acol, Manston, Minster and Cliffsend currently experience average noise levels of between 51dB to 53dB during daytime hours and 42dB to 48dB during the night-time. Ramsgate is clearly a very diverse area, with recorded daytime noise levels between 51dB at Ramsgate Harbour (Albion Place Gardens) to 54db at St Lawrence. Road traffic is the dominant cause of noise during the daytime, with levels of up to c. 60dB close to major roads, and is lessened during the night-time due to decreased traffic flow (see ES 2018, Chapter 12).

Lighting

- 5.3.24 Within the broader area, the highest levels of light radiance are found at the Port of Ramsgate and at Thanet Earth. The principal coastal settlements have high levels of radiance due to highway lighting and floodlighting. Radiance levels decrease to moderate within the study area, and increase again around the northern and western areas of the site. Light spill is predominantly discernible around settlements and industrial areas, with lighting columns present along sections of the A299.

Designated assets within the site

- 5.3.25 There are no designated assets within the site.

Designated assets outside the site boundary

- 5.3.26 The site, in its present form, has the potential to contribute to the setting of designated assets within a 1km radius, and to the Scheduled Monuments Monastic grange and pre-Conquest nunnery at Minster Abbey (List entry 1016850) and Saxon Shore fort, Roman port and associated remains at Richborough (List entry 1014642). Table 5.1 considers these assets by grade.

Table 5.1 Assessment of designated assets

Asset	Significance of setting	Assessment of effect
<p>Scheduled Monuments</p> <p>Enclosure and ring ditches sited 180m east-northeast of Minster Laundry (List Entry 1004203)</p>	<p>The primary value of this scheduled monument is evidential and below ground. No archaeological remains are observable at ground level and so views towards the asset do not contribute to setting. Views from the asset may contribute to setting, as associated with the wider landscape character.</p>	<p>The airport is visible from the asset. There is some potential for this asset to be associated with assets identified at the west end of the runway, but this is unconfirmed. The asset is positioned on a south-facing slope and the views south to the River Stour are most likely to have influenced the choice of location.</p> <p>Although within a 60dB noise contour (Figure 6), the setting of the site is not dependent on tranquillity. It lies adjacent to the A299 and the Minster Laundry industrial estate, and is currently subject to high levels of traffic noise.</p> <p>The asset is below ground and so light does not affect setting. It is in any case affected by light pollution from the adjacent Minster Laundry industrial estate.</p>

Asset	Significance of setting	Assessment of effect
Anglo-Saxon Cemetery south of Ozengell Grange (List Entry 1004228)	The primary value of this scheduled monument is evidential and below ground. No archaeological remains are observable at ground level and so views towards the asset do not contribute to setting. Views from the asset may contribute to setting, as associated with the wider landscape character.	<p>Changes to the proposed site may have a visual effect on the setting of this asset.</p> <p>Views towards the airport are obscured by vegetation. Situated on the ridge, it is the views south towards the sea which are more likely to have influenced the choice of location, rather than the views to the west.</p> <p>Although a cemetery within the 60dB noise contour, the age of the remains and current appearance as a cultivated field means that the setting of the site is not dependent on tranquillity. Tranquillity is in any case disturbed by its location between the railway and the A299/A256, adjacent to a busy roundabout.</p> <p>The asset is below ground and so light does not affect setting. It is also adjacent to a large residential area with associated light radiance.</p> <p>Changes to the proposed site should have no effect on the setting of this asset.</p>
<p>Scheduled monuments with listed buildings</p> <p>Monastic grange and pre-Conquest nunnery at Minster Abbey (List entry 1016850)</p>	The primary value of the nunnery lies below the monastic grange. The low-lying level of the ground at this location with high surrounding walls limits external views, enhancing a setting of isolation surrounding the grange. The extant buildings are the primary aesthetic concern.	<p>The asset is surrounded by walls and the built environment. There are no long distance views.</p> <p>It is located within the settlement of Minster, close to the station, with associated noise and light radiance. This detracts from the sense of seclusion and remoteness provided by the boundary walls. The site does not lie within the 60dB noise contour and is at the very edge of the maximum average contour.</p> <p>Changes to the proposed site should have no effect on the setting of this asset.</p>
Saxon Shore fort, Roman port and associated remains at Richborough (List Entry: 1014642)	The raised location of grade I Richborough Castle (List Entry 1363256) and the airport means that long distance visibility between the two sites is present; however, the main value of the setting of Richborough castle is now more immediate and related to the visible earthworks and standing walls. The original coastal setting has been lost over	<p>The asset is located at 5km distance from the site. Long-distance views include the airfield. They also include other large developments such as Thanet Earth. They are inhibited by topography, as the ridgeline creates a plateau which forms the immediate setting.</p> <p>Maximum noise level contours at 60dB, even for the largest planes do not reach as far as Richborough Castle. The castle</p>

Asset	Significance of setting	Assessment of effect
	<p>time and the remains now lie within a rural setting.</p> <p>The rest of the scheduled monument lies at lower levels, and its value is primarily evidential, with the structure of the Saxon shore fort itself (List Entry 1363256), being the primary aesthetic concern.</p>	<p>is subject to noise from the railway and the A256.</p> <p>The site is not usually open during night-time hours, and so long distance views of operational lighting at the airfield will not affect normal visitor experience.</p> <p>Changes to the proposed site may have a long distance visual effect on the setting of this asset.</p>
<p>Grade II* listed buildings</p> <p>Barn about 50 metres east of Ozengell Grange (List Entry 1336669)</p> <p>Wayborough Manor (List Entry 1224593)</p> <p>Cleve Court and Cleve Lodge (List Entry 1224683)</p>	<p>The value of these Grade II* Listed Buildings primarily lies in their group value with associated buildings within the relevant complex.</p>	<p>There is no direct intervisibility between the assets and the airfield. While lighting may be visible at distance through the foliage at certain times of year, these assets will not be directly illuminated by airfield lighting and are currently indirectly subject to similar low levels of light pollution from nearby residential or industrial areas.</p> <p>Ozengell Grange and Wayborough Manor do not lie within the 60dB noise contour. Cleve Court and Cleve Lodge falls within the 60dB noise contour.</p> <p>Changes to the proposed site may have a noise effect on the setting of the grounds of Cleve Court and Cleve Lodge.</p>
<p>Grade II listed buildings- rural setting</p> <p>Ozengell Grange (List Entry: 1085377)</p> <p>Cheeseman's Farm (List Entry 1223803)</p> <p>Flete Lodge (List Entry 1204244)</p> <p>Barn at Preston Farm (List Entry 1085444)</p> <p>Chapel House (List Entry 1224336)</p> <p>Rose Cottage and Pansy Cottage (List Entry 1224339)</p> <p>Tudor Cottage (List Entry: 1224545)</p> <p>Way House and Wayborough House (List Entry: 1266887)</p>	<p>The value of these Grade II Listed Buildings primarily lies in their group value with associated buildings within the relevant farm or estate complex.</p>	<p>These assets do not lie within the 60dB noise contour and the view to the airfield is obscured by topography and foliage.</p> <p>While lighting may be visible at distance through the foliage at certain times of year, these assets will not be directly illuminated by airfield lighting and are currently indirectly subject to similar low levels of light pollution from nearby residential areas.</p> <p>Changes to the proposed site should have no effect on the setting of most of these assets, but Way House and Way borough House and Chapel House have been considered for assessment for change to setting arising from aviation noise.</p>

Asset	Significance of setting	Assessment of effect
<p>Grade II listed buildings- semi-urban/urban settings</p> <p>Psalm Cottage (List Entry: 1224337)</p> <p>Rose Cottage (List Entry:1266885)</p> <p>Bay Tree Cottage (List Entry:1224499)</p> <p>Granary about 25m south of Manston Court Farmhouse (List Entry:1336626)</p> <p>Remains of Monastic Building (List Entry:1085443)</p> <p>Manston Court and adjacent Wall (List Entry:1336625)</p> <p>Grove Farmhouse (List Entry:1085442)</p> <p>Barn at Manston Green (List Entry:1085445)</p> <p>Old Forge House (List Entry:1336624)</p> <p>Manston War Memorial (List Entry:1430779)</p> <p>53 and 55 Foad's Lane (List Entry 1085409)</p>	<p>These Grade II Listed Buildings are located within the urban settings of Manston, Manston, and Cliff's End and gain their value from their immediate environment as part of the character of those settlements.</p>	<p>The built environment obscures the view between the urban areas and the airfield. They will not be directly lit by the airfield and are subject to local levels of residential light pollution. They are not within the 60dB noise contour.</p> <p>Changes to the proposed site should have no effect on the setting of these assets.</p>
<p>Grade II listed buildings- other</p> <p>Prospect Inn (List Entry: 1224448)</p> <p>Eastern of two Concrete Second World War 4-inch gun emplacements (List Entry 1429581)</p>	<p>Prospect Inn is currently part of a Holiday Inn hotel. Frequented by airmen stationed at Manston Airport, this building is associated with the historic aviation use of the site.</p> <p>The gun emplacement is associated with military use of the site. The value of its setting is in the evidential structure.</p>	<p>Continued use of the site as an airfield has historic links with these assets.</p> <p>Close to the airfield, visibility from Prospect Inn to the airfield is currently obscured by topography. Visibility of flights taking off from the airport will enhance setting given the historic links. Prospect Inn lies within the 60dB noise contour, but is adjacent to the A229, and so daytime noise is unlikely to have an adverse impact. The property will not be directly lit by the airport and is already affected by street lighting. Due to its function, any distant visible lighting associated with the airport would enhance the historic relationship.</p> <p>There is no visibility between the gun emplacement and the airfield due to topography, intervening built environment and distance. It does not lie within the 60dB noise contour. Distance precludes any change to setting from lighting.</p>

Asset	Significance of setting	Assessment of effect
		Changes to the proposed site may have a positive effect on the setting of Prospect Inn and no effect on the setting of the gun emplacement.
Conservation Areas	The primary value of these assets is in the historic buildings, location and composition of open space.	Visibility between all of these conservation areas and the airfield is obscured by topography, vegetation and the built environment. They do not lie within the 60dB contour, although they are likely to lie under the flightpath. As settlements, they produce light pollution. This is greater in the larger settlements of Ramsgate and Broadstairs.
Ramsgate		
Broadstairs		
Minster	Additionally, the settings of Ramsgate and Broadstairs near the sea, as a reflection of function, contributes to their visual setting. The inland setting of Minster and Acol contributes to their semi-rural character.	Changes to the proposed site should have no effect on the setting of these assets.
Acol		

Non-designated assets within the site

- 5.3.27 The setting of extant buildings and features on the site and related structures within the study area (tables 4.2 and 4.3) are directly related to the historic use of these buildings as part of an airfield complex. Those identified as having group value pertaining to the history of the site and, more broadly, as an architectural or structural component of RAF military history and beyond, will have their setting enhanced by continued use of the site as an airfield. For the majority, it is association with the airfield which forms their primary value, and not views between contemporary buildings. One exception is the view between the RAF control tower and the runway which can be considered significant because of the relationship between setting and function. Illumination of these assets and noise associated with operational activity has the potential to enhance setting, by reflecting former function.

Historic landscape character

- 5.3.28 The airfield itself and the Wantsum Channel form the primary elements of the historic landscape character in this area. Continued aviation use is consistent with the historic character of the airfield and associated uses. The Wantsum channel will not be directly affected, Due to the topography of the site on a ridge in the landscape, views to and from the Wantsum Channel are very limited. Development at the site should cause no change to the historic landscape character of the area.

6. Conclusion and Recommendations

6.1 Conclusion

- 6.1.1 The site lies within an area of moderate to high potential for Prehistoric and Roman archaeology, with moderate potential for Anglo-Saxon and Medieval remains. The site formed part of the medieval and post-medieval rural and industrial landscape, but experienced significant change in the 20th Century when it was converted for aviation use. It is this use which has shaped and influenced the local area in the modern period, and the role of the airfield during both World Wars and the Cold War have shaped both its history and contributed to the military history of the south-east.
- 6.1.2 The immediate surrounding area also evidences much archaeological activity from prehistoric flint, pottery and burials, Roman and Anglo-Saxon remains, to a post-medieval agricultural landscape as described in the baseline above which gives a strong indication that there is further potential for archaeological artefacts and deposits to be located on the site.
- 6.1.3 Despite modern disturbance and intrusion in some areas of the site, overall there is a high potential for the survival of archaeological remains from a variety of past time periods on the site, including potential for remains of potentially regional or national significance.

6.2 Recommendations

- 6.2.1 Preliminary geophysics results in support of planning application OL/TH/16/0550 suggested the presence of archaeological features on the site. In particular, high concentrations of anomalies were observed to the east of the runway, the west central area of the site and north-west of the passenger terminal. The results of subsequent trial trenching in this area carried out as part of the Stone Hill Park application have not been made available, and will need to inform any future mitigation strategy, including potential for avoidance of assets or further intrusive investigation. The Northern Grass was not covered as part of this work and further archaeological survey is recommended.
- 6.2.2 Archaeological monitoring during any below ground disturbance prior to further archaeological evaluation is also recommended, particularly where deep excavations are proposed such as any ground investigation works, as the potential for presence of remains of all periods is considered to be fairly high.
- 6.2.3 Liaison between the archaeological and geotechnical ground investigation team is recommended in order to share data regarding below ground conditions, deposit modelling and observation of boreholes and borehole logs, due to the high potential for prehistoric, including Palaeolithic, remains.
- 6.2.4 Due to the group value of extant modern features and buildings, a minimum of a level 2 building recording is recommended for buildings or structures being substantially altered or demolished.

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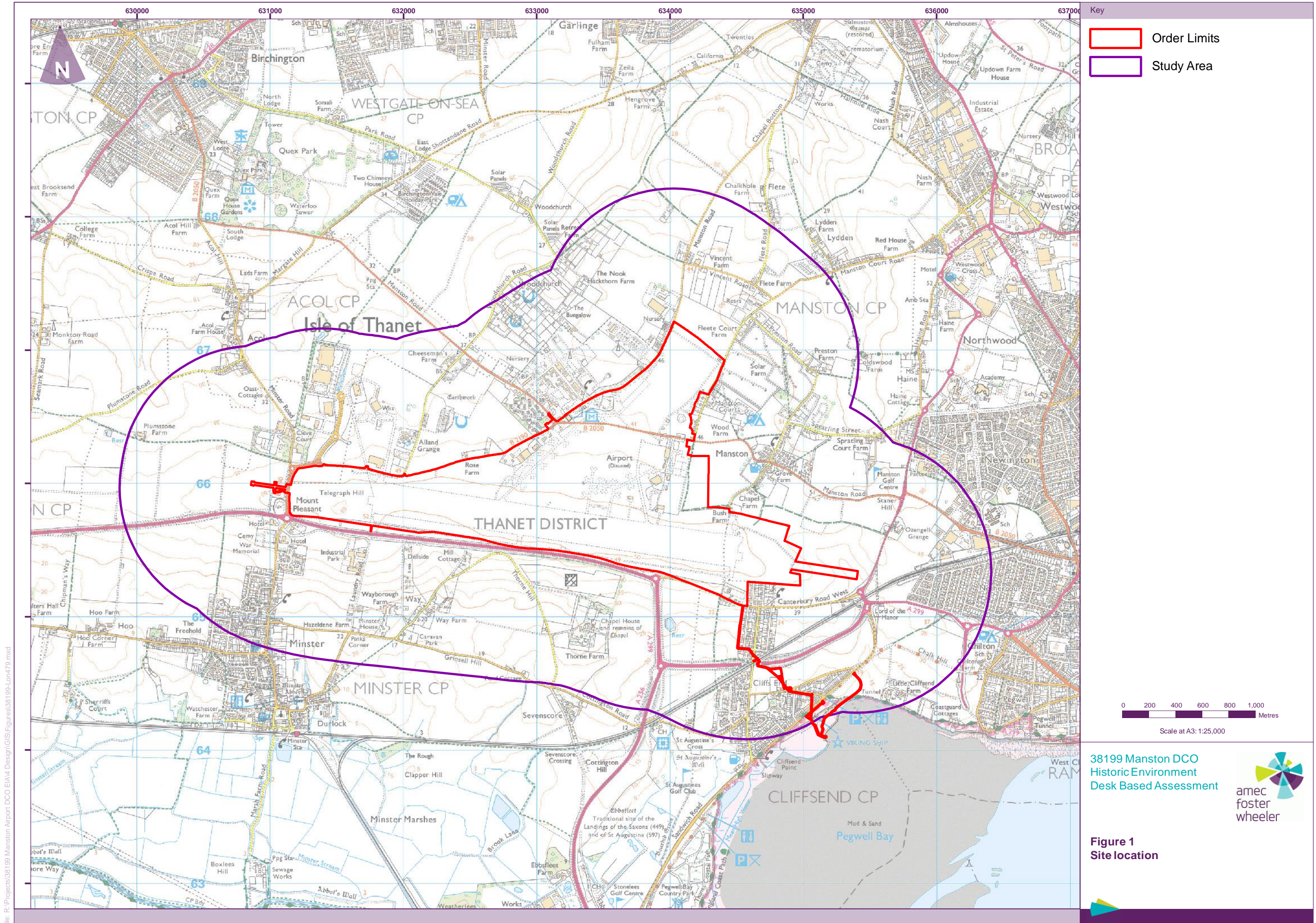
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Appendix A Figures



Key

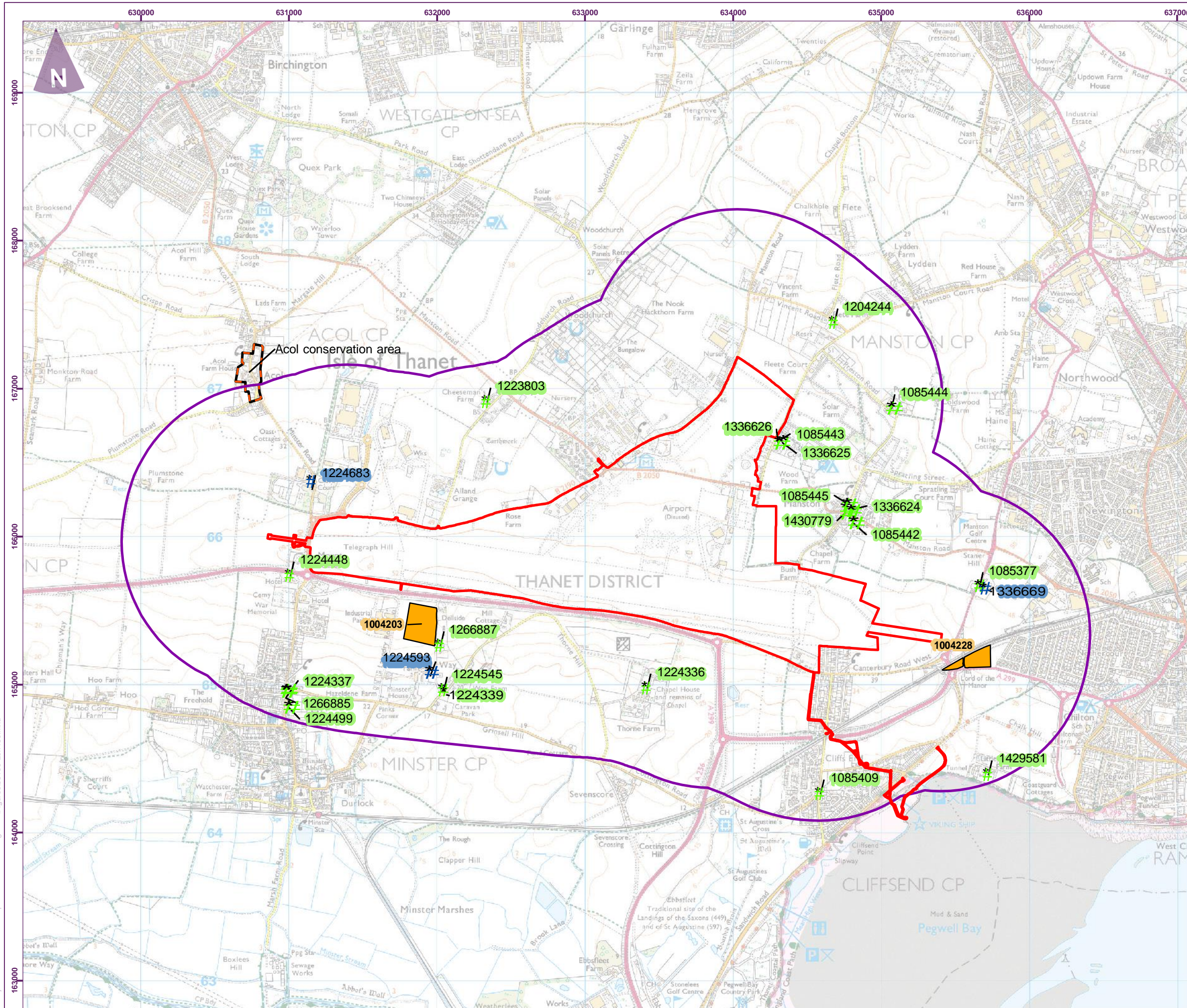
- Order Limits
- Study Area

38199 Manston DCO
 Historic Environment
 Desk Based Assessment



Figure 1
 Site location

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- Order Limits
- Study Area
- # Grade II* Listed Building
- # Grade II Listed Building
- Scheduled Monument
- Conservation Area

Note:
 The Historic England GIS Data contained in this material was obtained on 21/12/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

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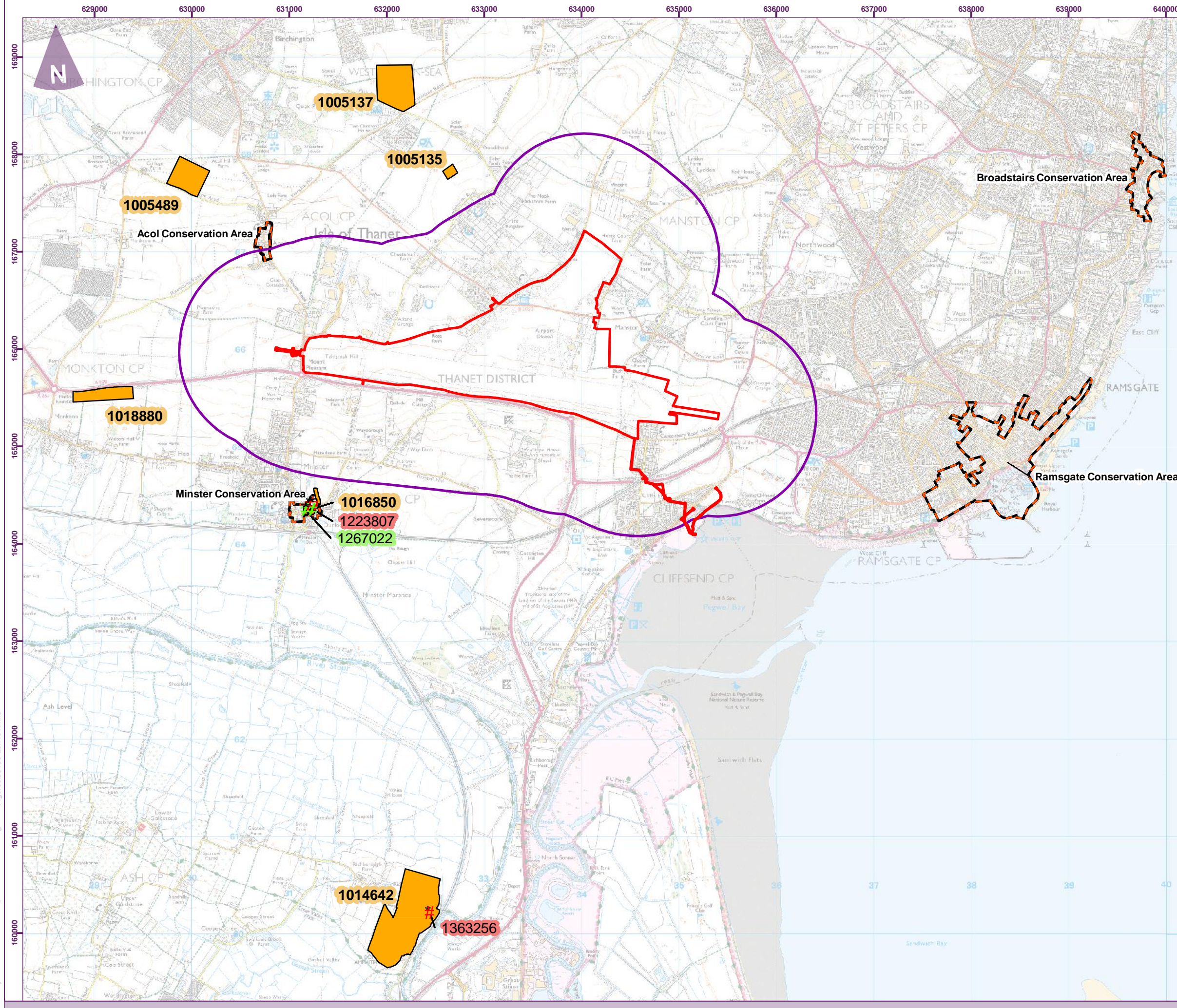
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 Historic Environment
 Desk Based Assessment

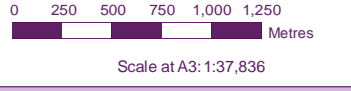
**amec
 foster
 wheeler**

Figure 2
 Designated heritage assets within the study area



- Order Limits
- Study Area
- Scheduled Monument
- Grade I Listed Building
- Grade II Listed Building
- Conservation Area

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.



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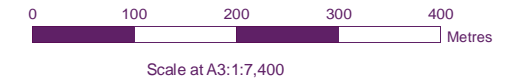
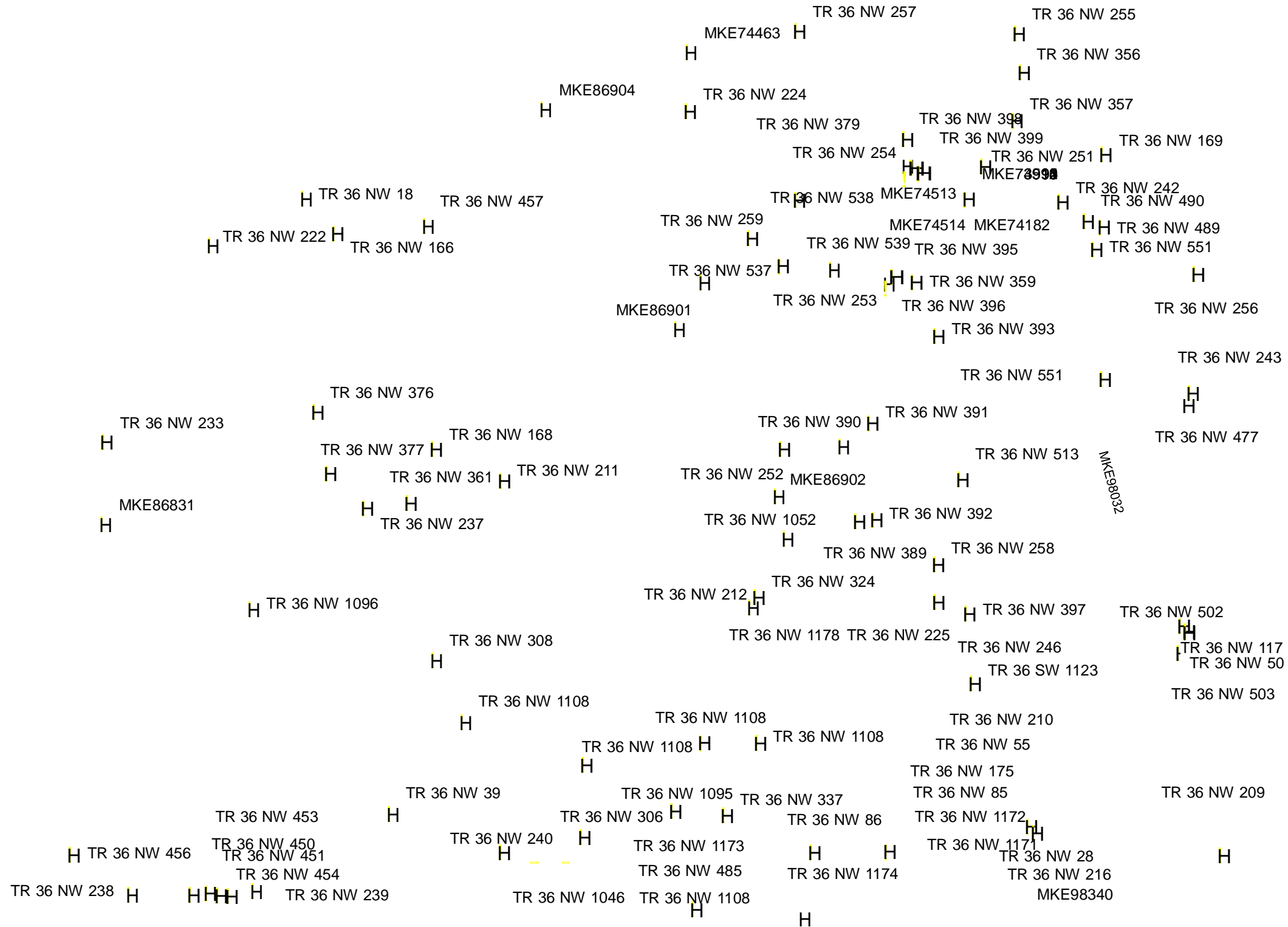
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Designated heritage assets beyond the study area

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Order Limits

Study Area

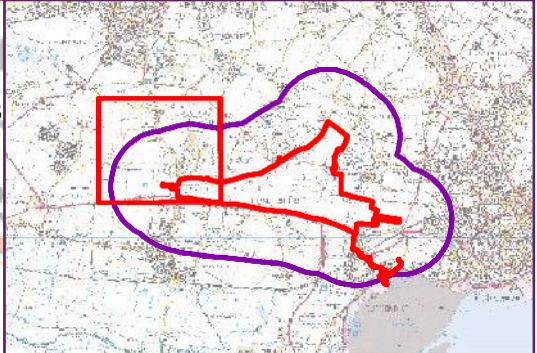
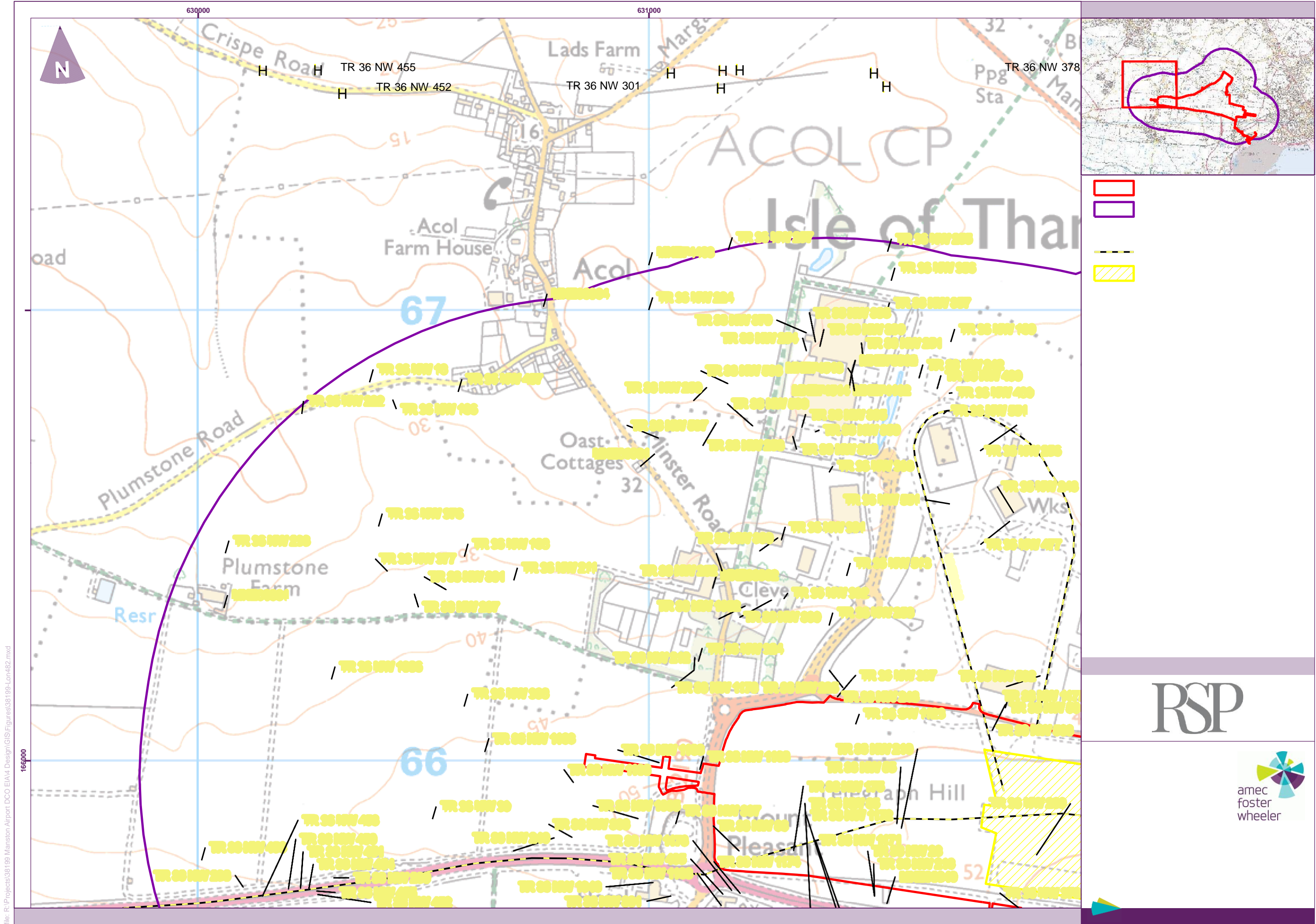
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- Non-designated Heritage Asset Linear
- Non-designated Heritage Asset Area






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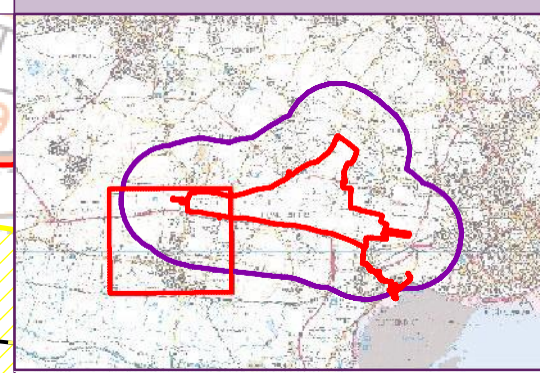
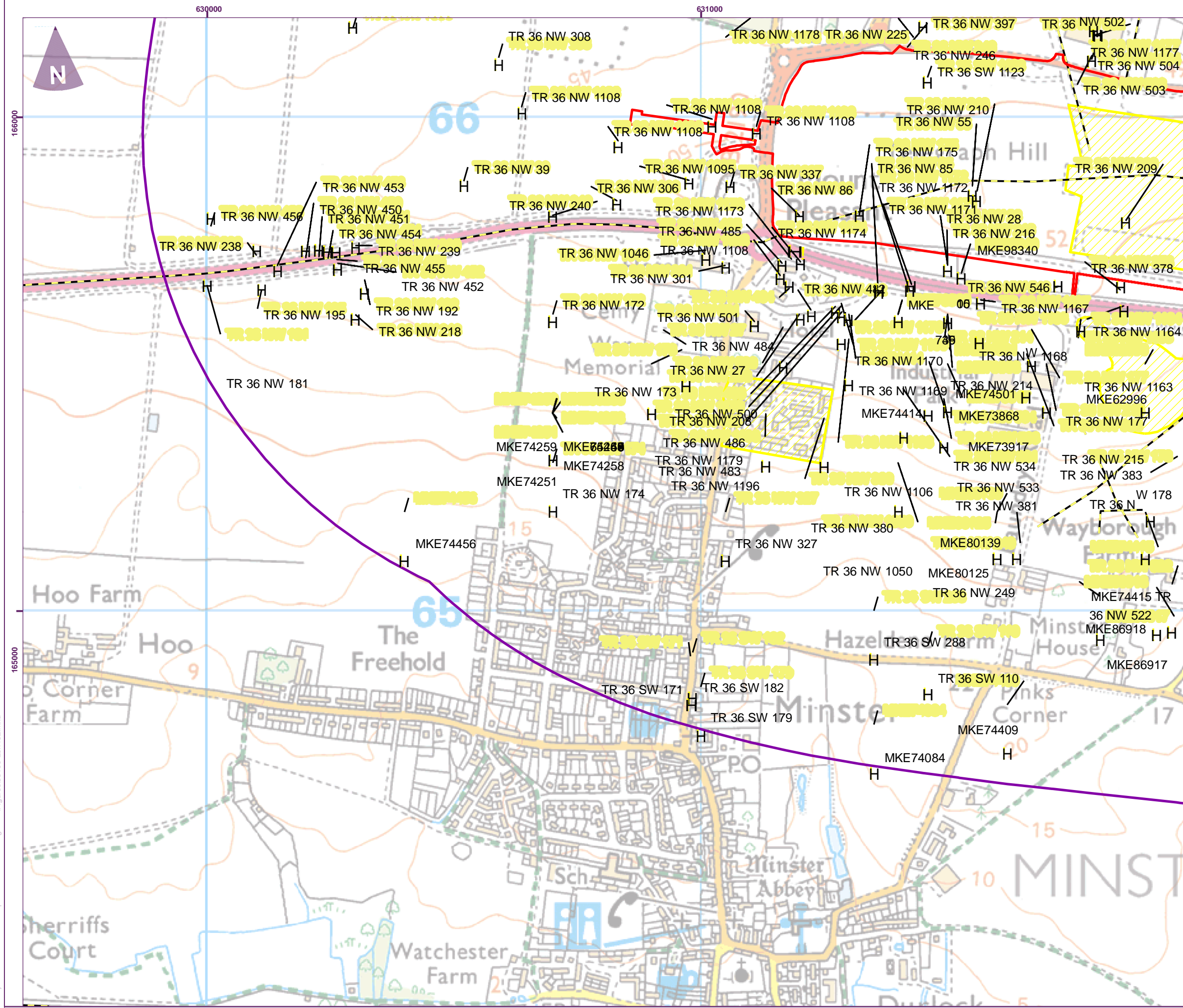
Figure 4.a
Non-designated heritage assets within
the study area



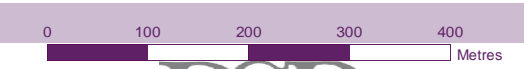
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-  Purple outline
-  Yellow hatched area

RSP





- Order Limits
- Study Area
- H Non-designated Heritage Asset Point
- Non-designated Heritage Asset Linear
- Non-designated Heritage Asset Area



Scale at 1:17,500
Client **RSP**

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Desk Based Assessment

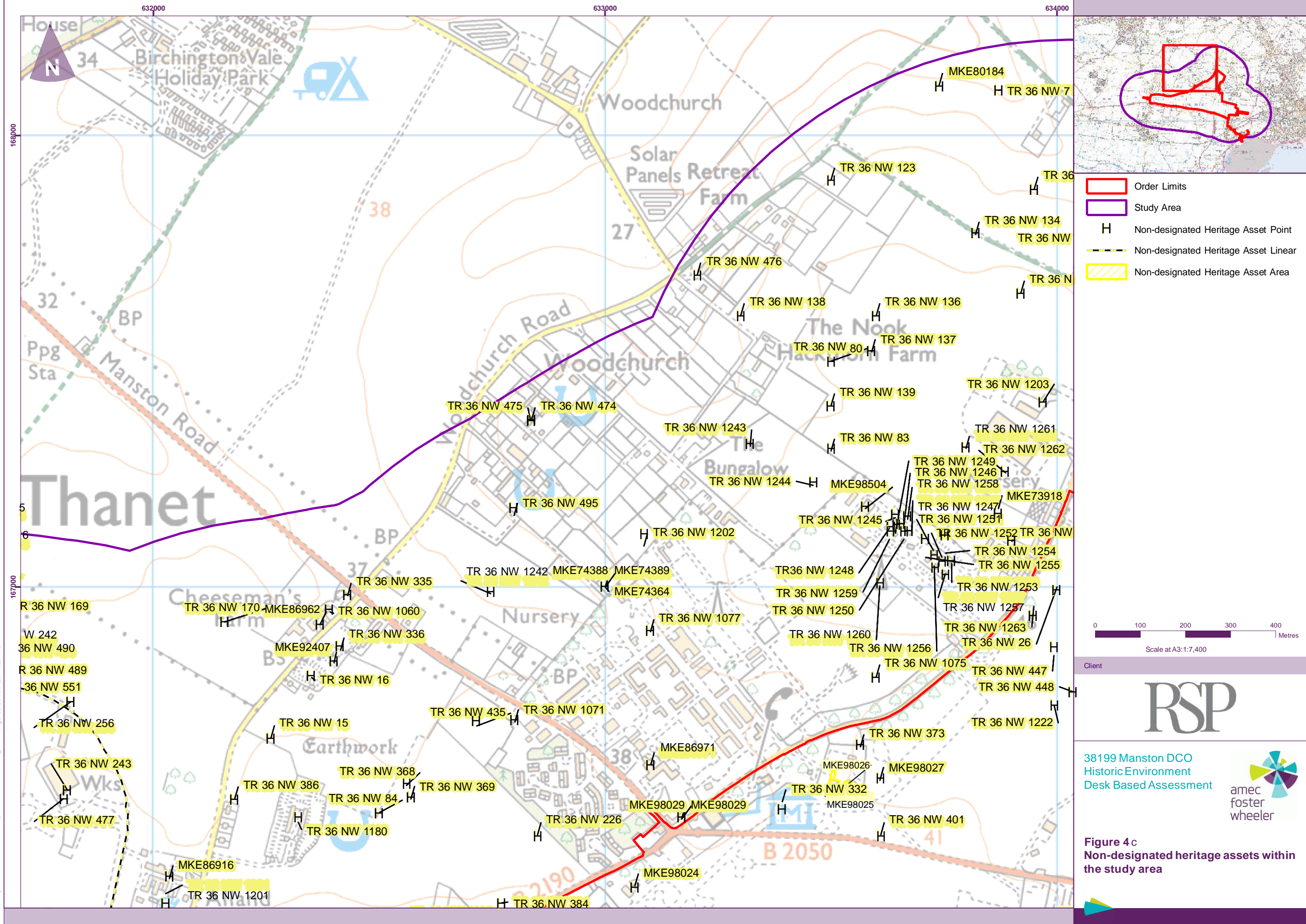
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Non-designated heritage assets within

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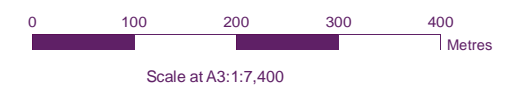
Key

the study area



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- Order Limits
- Study Area
- H Non-designated Heritage Asset Point
- Non-designated Heritage Asset Linear
- Non-designated Heritage Asset Area



Client



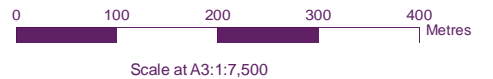
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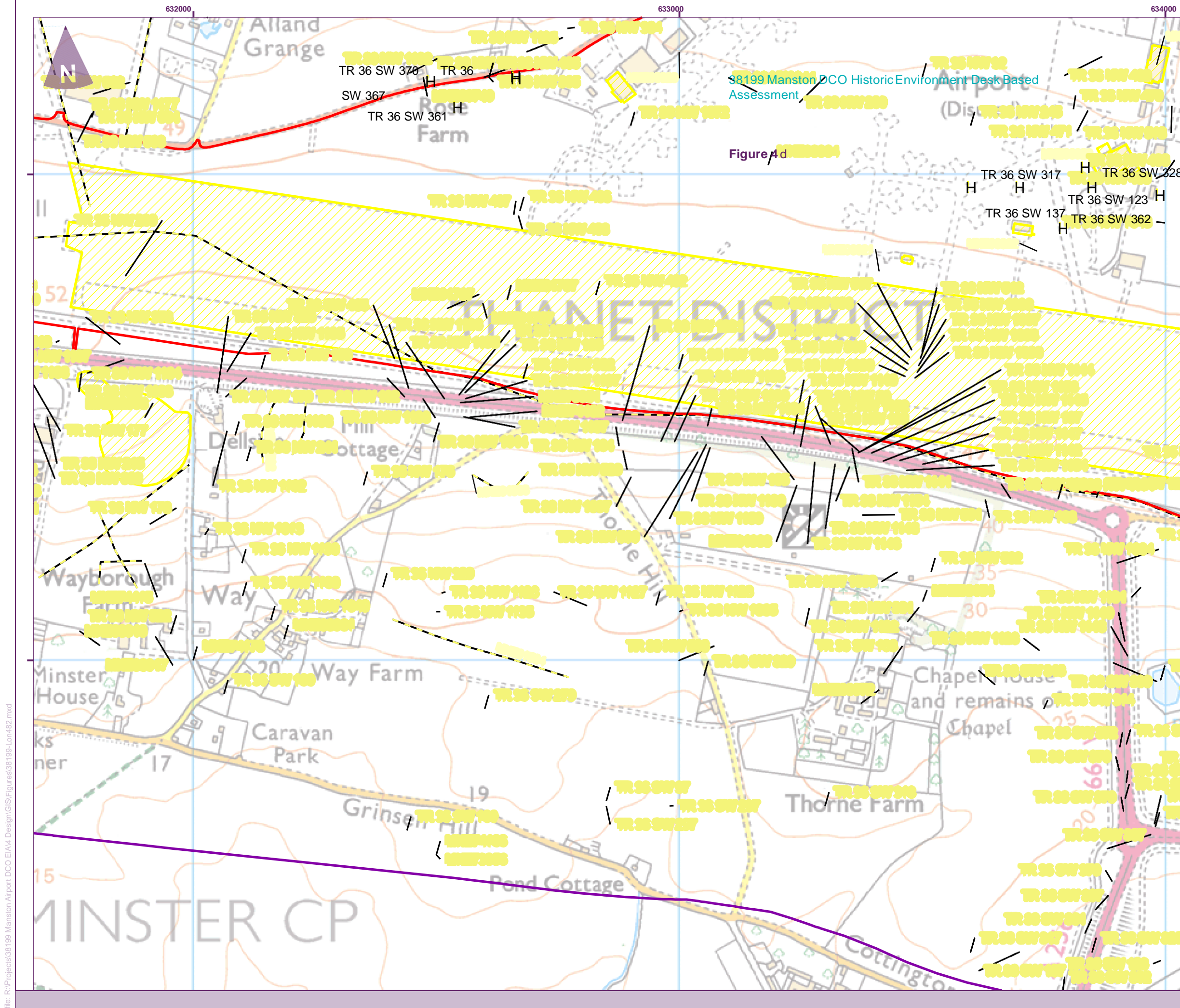


Figure 4 c
Non-designated heritage assets within
the study area



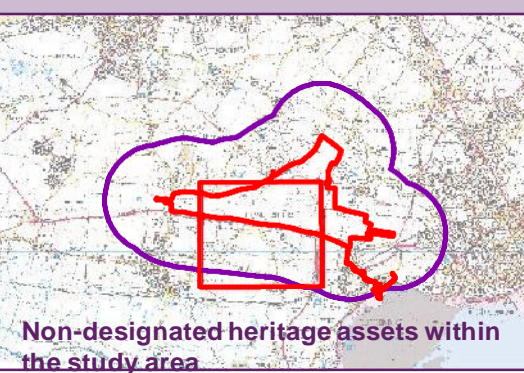
Order Limits
Study Area
H Non-designated Heritage Asset Point
Non-designated Heritage Asset Linear
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38199 Manston DCO Historic Environment Desk Based Assessment

Figure 4d



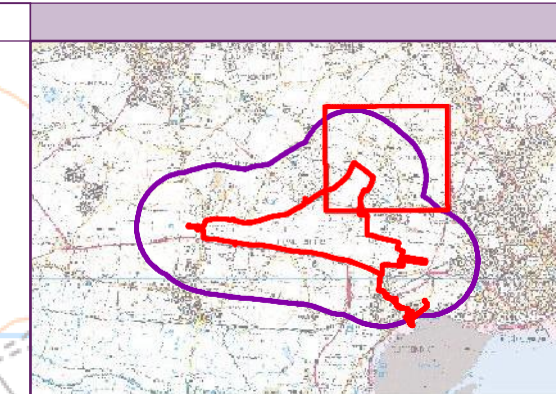
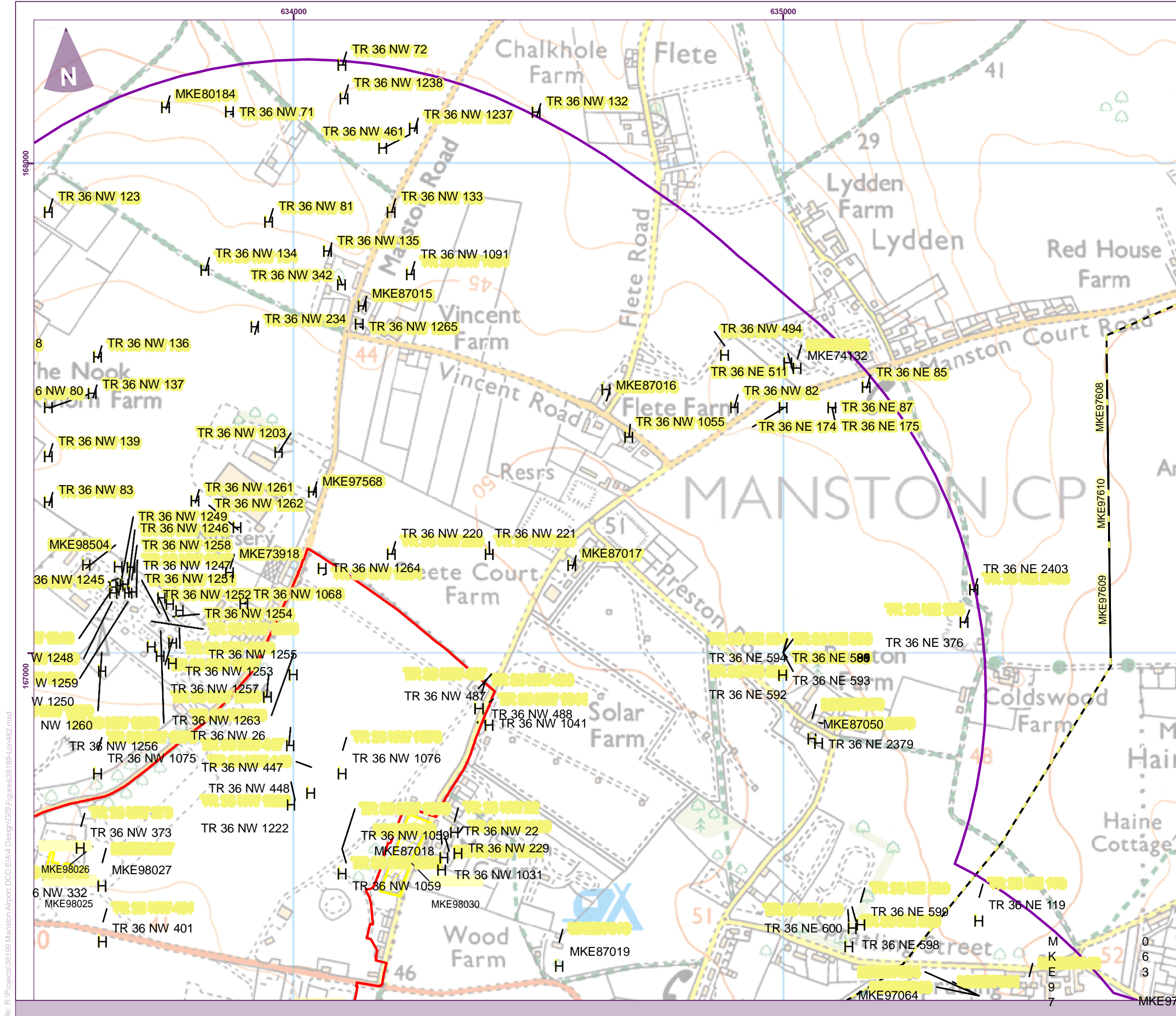
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-  Dashed black line
-  Yellow hatched area

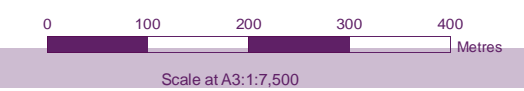
RSP



amec
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wheeler



- Order Limits
- Study Area
- H Non-designated Heritage Asset Point
- Non-designated Heritage Asset Linear
- Non-designated Heritage Asset Area



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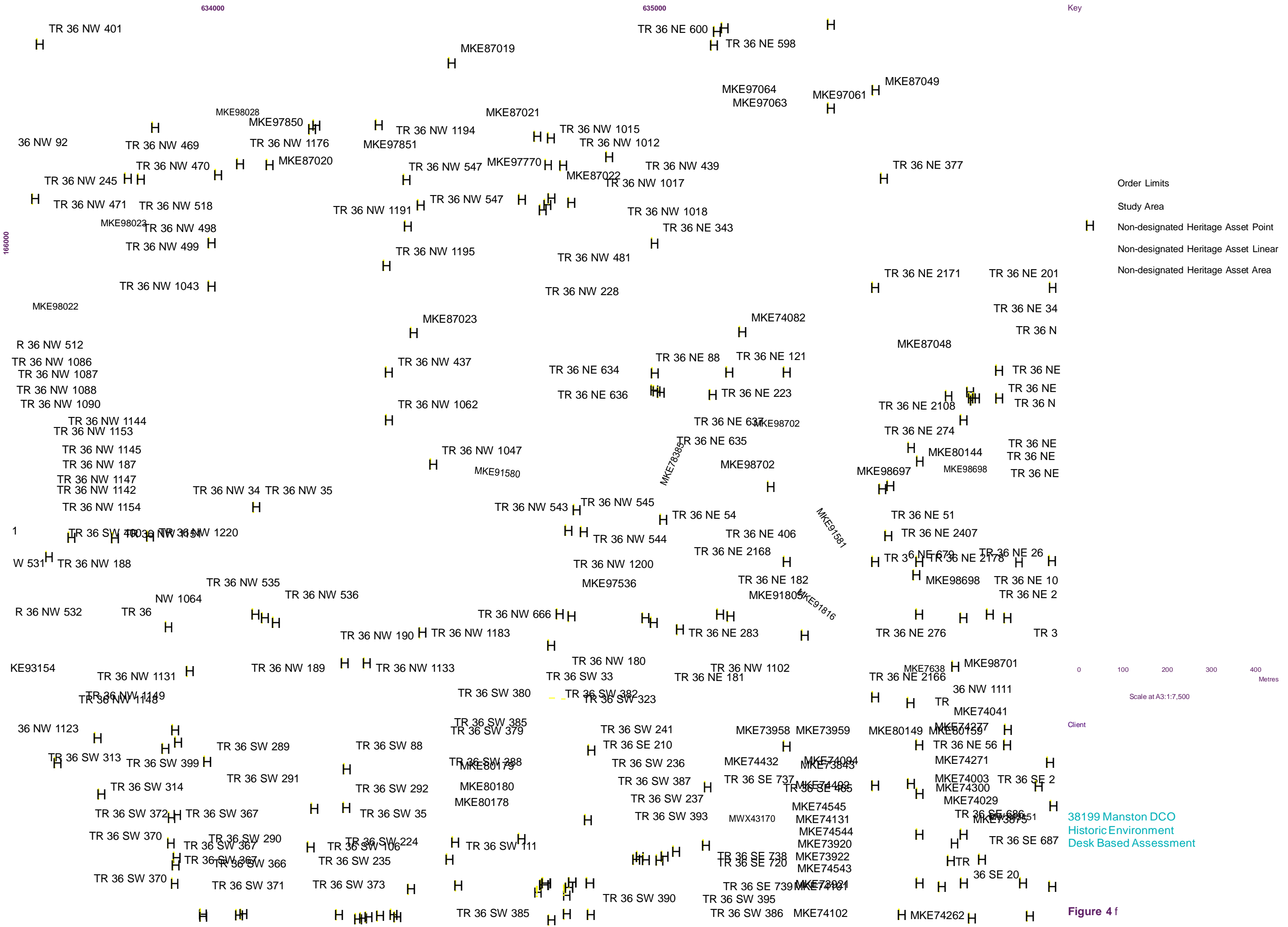
38199 Manston DCO
 Historic Environment
 Desk Based Assessment

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Figure 4 Non-designated heritage assets within the study area

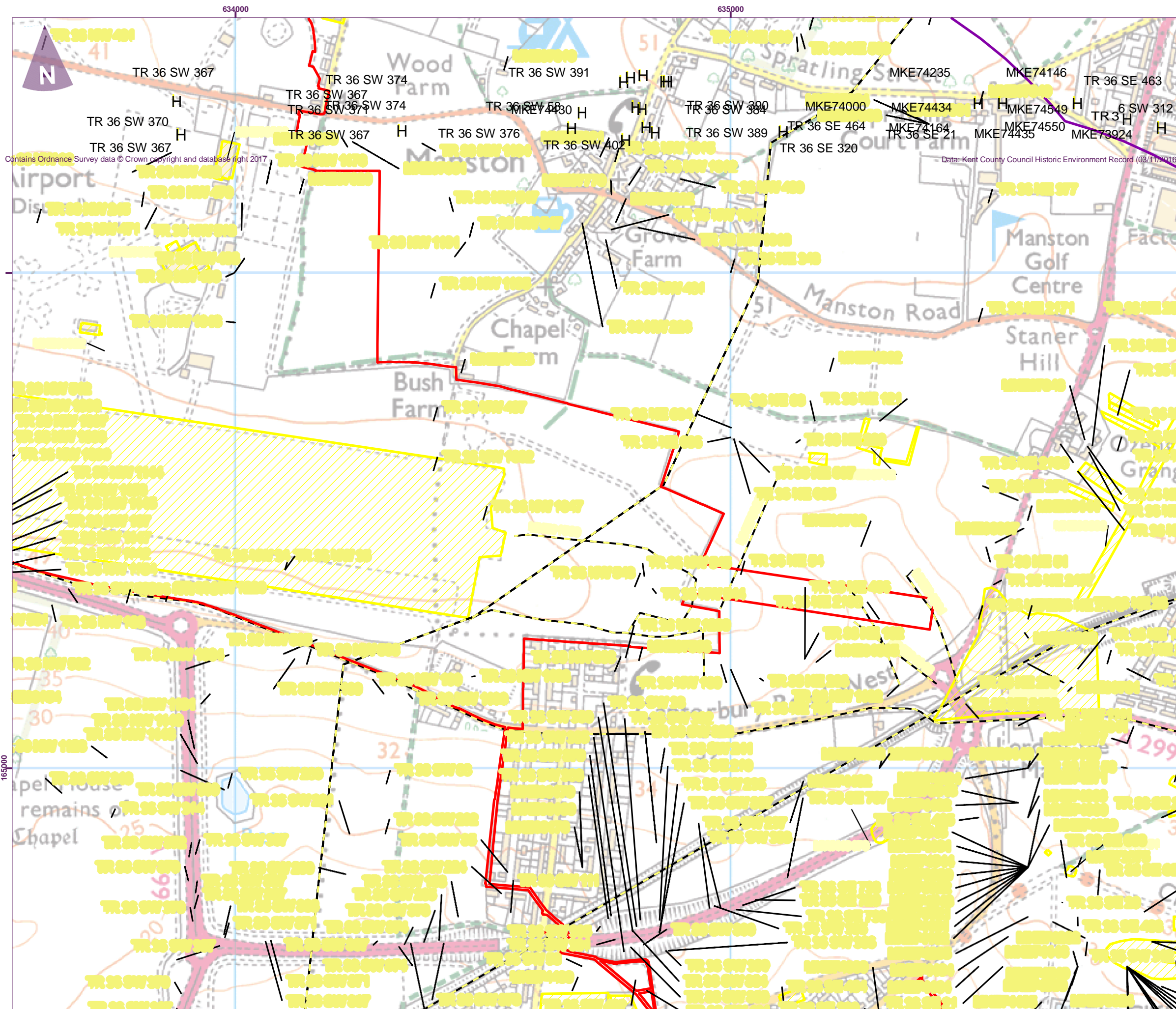


- Key
- Order Limits
 - Study Area
 - Non-designated Heritage Asset Point
 - Non-designated Heritage Asset Linear
 - Non-designated Heritage Asset Area

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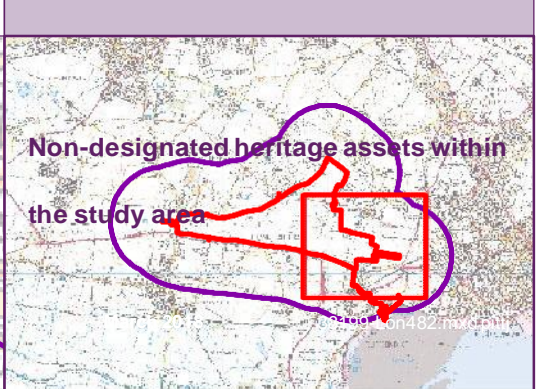
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Historic Environment
Desk Based Assessment

Figure 4 f







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Data: Kent County Council Historic Environment Record (03/11/2016)



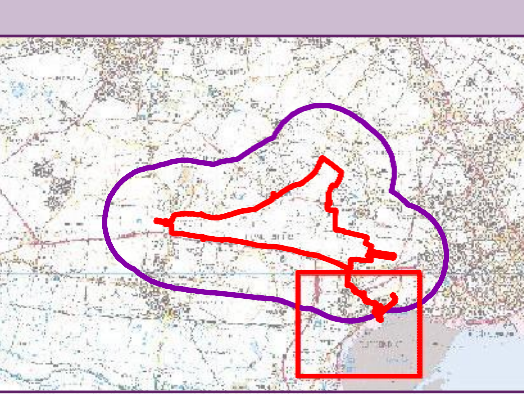
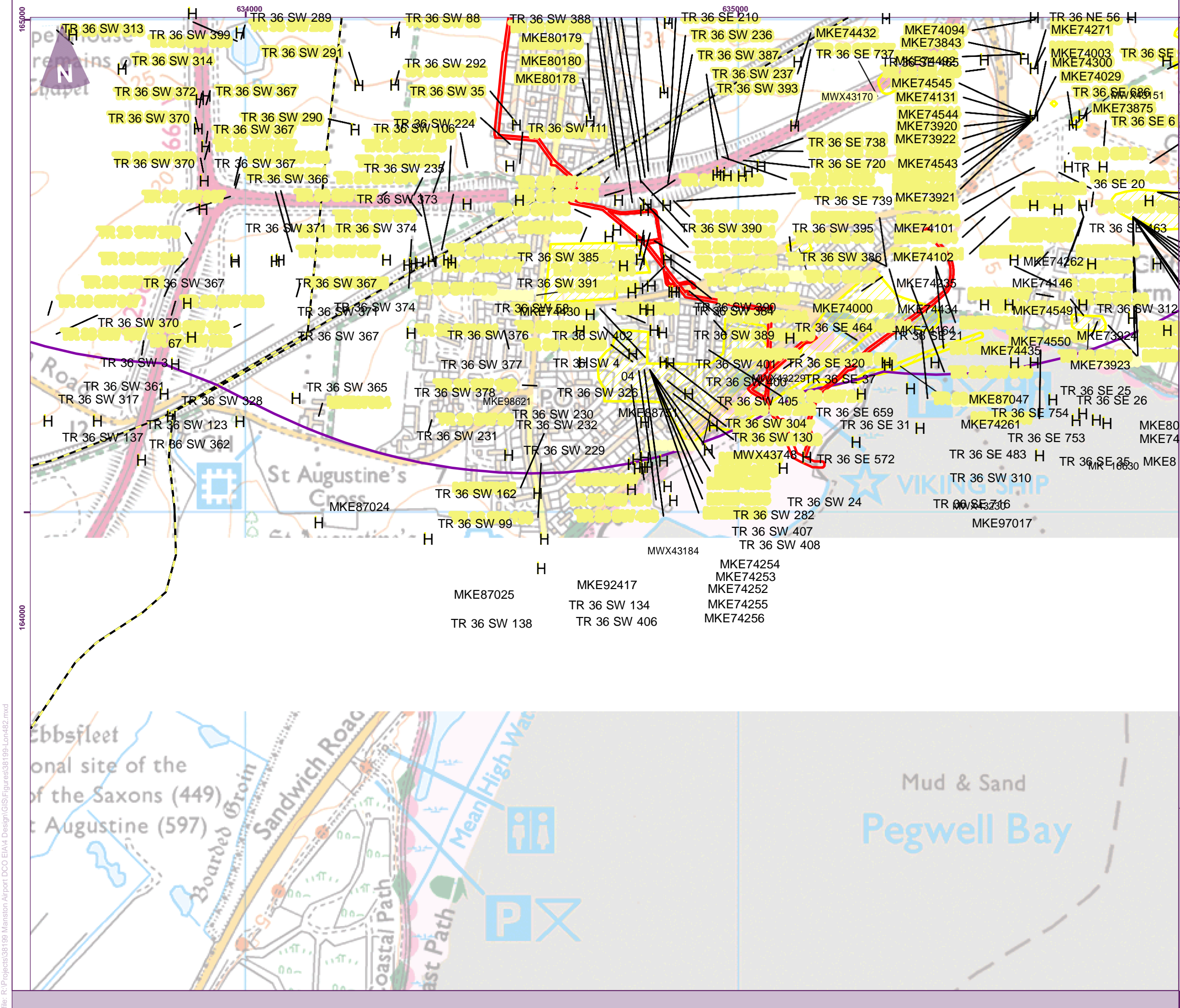
Non-designated heritage assets within the study area

-  Red outline
-  Purple outline
-  Dashed black line
-  Yellow hatched area



RSP





- Non-designated Heritage Asset Linear
- Non-designated Heritage Asset Area
- Order Limits
- Study Area
- H Non-designated Heritage Asset Point



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Historic Environment
Desk Based Assessment

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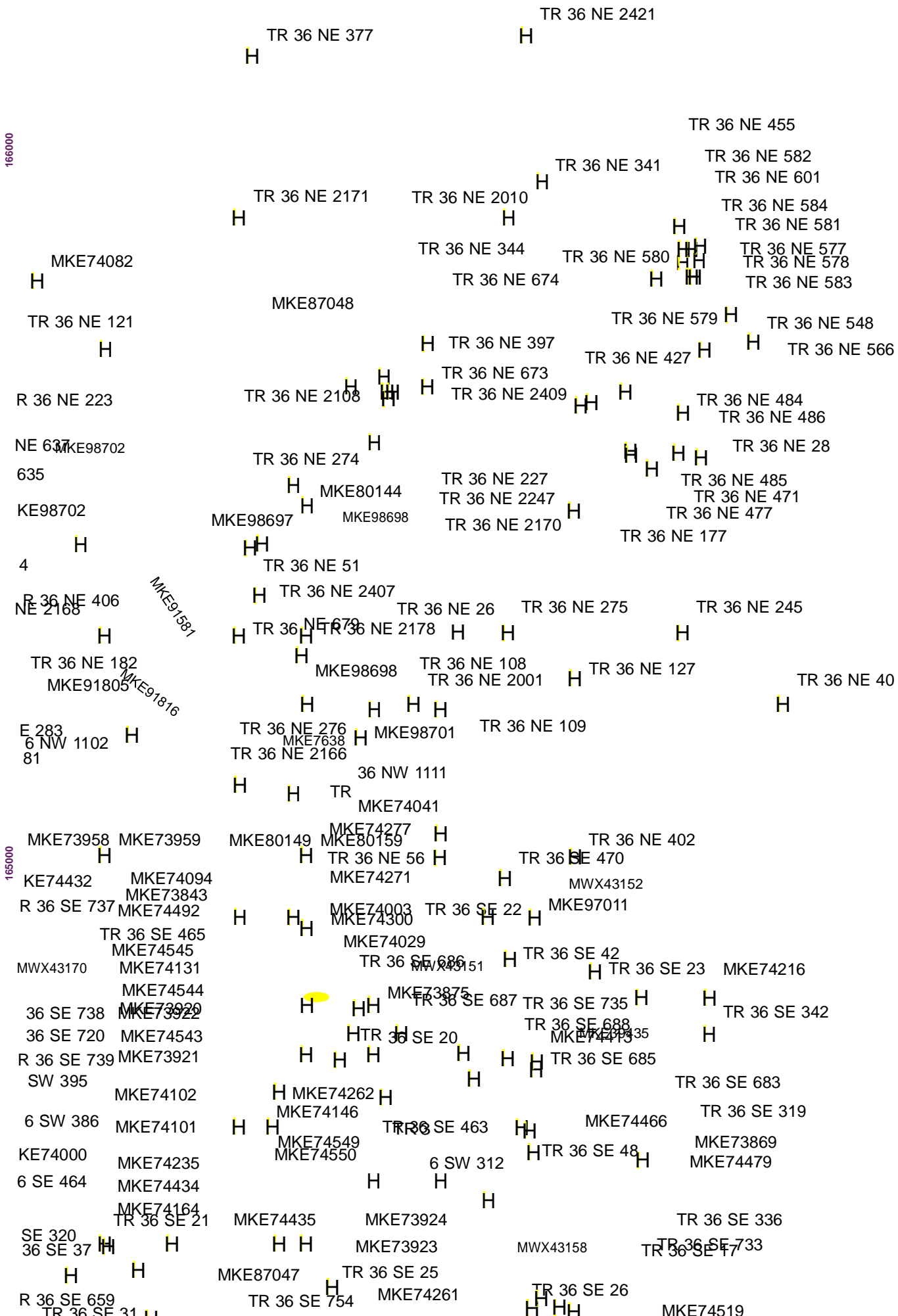
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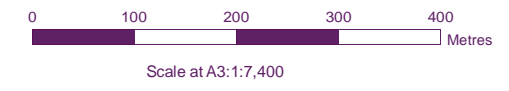
Figure 4 g
Non-designated heritage assets within
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- Order Limits
- Study Area
- H Non-designated Heritage Asset Point
- Non-designated Heritage Asset Linear
- Non-designated Heritage Asset Area

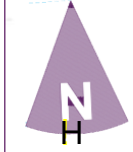


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Historic Environment

Desk Based Assessment

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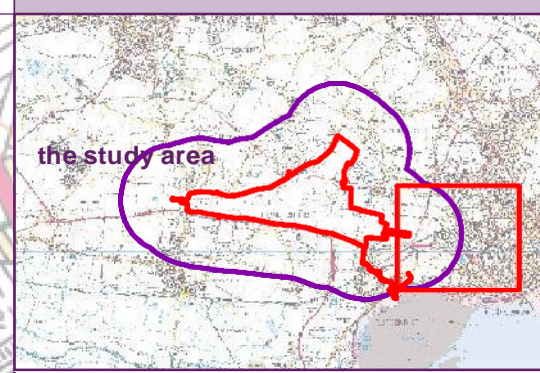
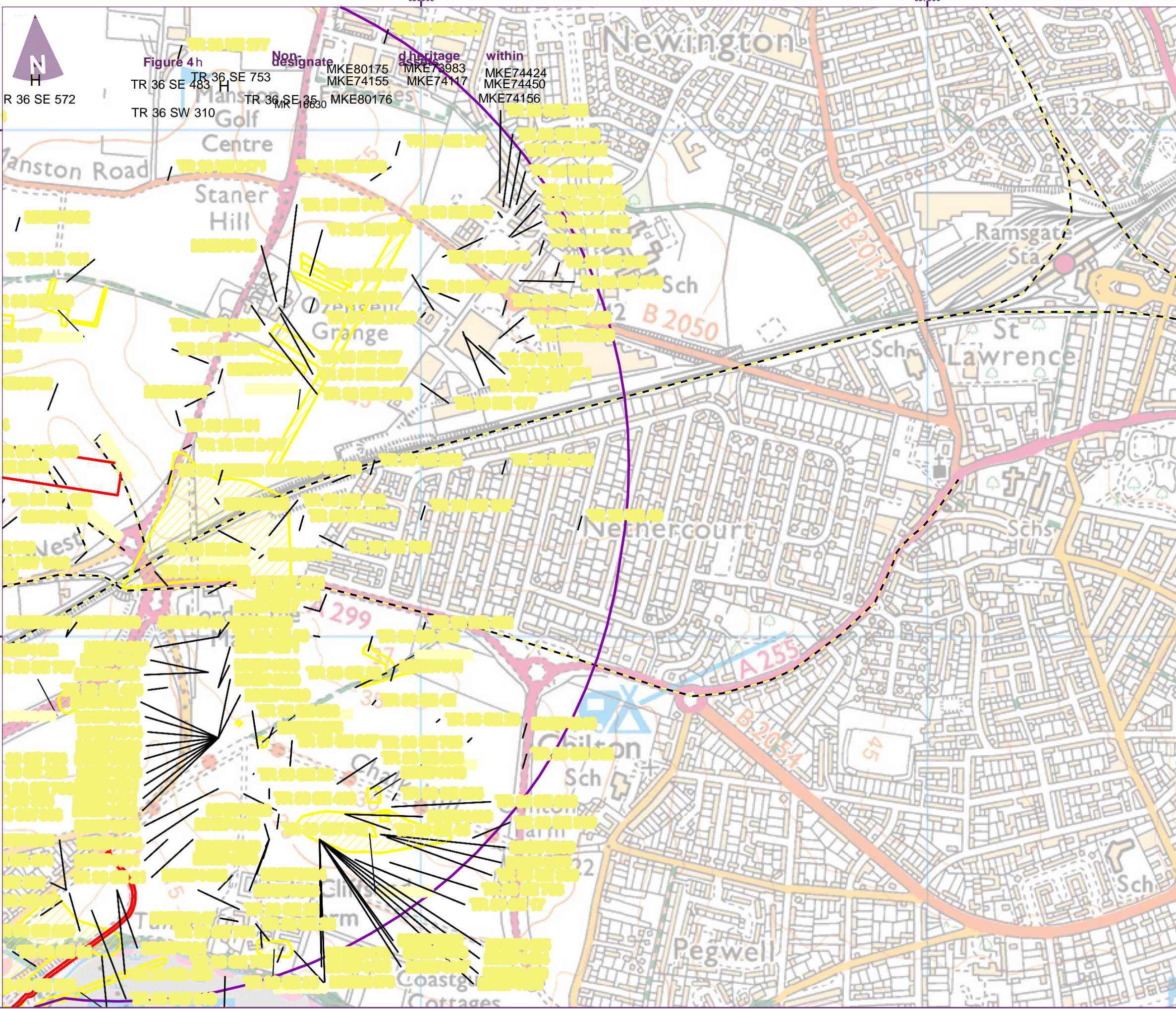
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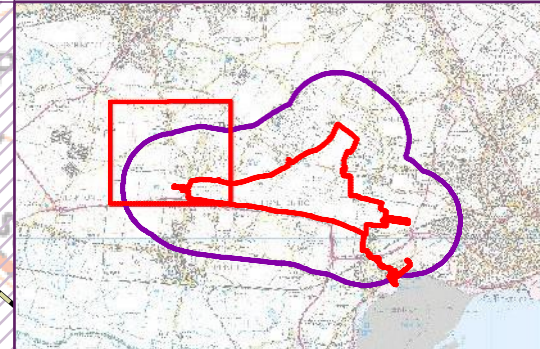
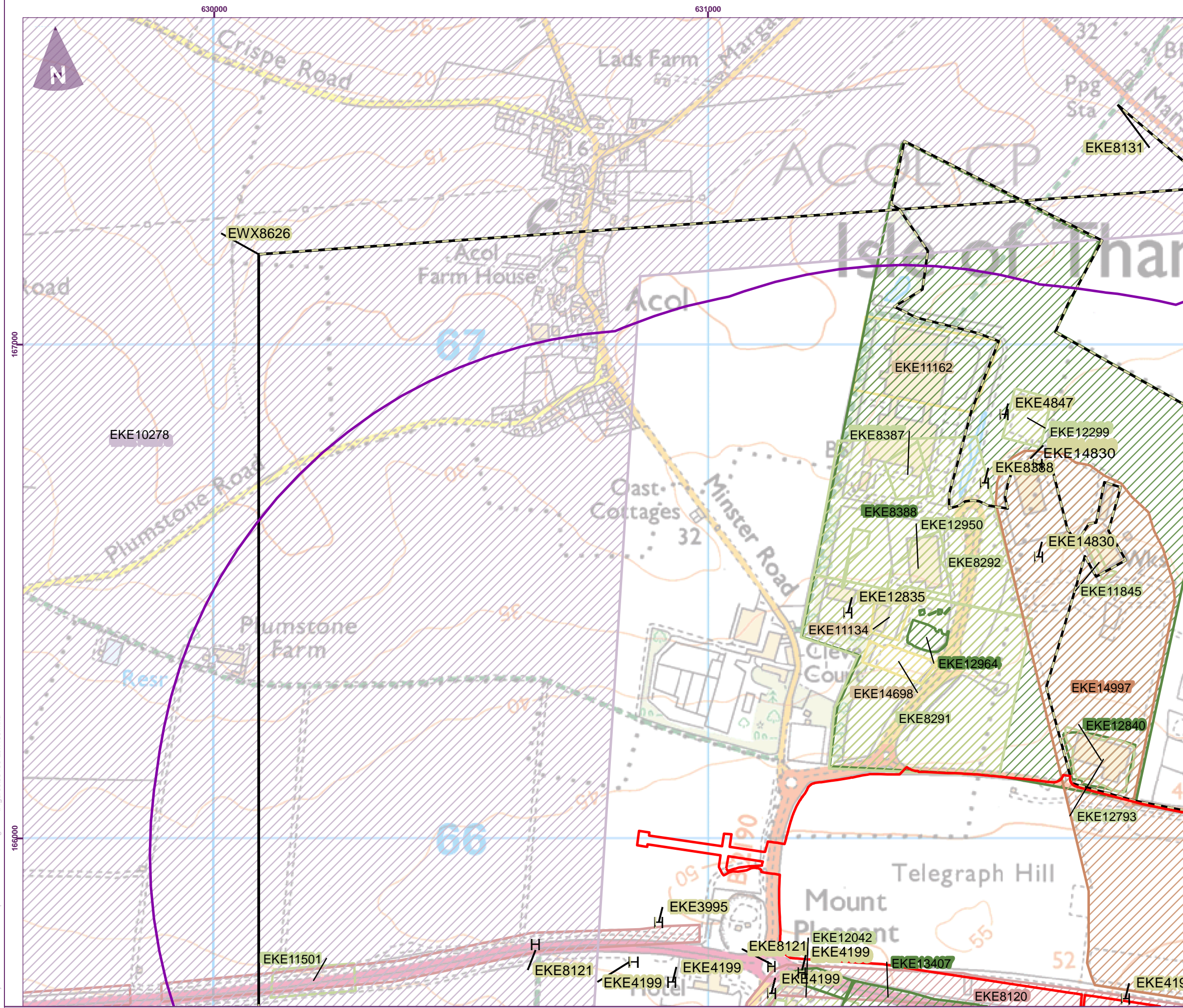
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-  the study area
- 
- 
- 

RSP





- Order Limits
- Study Area
- Event Linear
- H Event Point
- Excavation
- Evaluation
- Watching Brief
- Field Survey
- Building Survey
- Geophysical Survey
- Desk Based Assessment

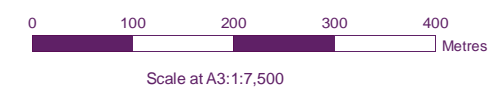
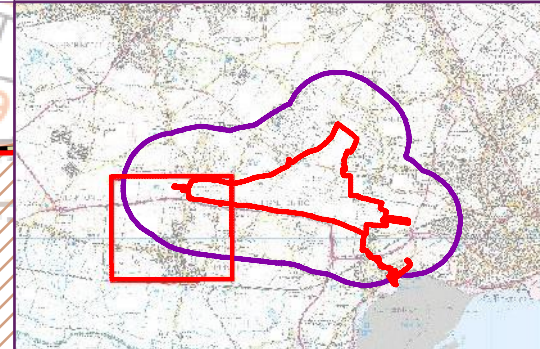
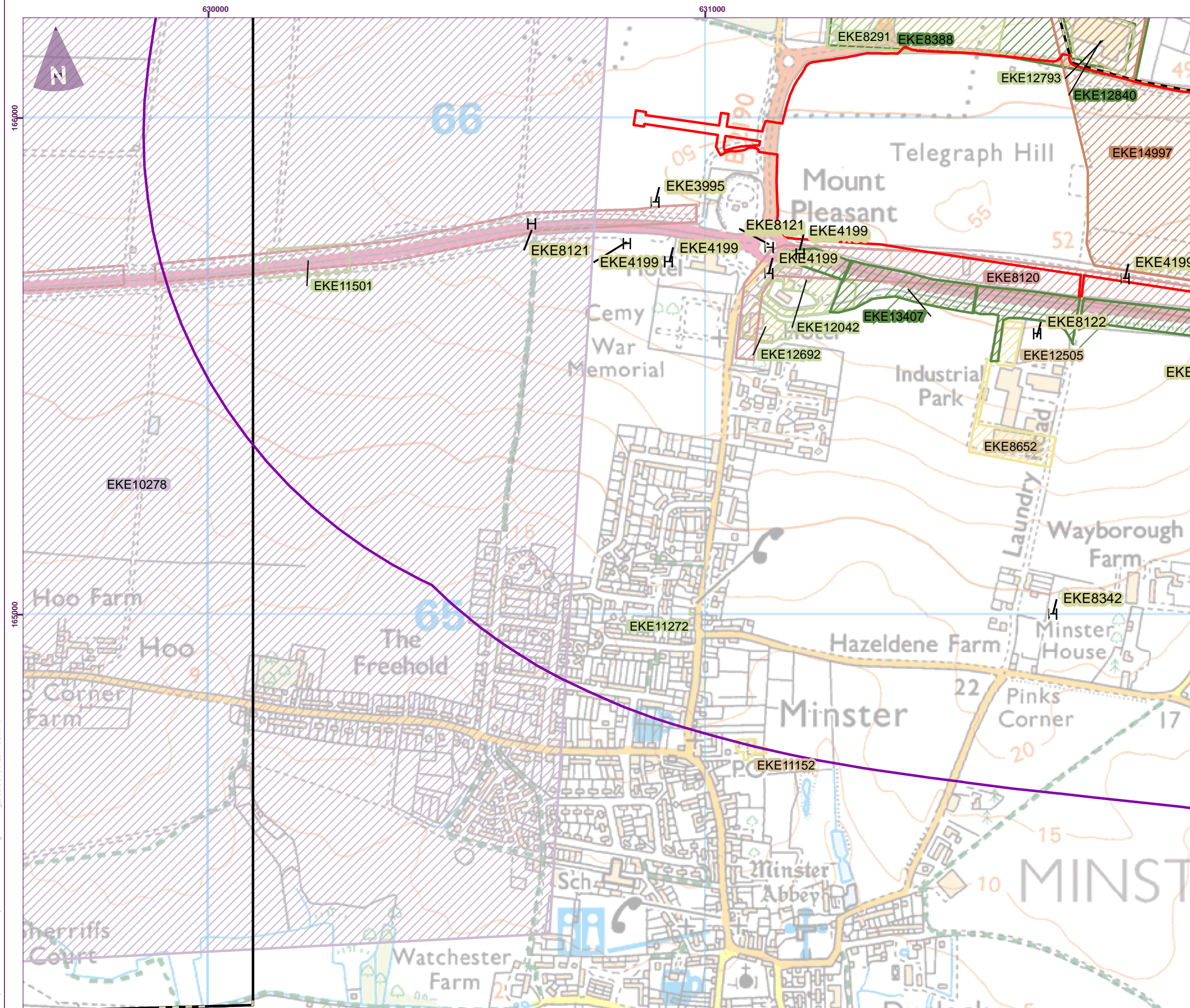


Figure 5 a
Archaeological investigations within the study area

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- Order Limits
- Study Area
- Event Linear
- Event Point
- Excavation
- Evaluation
- Watching Brief
- Field Survey
- Building Survey
- Geophysical Survey
- Desk Based Assessment

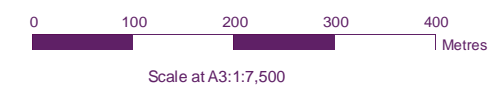
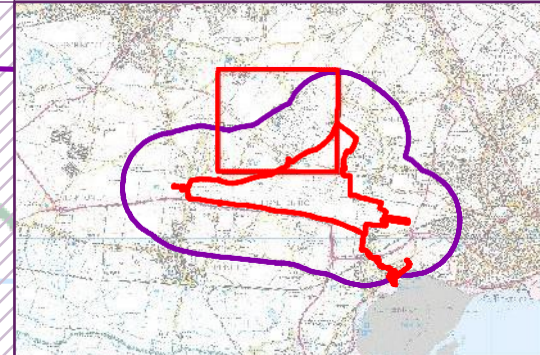
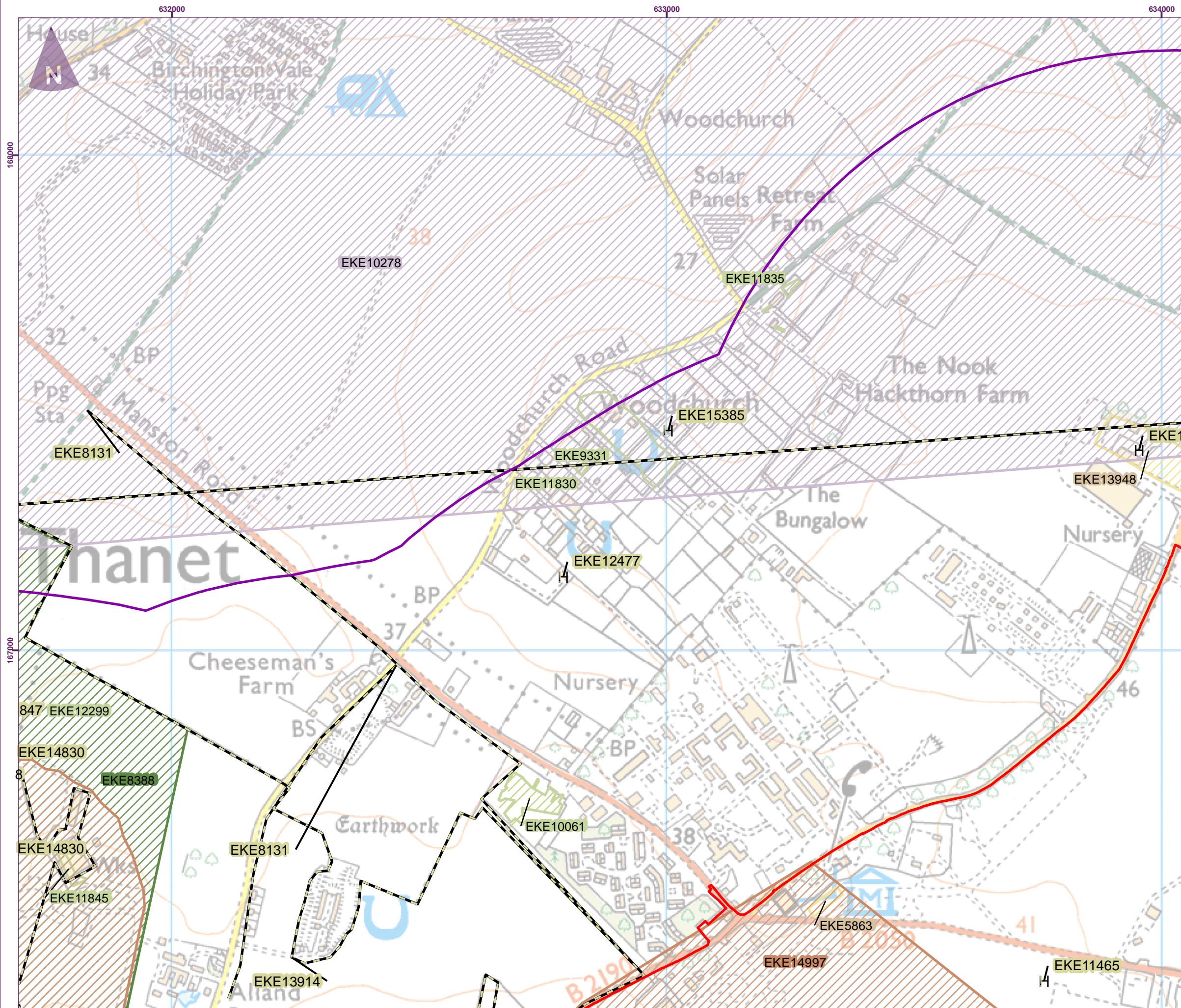
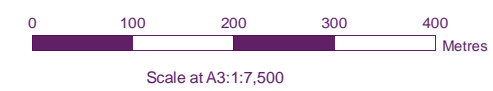


Figure 5b
Archaeological investigations within the study area



-  Order Limits
-  Study Area
-  Event Linear
-  Event Point
-  Excavation
-  Evaluation
-  Watching Brief
-  Field Survey
-  Building Survey
-  Geophysical Survey
-  Desk Based Assessment



Client

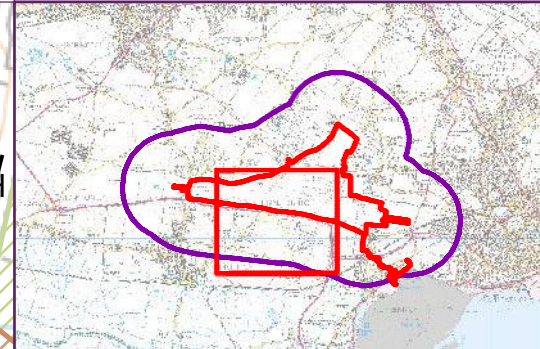
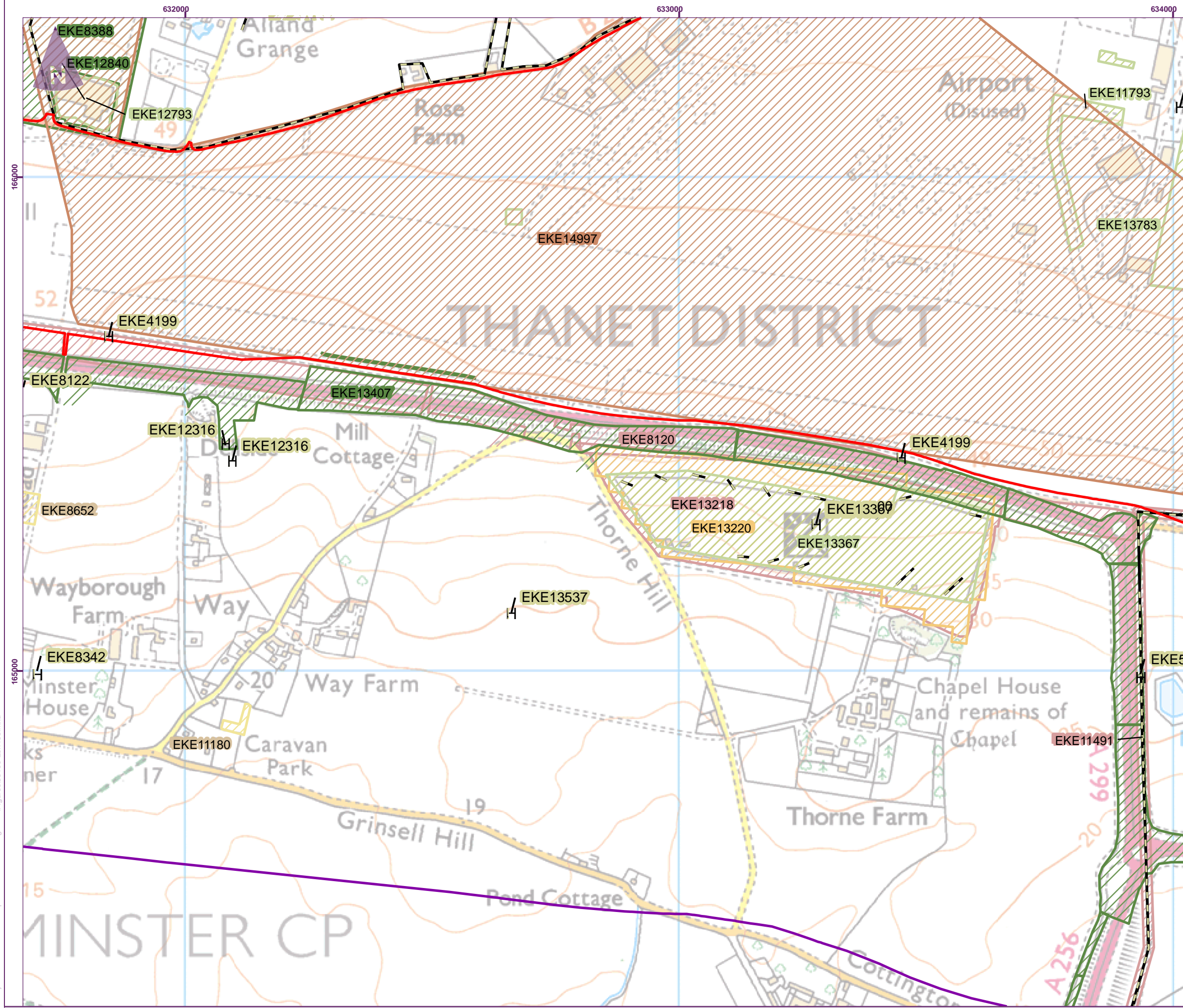


38199 Manston DCO EIA
Historic Environment
Desk Based Assessment

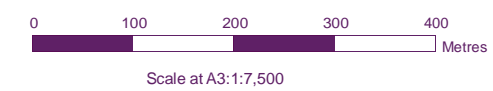


Figure 5 c
Archaeological investigations within
the study area

file: R:\Projects\38199 Manston Airport DCO EIA\4 Design\GIS\Figures\38199_Loc463.mxd



- Order Limits
- Study Area
- Event Linear
- H Event Point
- Excavation
- Evaluation
- Watching Brief
- Field Survey
- Building Survey
- Geophysical Survey
- Desk Based Assessment



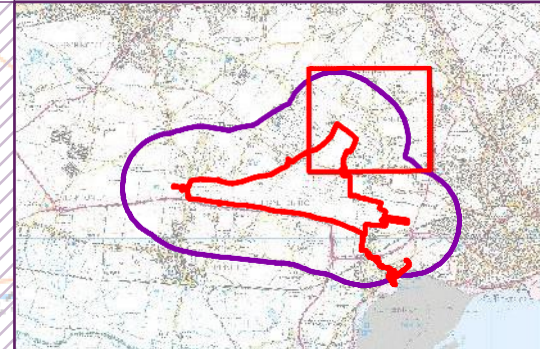
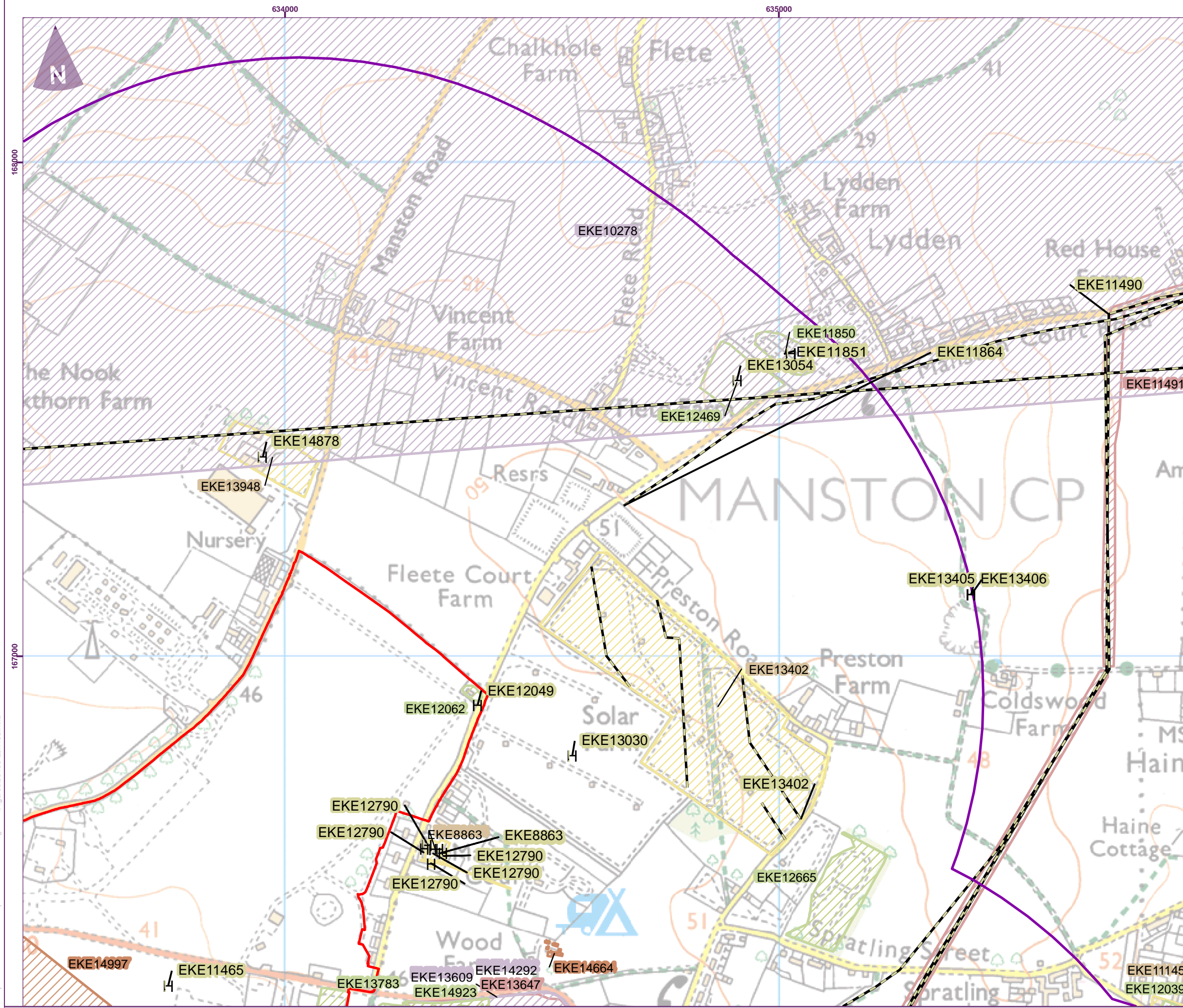
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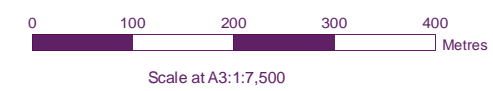
38199 Manston DCO EIA
Historic Environment
Desk Based Assessment



Figure 5 d
Archaeological investigations within
the study area



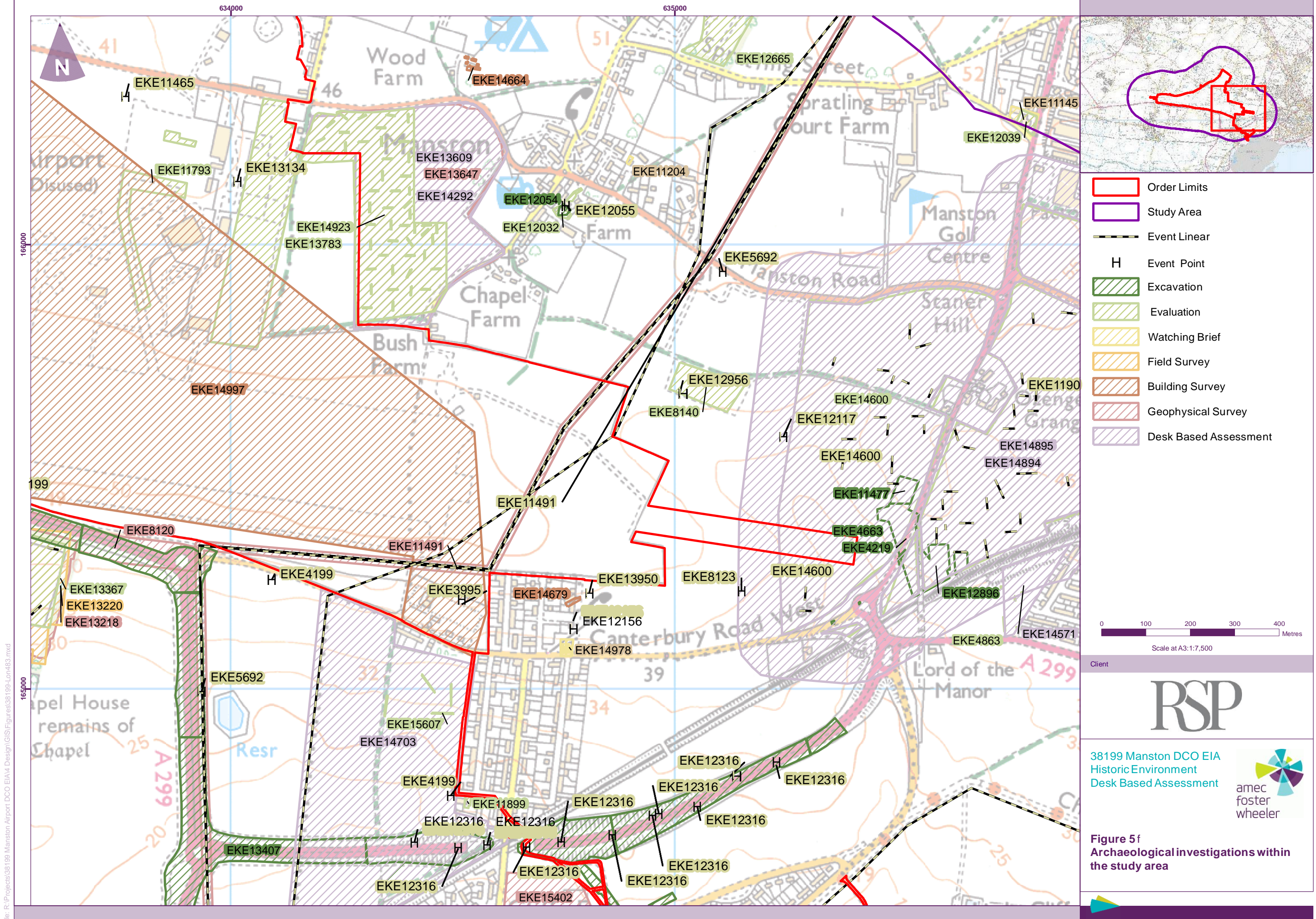
- Order Limits
- Study Area
- Event Linear
- H Event Point
- Excavation
- Evaluation
- Watching Brief
- Field Survey
- Building Survey
- Geophysical Survey
- Desk Based Assessment



38199 Manston DCO EIA
 Historic Environment
 Desk Based Assessment

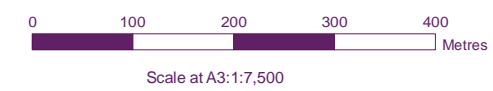
Figure 5e
 Archaeological investigations within
 the study area

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file: R:\Projects\38199 Manston Airport DCO EIA\4 Design\GIS\Figures\38199_Lon483.mxd

- Order Limits
- Study Area
- Event Linear
- Event Point
- Excavation
- Evaluation
- Watching Brief
- Field Survey
- Building Survey
- Geophysical Survey
- Desk Based Assessment



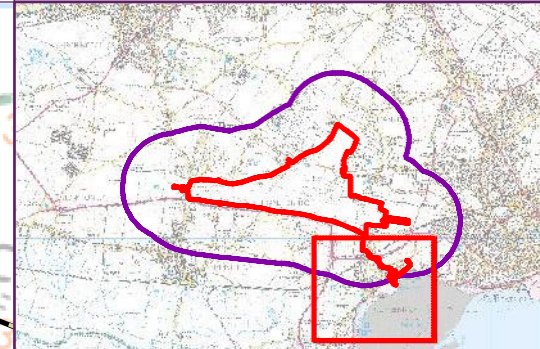
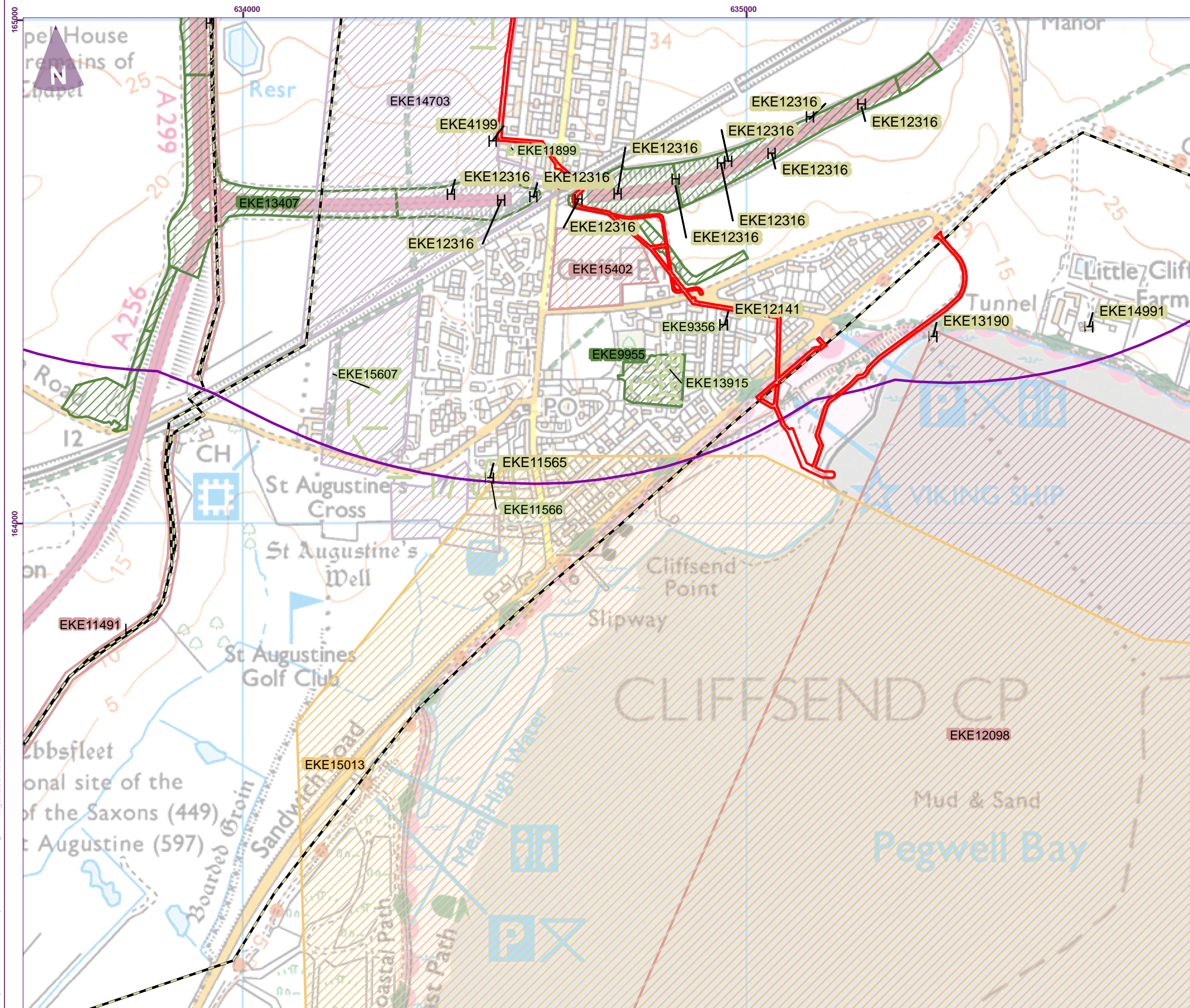
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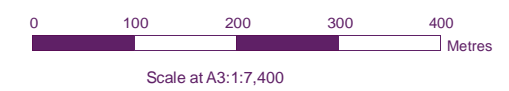
38199 Manston DCO EIA
Historic Environment
Desk Based Assessment



Figure 5f
Archaeological investigations within
the study area



- Order Limits
- Study Area
- Event Linear
- H Event Point
- Excavation
- Evaluation
- Watching Brief
- Field Survey
- Building Survey
- Geophysical Survey
- Desk Based Assessment



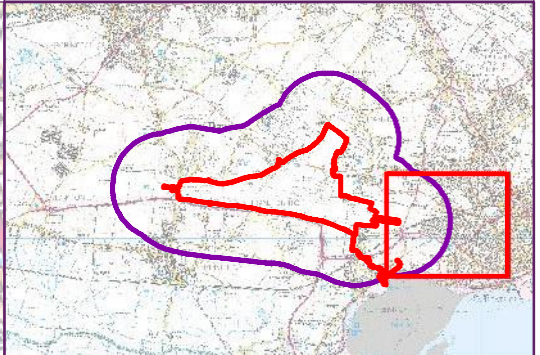
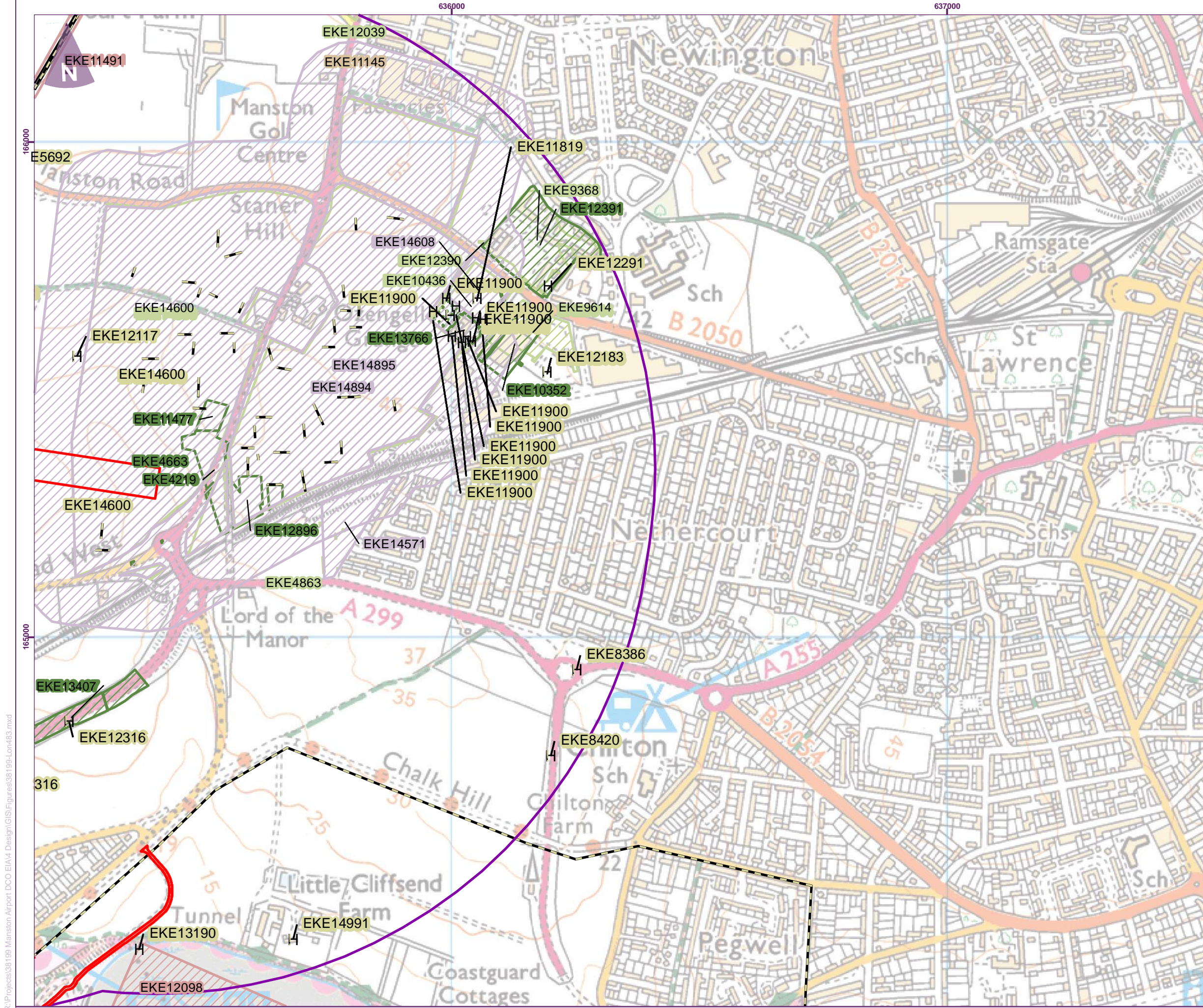
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









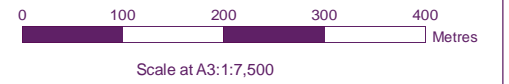
38199 Manston DCO EIA
Historic Environment
Desk Based Assessment



Figure 5g
Archaeological investigations within
the study area



-  Order Limits
-  Study Area
-  Event Linear
-  Event Point
-  Excavation
-  Evaluation
-  Watching Brief
-  Field Survey
-  Building Survey
-  Geophysical Survey
-  Desk Based Assessment



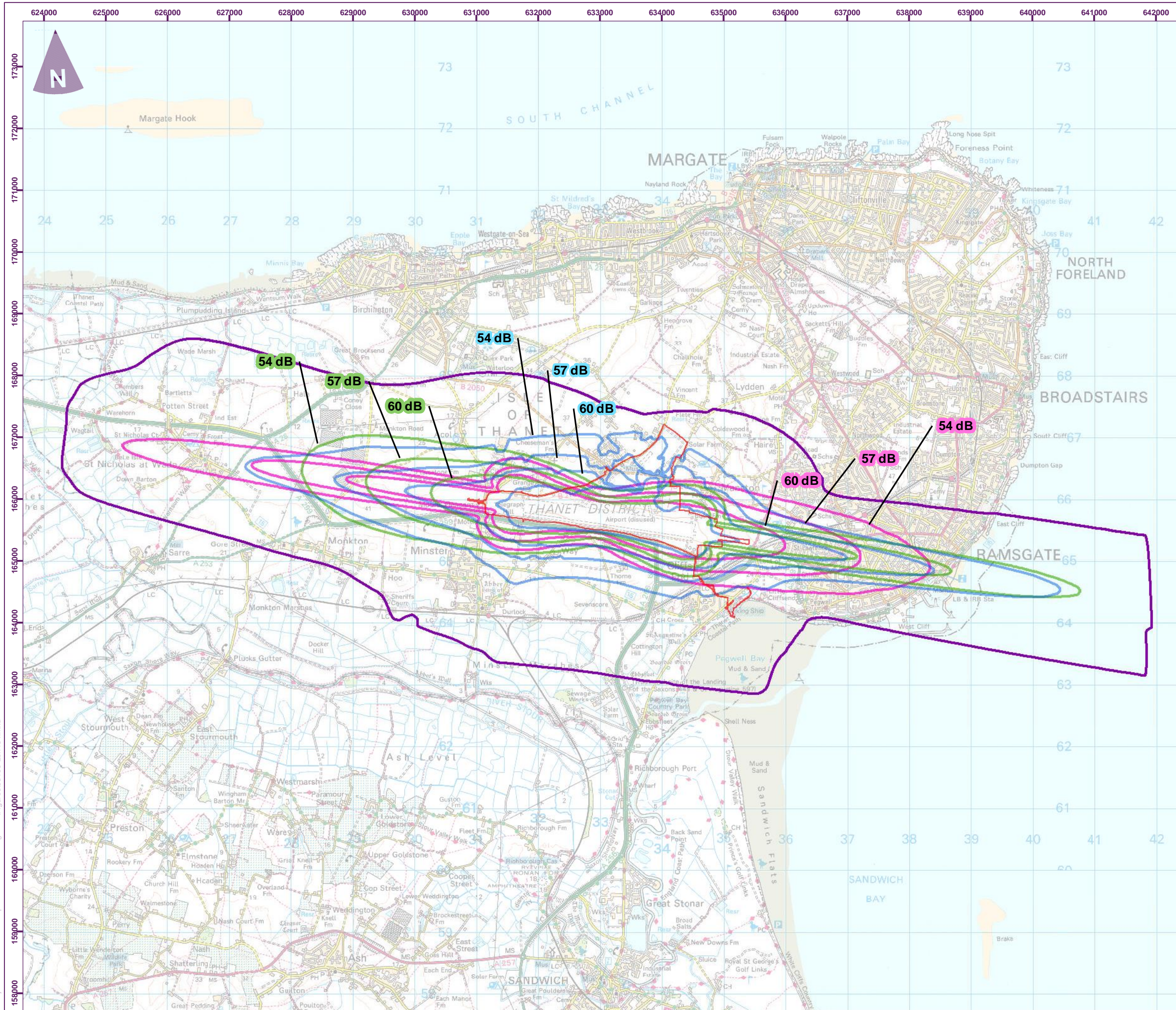
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38199 Manston DCO EIA
Historic Environment
Desk Based Assessment



Figure 5h
Archaeological investigations within
the study area

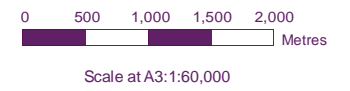


- Order Limits
- N60 LAeq (20 events per day)
- LAeq [A]
- LAeq [B]
- LAeq [C]

LAeq [A] Scenario whereby 70% of flights will land from the west and take off east, and 30% of flights will land from the east and take off west

LAeq [B] Scenario whereby 100% of flights land from the west and take off east

LAeq [C] Scenario whereby 100% of flights land from the east and take off west



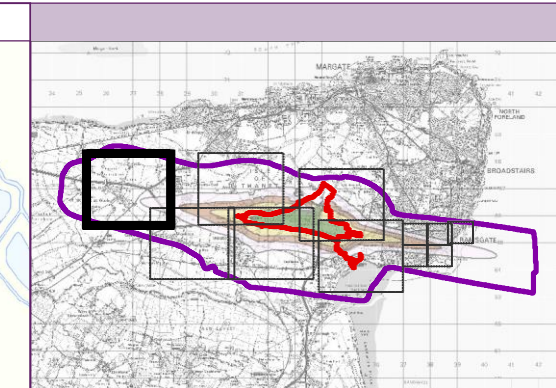
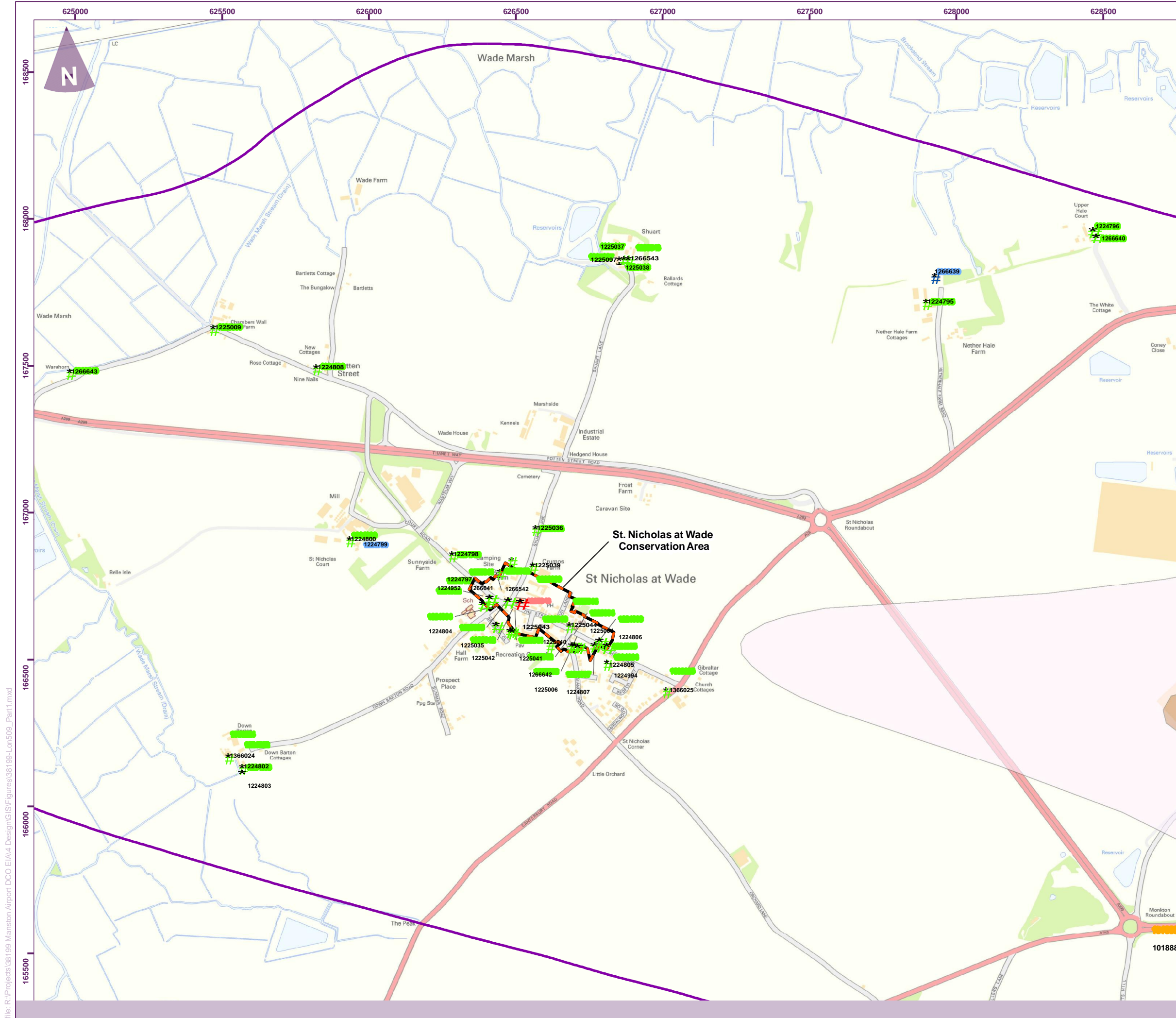
Client



38199 Manston DCO EIA
Historic Environment
Desk Based Assessment



Figure 6
Extent of noise contours



Order Limits

- # Grade I Listed Building
- # Grade II* Listed Building
- # Grade II Listed Building
- N60 noise contour (where N=20)
- Scheduled Monument
- Conservation
- Registered Park and Garden

Year 20 L_{Aeq}

- 66 dB
- 60 dB
- 57 dB
- 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

0 100 200 300 400 500 600 700 m

Scale at A3: 1:12,500

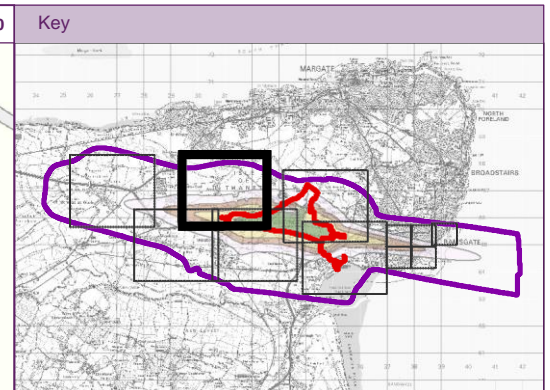
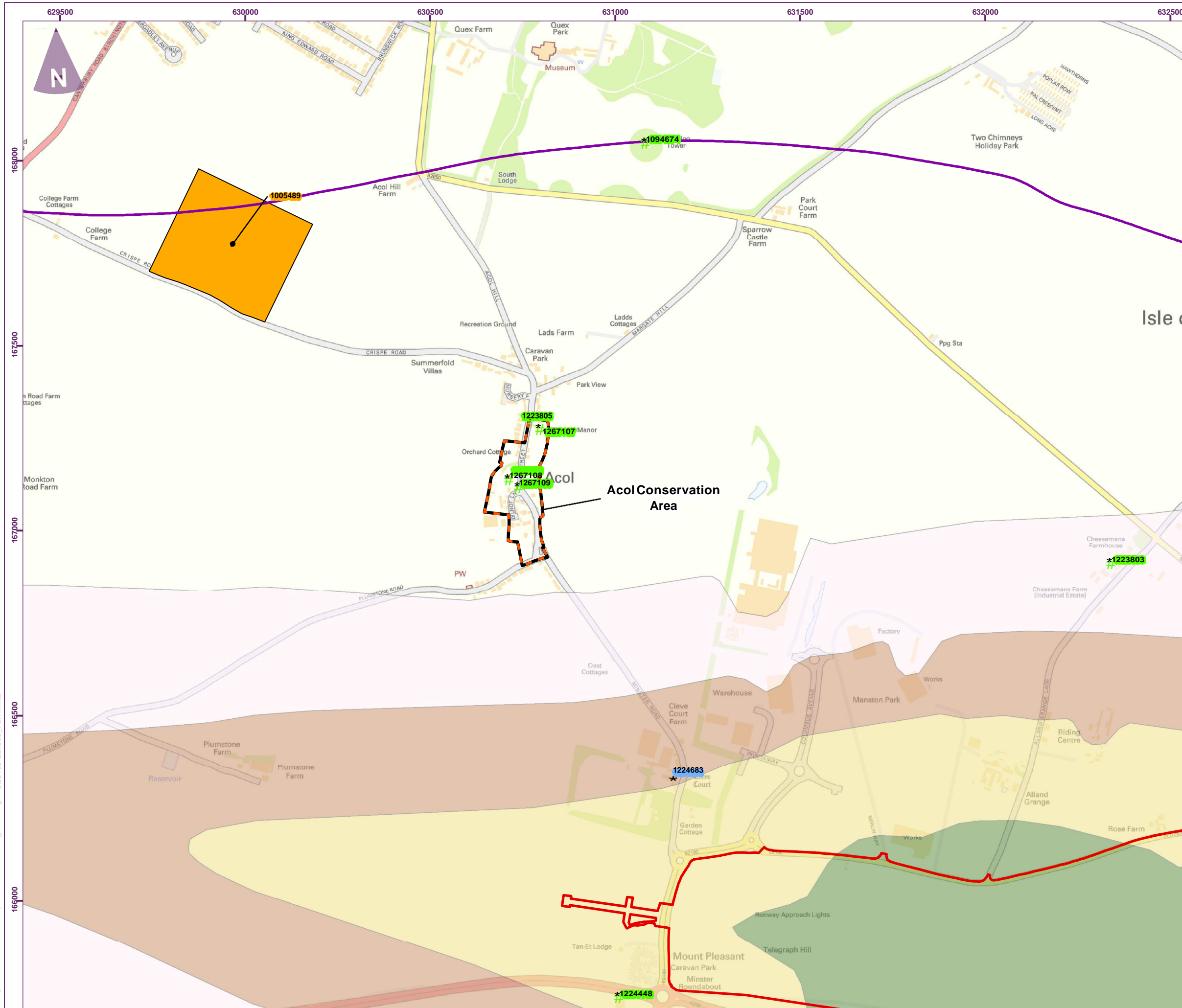
Client **RSP**

Manston Airport DCO
Historic Environment
Desk Based Assessment

Figure 7
Designated heritage assets within 60dB noise contour (detailed maps)
Page 1 of 11

file: R:\Projects\38199 Manston Airport DCO EIA\Design\GIS\Figures\38199-Lon509_Part1.mxd

1224791 1266637 1225680



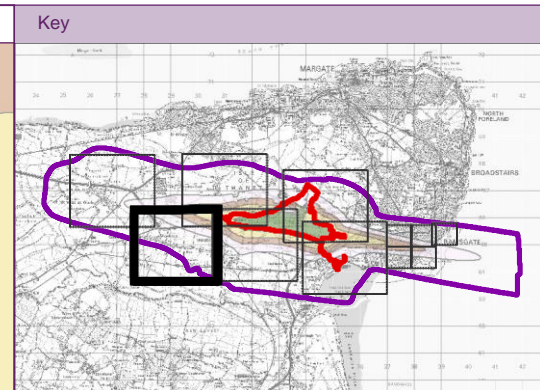
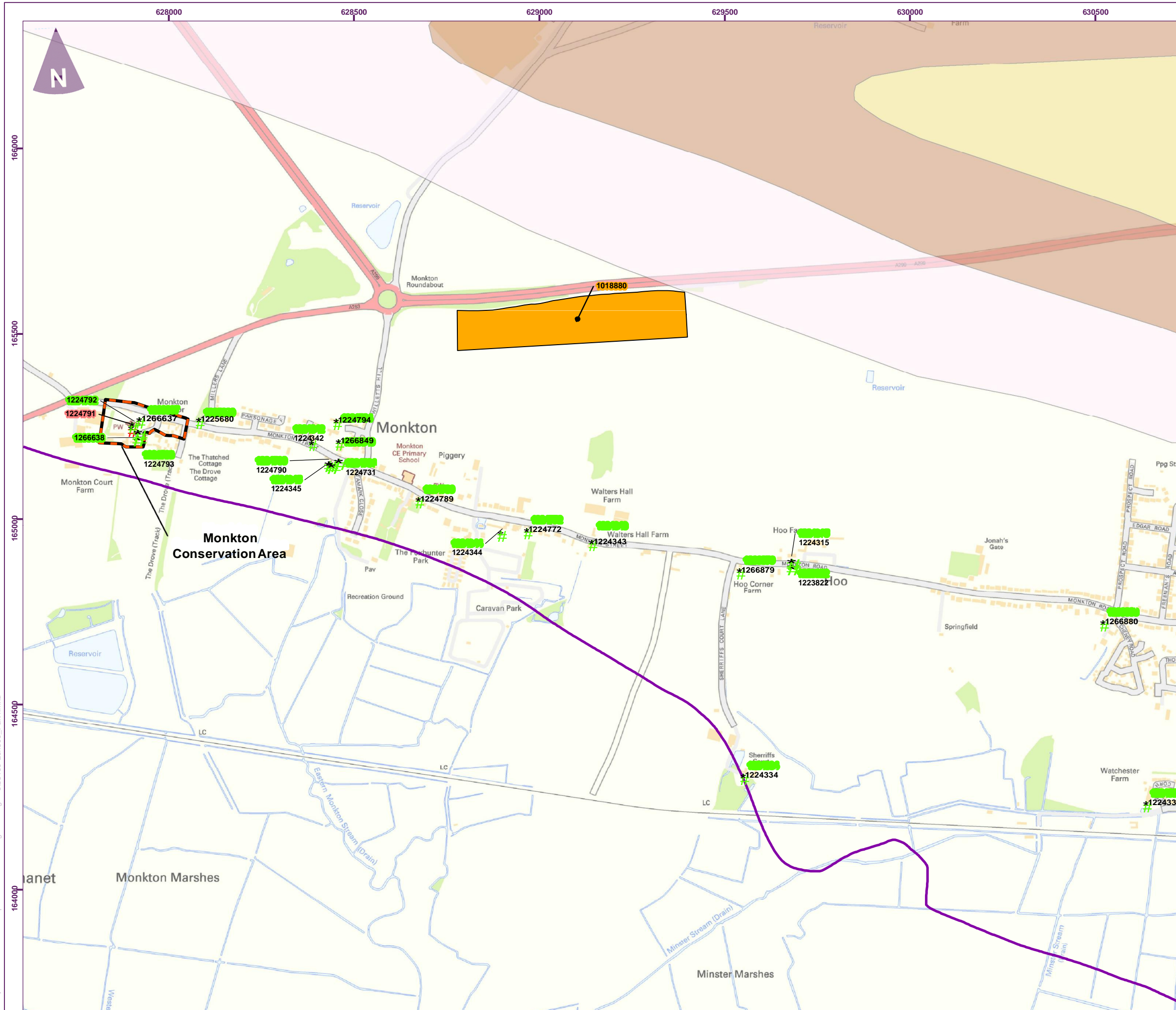
- Key**
- Order Limits
 - # Grade I Listed Building
 - # Grade II* Listed Building
 - # Grade II Listed Building
 - N60 noise contour (where N=20)
 - Scheduled Monument
 - Conservation
 - Registered Park and Garden
- Year 20 L_{Aeq}**
- 66 dB
 - 60 dB
 - 57 dB
 - 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

0 100 200 300 400 500 600 m
Scale at A3: 1:10,000



Figure 7
Designated heritage assets within 60dB noise contour (detailed maps)
Page 2 of 11



- Order Limits
 - # Grade I Listed Building
 - # Grade II* Listed Building
 - # Grade II Listed Building
 - N60 noise contour (where N=20)
 - Scheduled Monument
 - Conservation
 - Registered Park and Garden
- Year 20 L_{Aeq}**
- 66 dB
 - 60 dB
 - 57 dB
 - 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

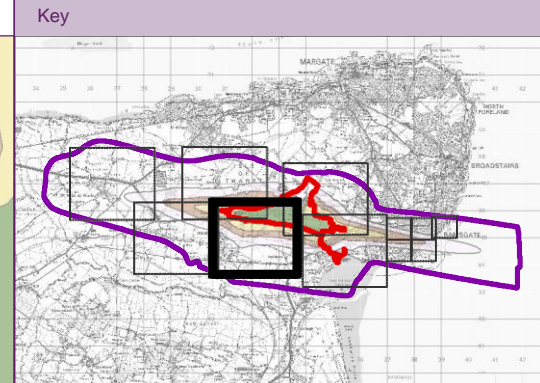
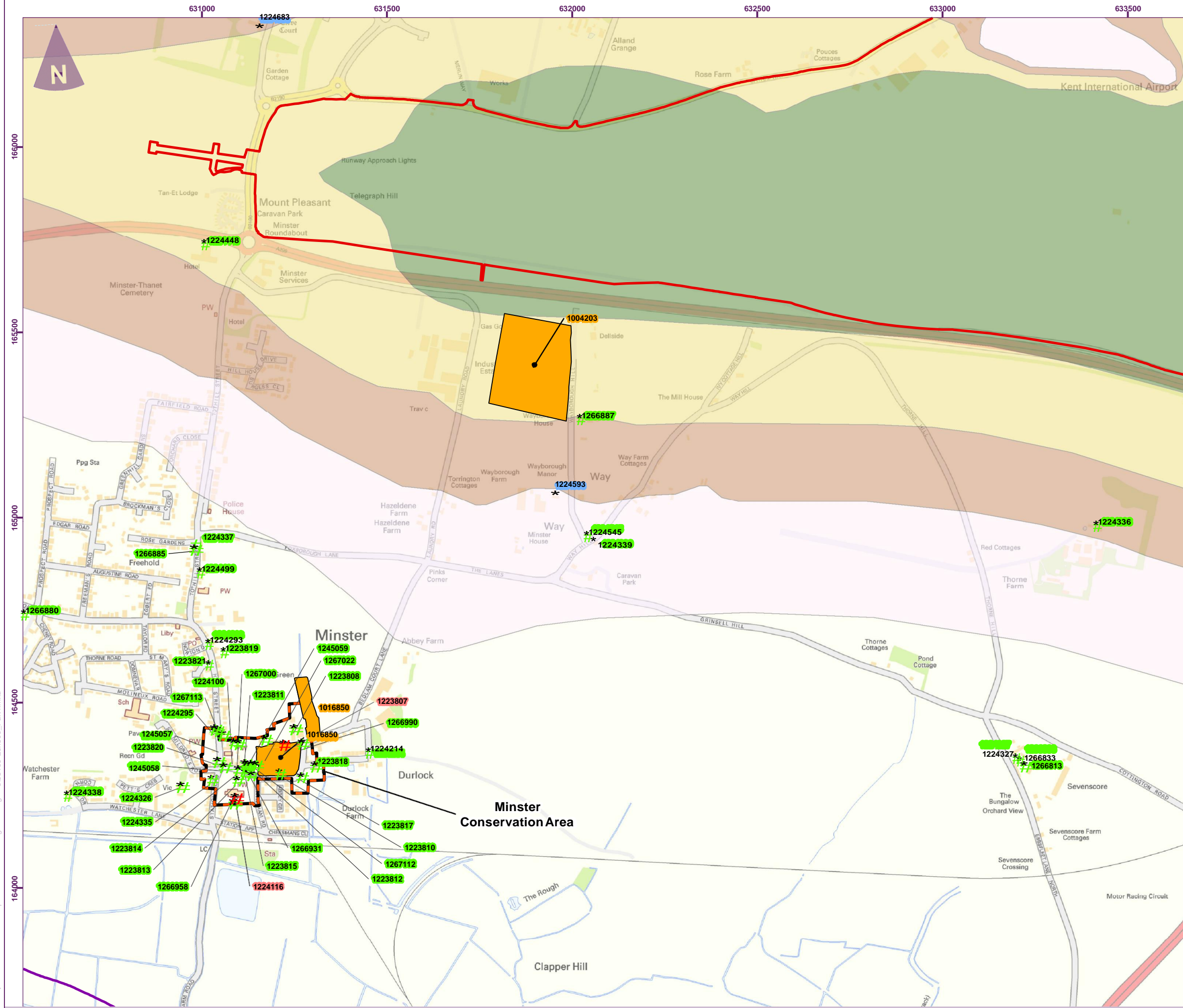


Scale at A3: 1:10,000



Figure 7
Designated heritage assets within 60dB noise contour (detailed maps)
Page 3 of 11

file: R:\Projects\38199 Manston Airport DCO EIA\4 Design\GIS\Figures\38199-Lon509_Part1.mxd



- Order Limits
 - Grade I Listed Building
 - Grade II* Listed Building
 - Grade II Listed Building
 - N60 noise contour (where N=20)
 - Scheduled Monument
 - Conservation
 - Registered Park and Garden
- Year 20 L_{Aeq}**
- 66 dB
 - 60 dB
 - 57 dB
 - 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

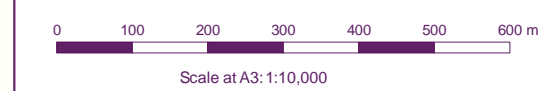
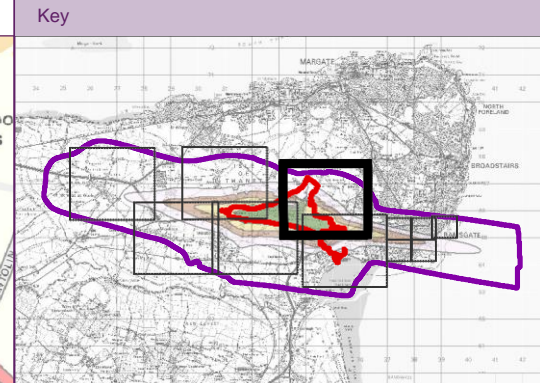
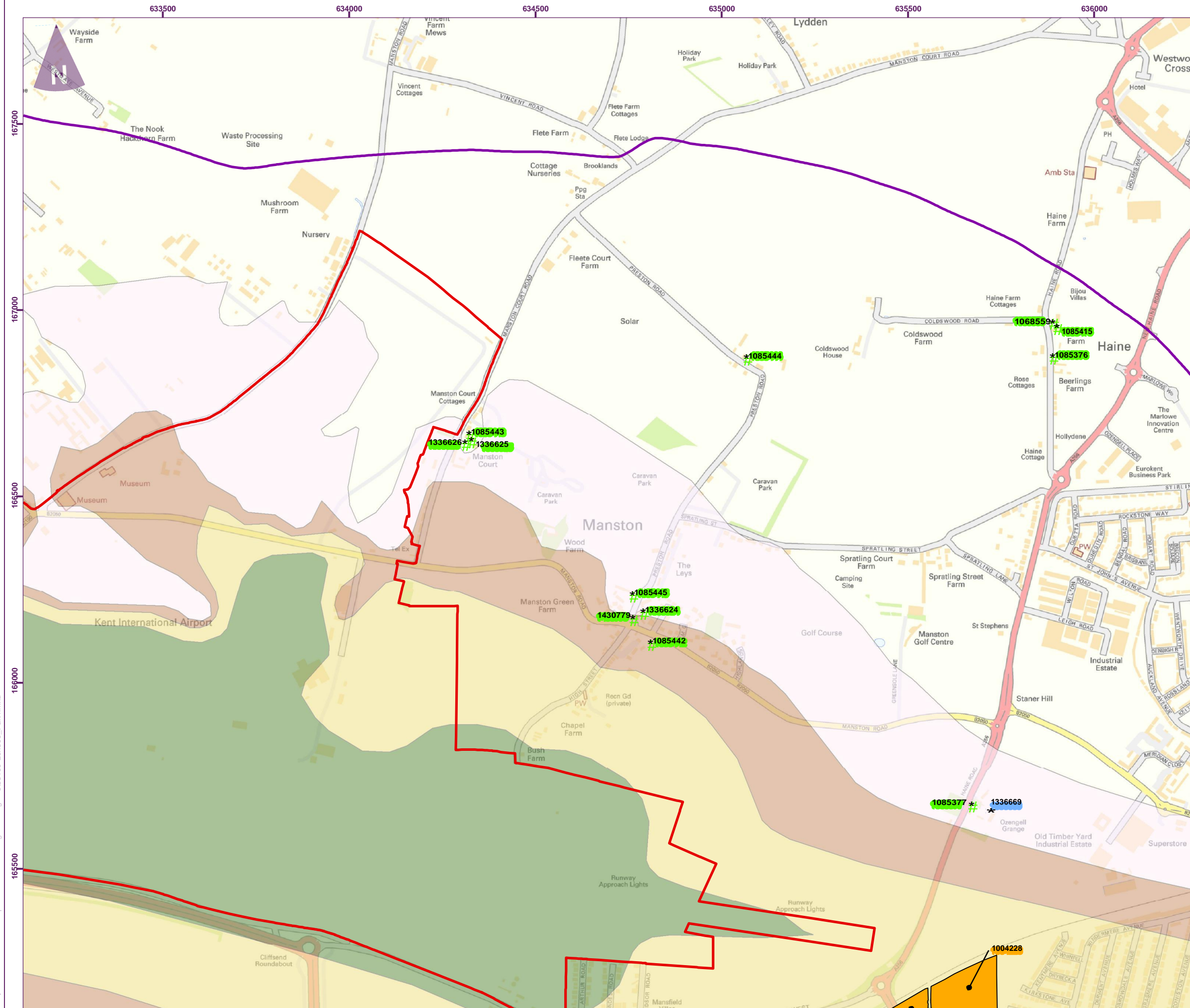


Figure 7
Designated heritage assets within 60dB noise contour (detailed maps)
Page 4 of 11

file: R:\Projects\38199 Manston Airport DCO EIA\4 Design\GIS\Figures\38199-Lon509_Part1.mxd



- Key**
- Order Limits
 - # Grade I Listed Building
 - # Grade II* Listed Building
 - # Grade II Listed Building
 - N60 noise contour (where N=20)
 - Scheduled Monument
 - Conservation
 - Registered Park and Garden
- Year 20 L_{Aeq}**
- 66 dB
 - 60 dB
 - 57 dB
 - 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

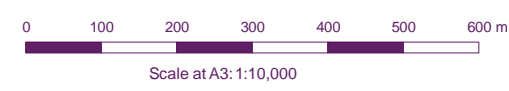
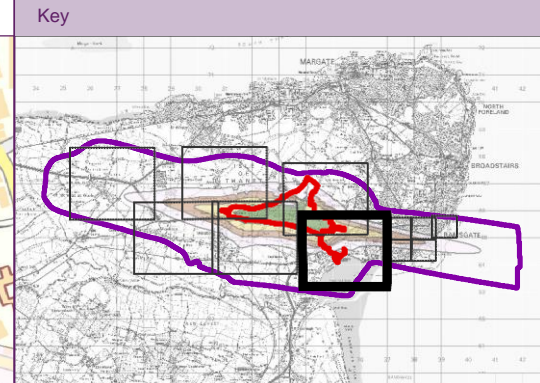
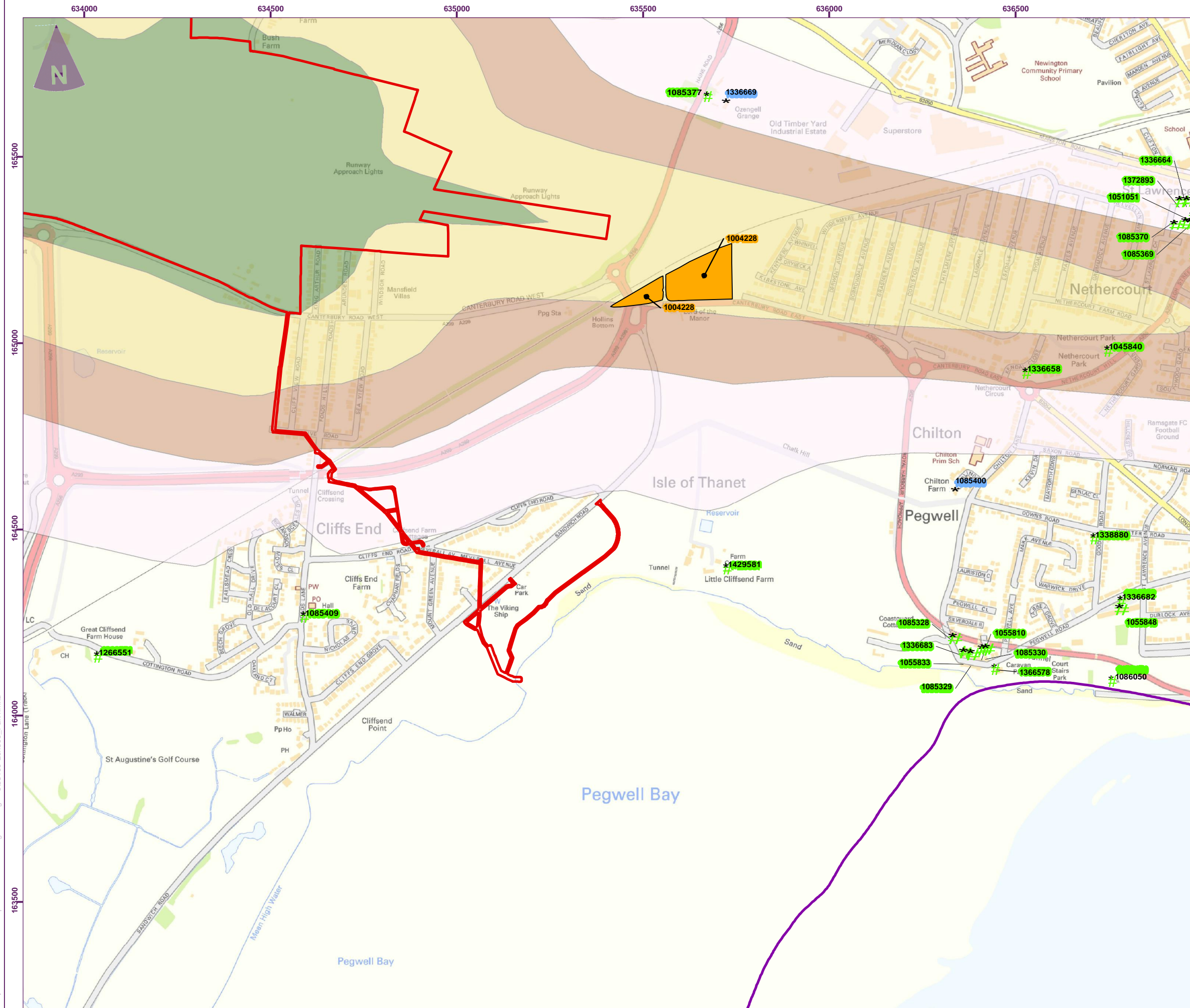


Figure 7
Designated heritage assets within 60dB noise contour (detailed maps)
Page 5 of 11

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- Order Limits
 - Grade I Listed Building
 - Grade II* Listed Building
 - Grade II Listed Building
 - N60 noise contour (where N=20)
 - Scheduled Monument
 - Conservation
 - Registered Park and Garden
- Year 20 L_{Aeq}**
- 66 dB
 - 60 dB
 - 57 dB
 - 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

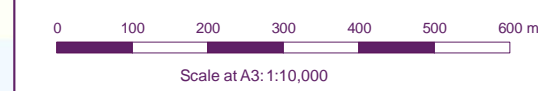
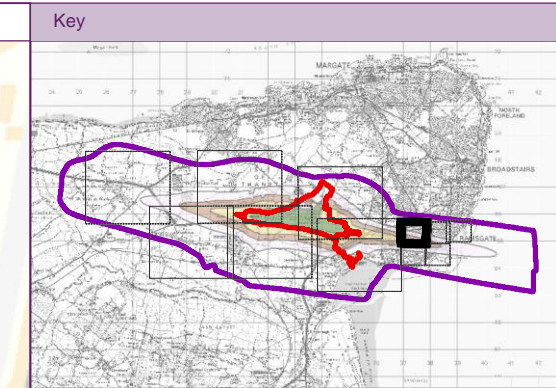
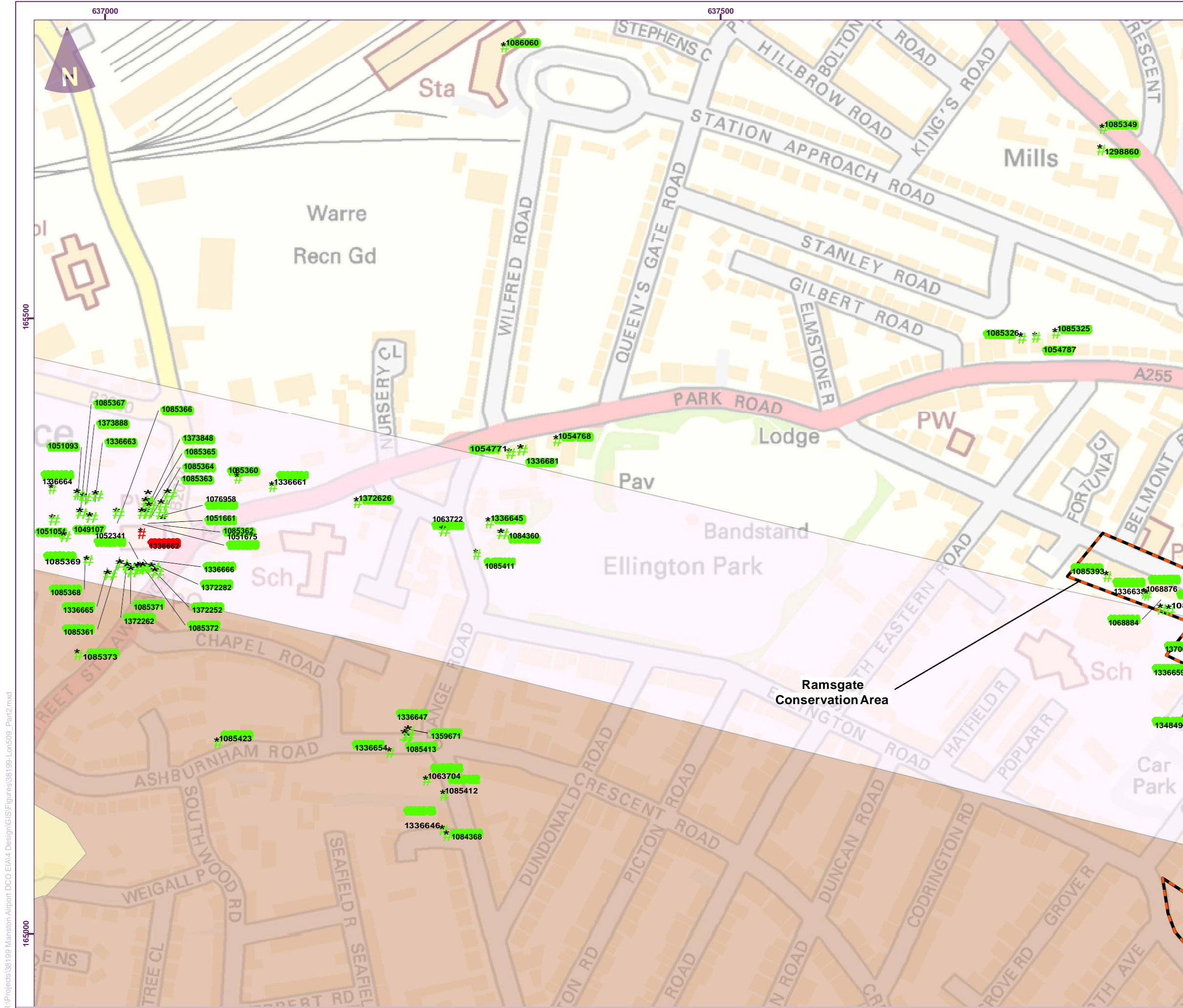


Figure 7
Designated heritage assets within 60dB noise contour (detailed maps)
Page 6 of 11



Key

- Order Limits
- # Grade I Listed Building
- # Grade II* Listed Building
- # Grade II Listed Building
- Scheduled Monument
- Conservation Area
- Registered Park and Garden
- N60 noise contour (where N=20)

Year 20 L_{Aeq}

- 66 dB
- 60 dB
- 57 dB
- 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

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Scale at A3: 1:3,000

Client



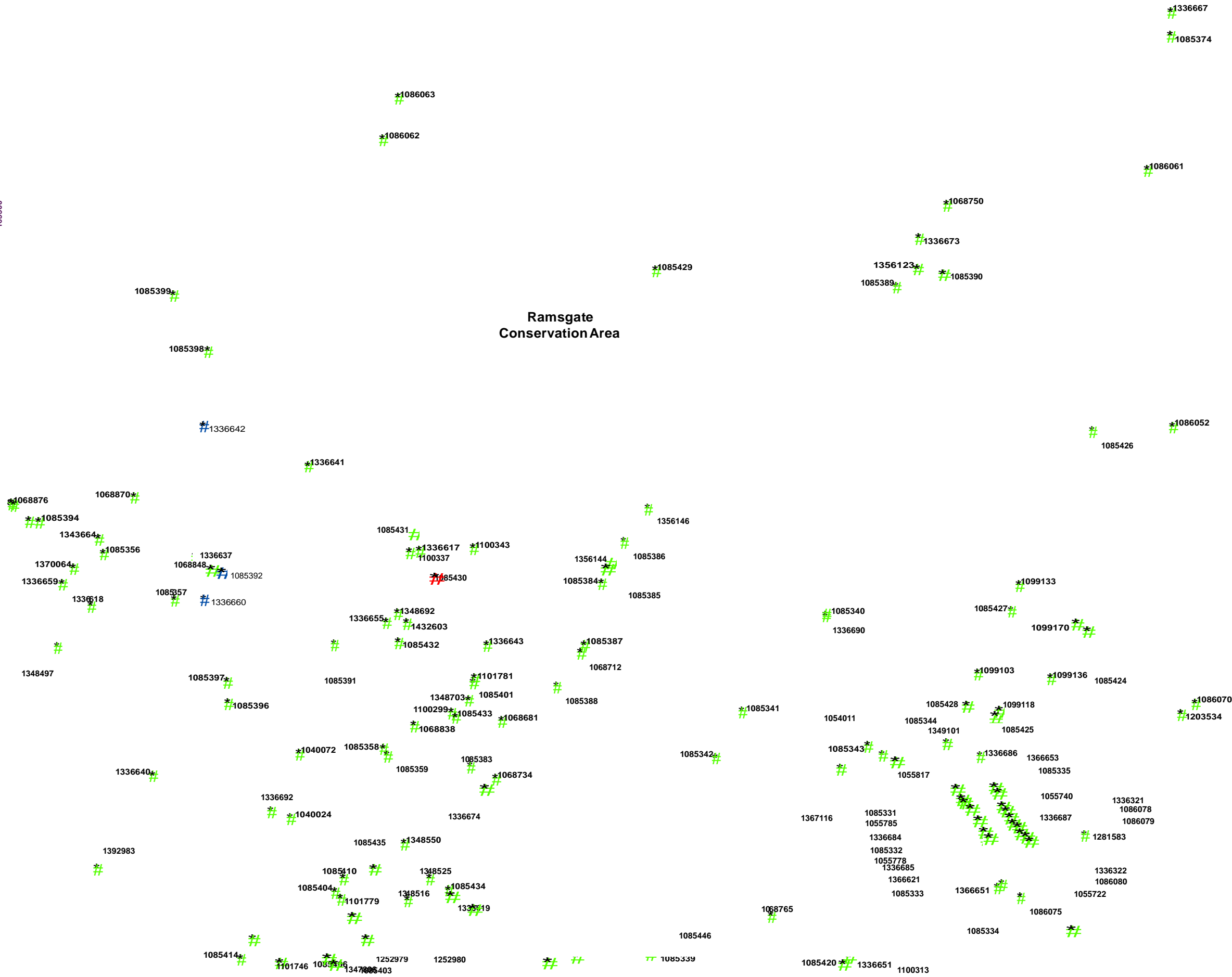
Manston Airport DCO
Historic Environment
Desk Based Assessment



Figure 7
Designated heritage assets within
60dB noise contour (detailed maps)
Page 7 of 11

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Ramsgate Conservation Area



Order Limits

- # Grade I Listed Building
- # Grade II* Listed Building
- # Grade II Listed Building
- # Scheduled Monument

- Conservation Area
- Registered Park and Garden

N60 noise contour (where N=20)

Year 20 L_{Aeq}

- 66 dB
- 60 dB
- 57 dB
- 54 dB

Note:
 The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

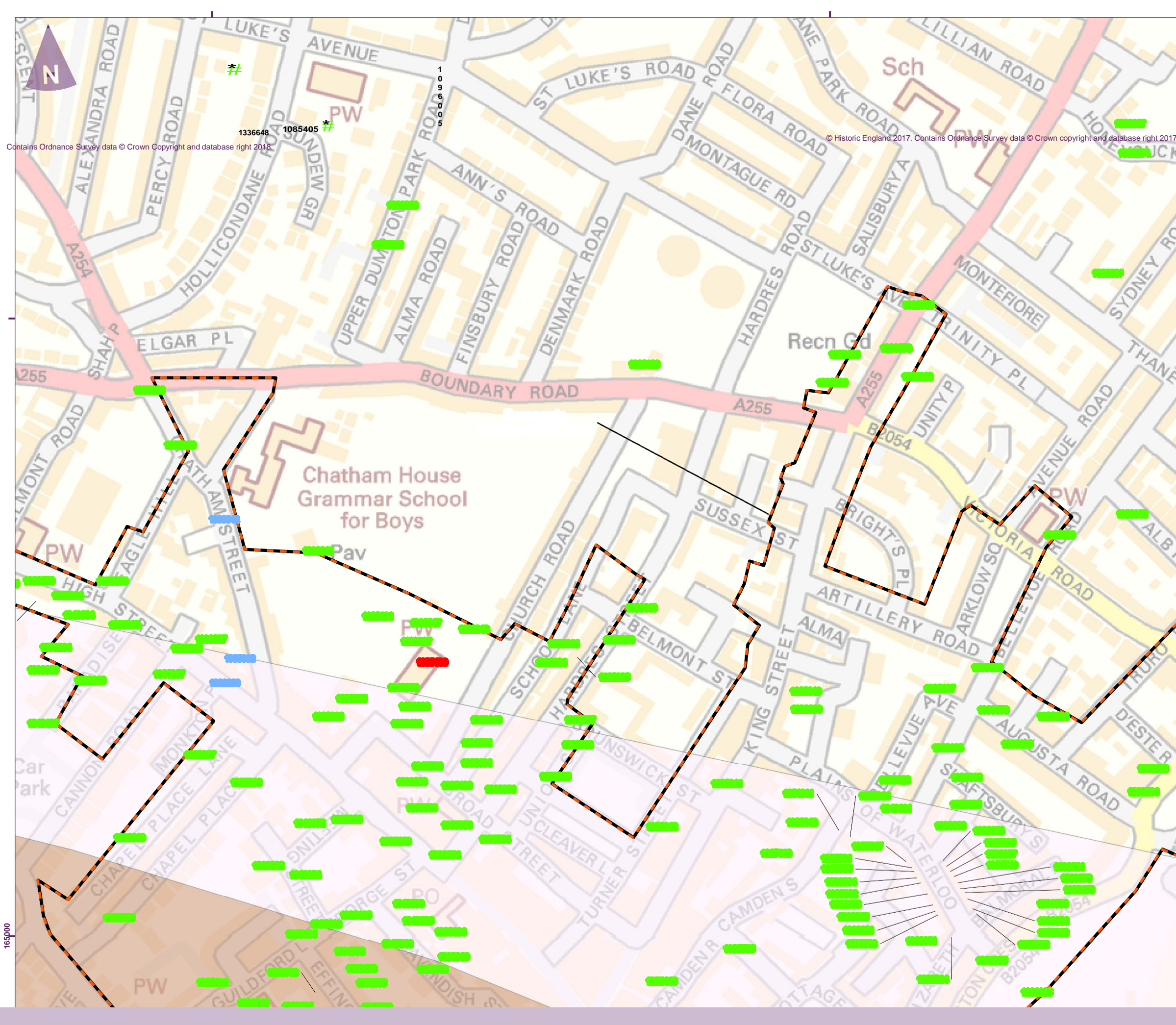


Client

Manston Airport DCO

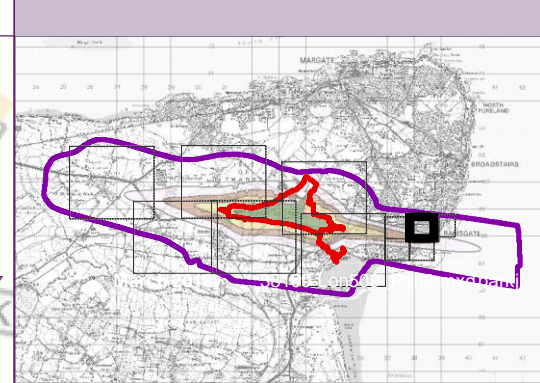
Historic Environment Desk Based Assessment

Figure 7
 Designated heritage assets within 60dB noise contour (detailed maps)
 Page 8 of 11



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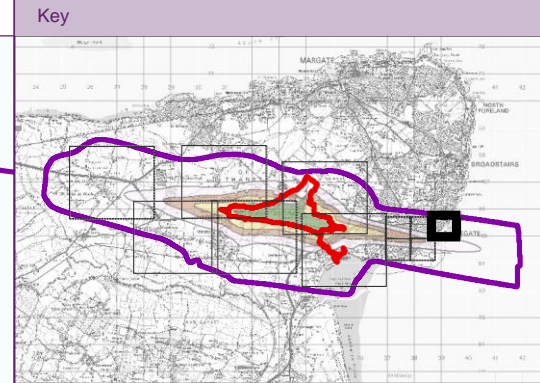
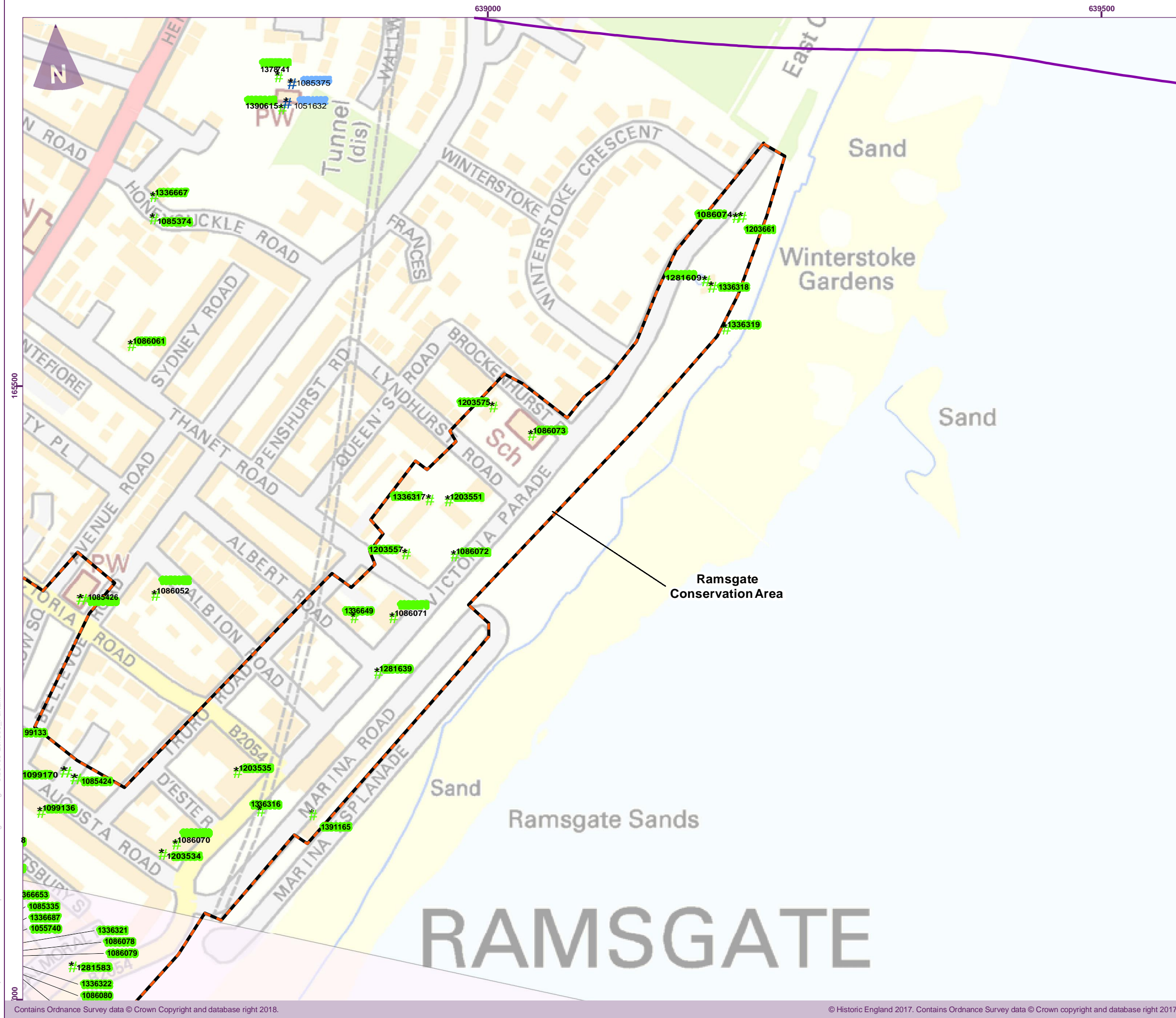


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165000



- Order Limits
 - # Grade I Listed Building
 - # Grade II* Listed Building
 - # Grade II Listed Building
 - Scheduled Monument
 - Conservation Area
 - Registered Park and Garden
 - N60 noise contour (where N=20)
- Year 20 L_{Aeq}**
- 66 dB
 - 60 dB
 - 57 dB
 - 54 dB

Note:
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Figure 7
Designated heritage assets within 60dB noise contour (detailed maps)
Page 9 of 11

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*1203415
#

1086065 #
108606 #
1203509 # #
1281661 #

Order Limits

1336349 #
1203515 # #
1086067 # # #
1086066 # # #
1281666 # # #
1336351 # # #
1281635 # # #

- # Grade I Listed Building
- # Grade II* Listed Building
- # Grade II Listed Building

1086068 # # #
1086069 # # #
1336350 # # #
1203529 # # #
1336344 # # #
1336341 # # #
1336327 # # #

Scheduled Monument
Conservation Area

1281502 #

Registered Park and Garden

*1262019
#

N60 noise contour (where N=20)

1086046 #
1086047 # #
1336342 # #
1086048 # # #
1203827 # # # #
1336343 # # # #
1086049 # # # #
1025882 # # #
1025310 # # #
1086059 # # #
1086082 # # #
108502 # # #
1086096 # # # #
1086092 # # # #
1025852 # # # #
139 #
1086081 # # #
1281691 # # #

Year 20 L_{Aeq}

- 66 dB
- 60 dB
- 57 dB
- 54 dB

Note:
The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

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Scale at A3: 1:3,000

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*1085327
#

*1367425
#

1085347
#

1281732 #
1203233 # #
1336329 # # # #
1086094 # # # #
1086095 # # # #
1203285 # # # #
1281779 # # # #
1336328 # # # #

*1057651

*1038939
#

*1336323
#

164500

*1374398
#

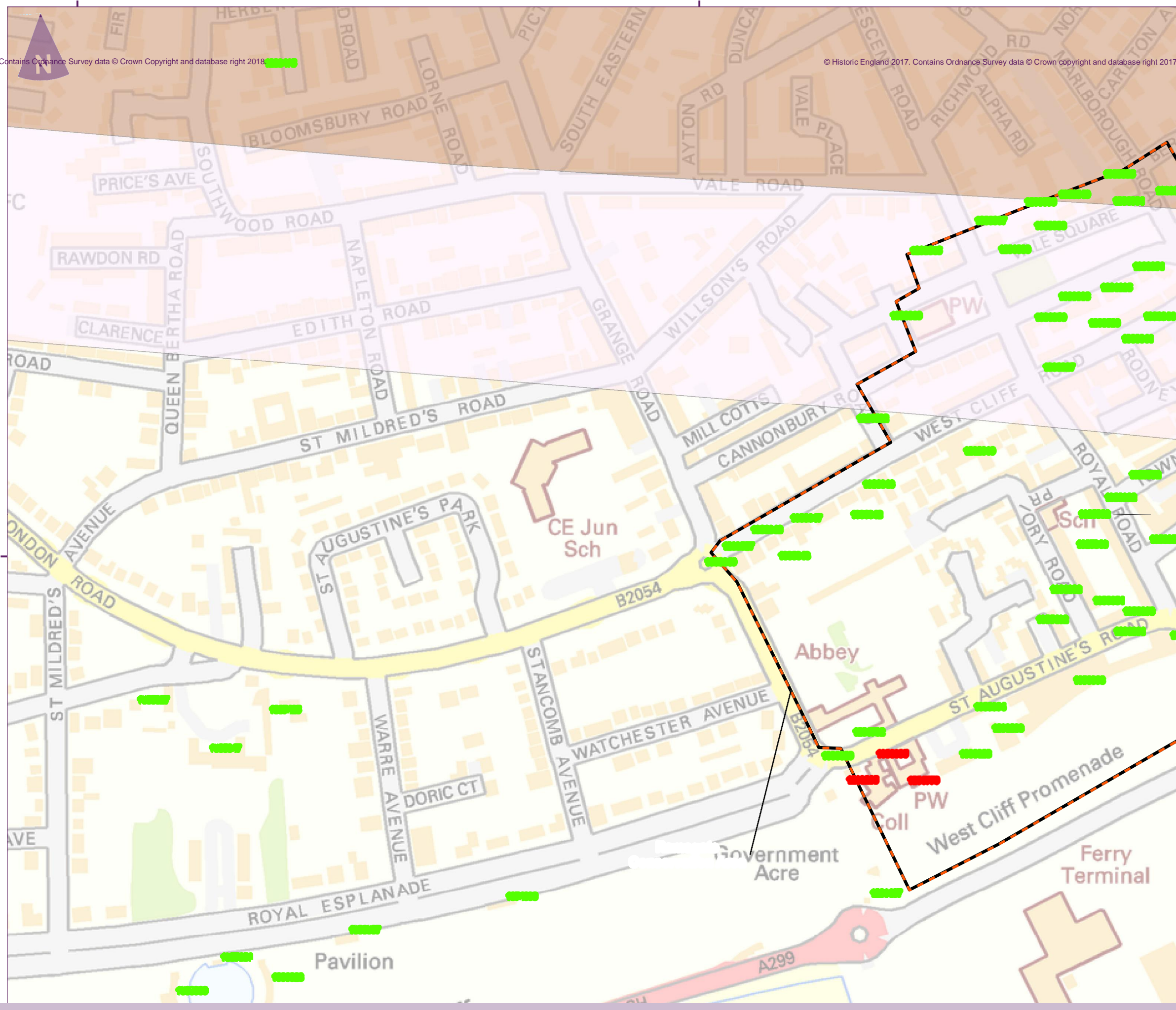
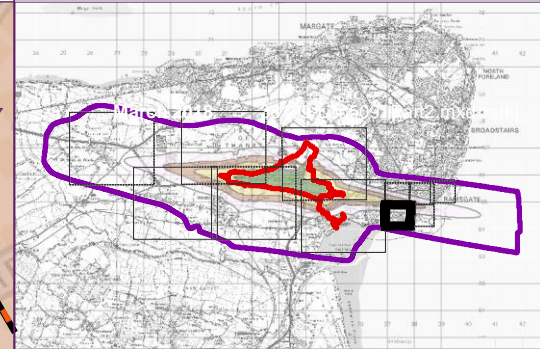
*128148
#

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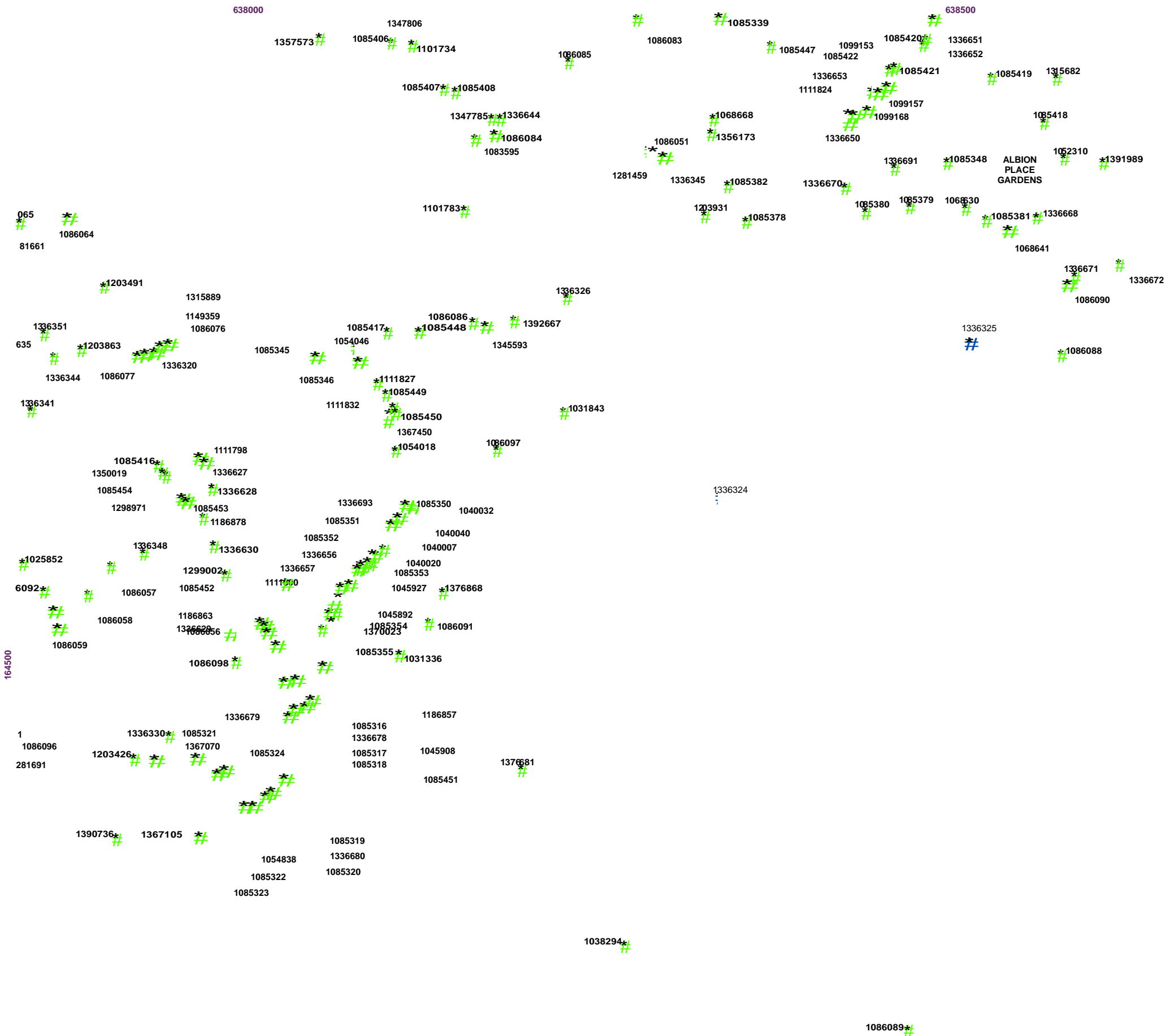


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RSP





Key

- # Grade I Listed Building
- # Grade II* Listed Building
- # Grade II Listed Building
- Scheduled Monument
- Conservation Area
- Registered Park and Garden
- N60 noise contour (where N=20)

Year 20 L_{Aeq}

- 66 dB
- 60 dB
- 57 dB
- 54 dB

Note:
 The Historic England GIS Data contained in this material was obtained on 29/06/2017. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

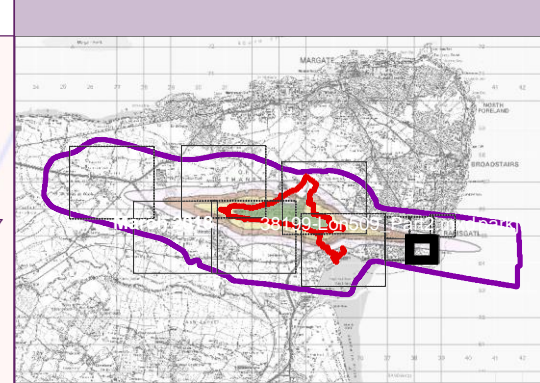
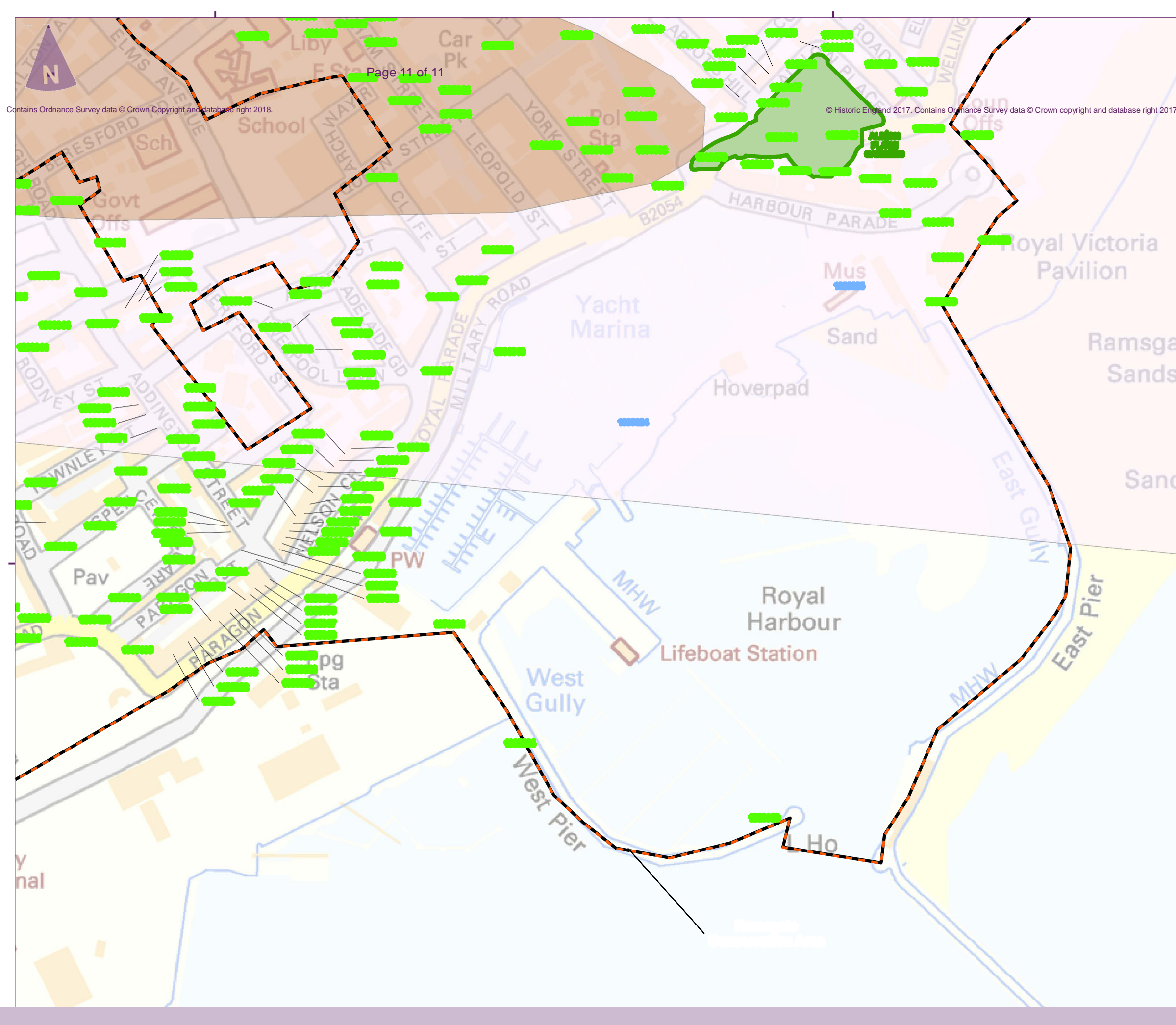
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Client

Manston Airport DCO
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Ramsgate Conservation Area

Figure 7
 Designated heritage assets within 60dB noise contour (detailed maps)



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RSP





Appendix B

Historic Environment Gazetteers



Table B.1 Historic Environment Record: Archaeology

Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE62996	FS	Medieval copper alloy brooch	Findspot	1100 AD to 1300 AD	Medieval
MKE65448	FS	Early Medieval copper alloy harness fitting	Findspot	1000 AD to 1100 AD	Early Medieval or Anglo-Saxon to Medieval
MKE73843	FS	Iron Age silver coin	Findspot	800 BC to 43 AD	Early Iron Age to Roman
MKE73868	FS	Iron Age copper alloy coin	Findspot	50 BC	Late Iron Age
MKE73869	FS	Iron Age copper alloy coin	Findspot	50 BC to 20 AD	Late Iron Age
MKE73875	FS	Iron Age copper alloy ring	Findspot	800 BC to 43 AD	Early Iron Age to Roman
MKE73915	FS	Iron Age copper alloy coin	Findspot	50 BC	Late Iron Age
MKE73917	FS	Iron Age silver coin	Findspot	50 BC	Late Iron Age
MKE73918	FS	Iron Age gold coin	Findspot	800 BC to 43 AD	Early Iron Age to Roman
MKE73920	FS	Iron Age copper alloy coin	Findspot	100 BC	Late Iron Age
MKE73921	FS	Iron Age copper alloy coin	Findspot	5 BC to 1 BC	Late Iron Age
MKE73922	FS	Iron Age copper alloy coin	Findspot	100 BC	Late Iron Age
MKE73923	FS	Iron Age copper alloy coin	Findspot	100 BC to 75 BC	Late Iron Age
MKE73924	FS	Iron Age copper alloy coin	Findspot	10 BC to 1 BC	Late Iron Age
MKE73951	FS	Iron Age copper alloy coin	Findspot	100 BC	Late Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE73956	FS	Iron Age copper alloy coin	Findspot	100 BC	Late Iron Age
MKE73958	FS	Medieval copper alloy weight	Findspot	1422 AD to 1475 AD	Medieval
MKE73959	FS	Iron Age copper alloy bow brooch	Findspot	100 BC to 43 AD	Late Iron Age to Roman
MKE73983	FS	Iron Age copper alloy coin	Findspot	100 BC to 50 BC	Late Iron Age
MKE73990	FS	Iron Age copper alloy coin	Findspot	100 BC to 50 BC	Late Iron Age
MKE73991	FS	Iron Age copper alloy coin	Findspot	100 BC to 50 BC	Late Iron Age
MKE73992	FS	Iron Age copper alloy coin	Findspot	100 BC to 50 BC	Late Iron Age
MKE73993	FS	Iron Age copper alloy coin	Findspot	100 BC to 50 BC	Late Iron Age
MKE73994	FS	Iron Age copper alloy coin	Findspot	100 BC to 50 BC	Late Iron Age
MKE74000	FS	Medieval copper alloy brooch	Findspot	1066 AD to 1540 AD	Medieval to Post Medieval
MKE74003	FS	Iron Age copper alloy coin	Findspot	100 BC	Late Iron Age
MKE74029	FS	Iron Age copper alloy coin	Findspot	150 BC to 100 BC	Middle Iron Age to Late Iron Age
MKE74041	FS	Iron Age copper alloy coin	Findspot	150 BC to 100 BC	Middle Iron Age to Late Iron Age
MKE74082	FS	Early Medieval copper alloy brooch	Findspot	450 AD to 575 AD	Early Medieval or Anglo-Saxon
MKE74084	FS	Iron Age copper alloy coin	Findspot	40 BC to 25 BC	Late Iron Age
MKE74094	FS	Iron Age silver coin	Findspot	15 AD to 30 AD	Late Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE74101	FS	Iron Age coin	Findspot	150 BC to 100 BC	Middle Iron Age to Late Iron Age
MKE74102	FS	Iron Age coin	Findspot	150 BC to 100 BC	Middle Iron Age to Late Iron Age
MKE74117	FS	Iron Age coin	Findspot	100 BC to 150 BC	Late Iron Age to Middle Iron Age
MKE74131	FS	Iron Age coin	Findspot	15 AD to 30 AD	Late Iron Age
MKE74132	FS	Iron Age silver coin	Findspot	35 AD to 39 AD	Late Iron Age
MKE74146	FS	Iron Age coin	Findspot	1 AD to 15 AD	Late Iron Age
MKE74155	FS	Iron Age coin	Findspot	25 BC to 5 BC	Late Iron Age
MKE74156	FS	Iron Age coin	Findspot	5 BC to 1 BC	Late Iron Age
MKE74164	FS	Roman silver finger ring	Findspot	200 AD to 300 AD	Roman
MKE74166	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74178	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74182	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74216	FS	Early Medieval gold pendant	Findspot	550 AD to 700 AD	Early Medieval or Anglo-Saxon
MKE74235	FS	Roman copper alloy hair pin	Findspot	43 AD to 402 AD	Roman
MKE74243	FS	Roman copper alloy coin	Findspot	332 AD to 333 AD	Roman
MKE74244	FS	Roman copper alloy coin	Findspot	351 AD to 353 AD	Roman



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE74245	FS	Roman copper alloy coin	Findspot	41 AD to 250 AD	Late Iron Age to Roman
MKE74246	FS	Medieval copper alloy buckle	Findspot	1200 AD to 1550 AD	Medieval to Post Medieval
MKE74247	FS	Post Medieval copper alloy buckle	Findspot	1620 AD to 1680 AD	Post Medieval
MKE74248	FS	Medieval copper alloy buckle	Findspot	1350 AD to 1400 AD	Medieval
MKE74249	FS	Early Medieval copper alloy small long brooch	Findspot	400 AD to 599 AD	Roman to Early Medieval or Anglo-Saxon
MKE74250	FS	Early Medieval copper alloy small long brooch	Findspot	400 AD to 599 AD	Roman to Early Medieval or Anglo-Saxon
MKE74251	FS	Post Medieval copper alloy knife	Findspot	1500 AD to 1600 AD	Medieval to Post Medieval
MKE74252	FS	Bronze Age ingots	Findspot	2350 BC to 701 BC	Bronze Age
MKE74253	FS	Bronze Age ingots	Findspot	2350 BC to 701 BC	Bronze Age
MKE74254	FS	Early Medieval brooch	Findspot	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
MKE74255	FS	Early Medieval grave contents	Findspot	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
MKE74256	FS	Iron Age grave contents	Findspot	800 BC to 42 AD	Iron Age
MKE74258	FS	copper alloy purse bar	Findspot	1500 AD to 1600 AD	Medieval to Post Medieval
MKE74259	FS	Unknown copper alloy bead	Findspot	700 BC to 1600 AD	Early Iron Age to Post Medieval
MKE74260	FS	Unknown copper alloy bead	Findspot	700 BC to 1600 AD	Early Iron Age to Post Medieval



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE74261	FS	Roman copper alloy spoon	Findspot	100 AD to 300 AD	Roman
MKE74262	FS	Bronze Age copper alloy hoard	Findspot	1200 BC to 700 BC	Middle Bronze Age to Early Iron Age
MKE74271	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74277	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74300	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74364	FS	Iron Age gold coin	Findspot	800 BC to 42 AD	Iron Age
MKE74388	FS	Iron Age silver coin	Findspot	800 BC to 42 AD	Iron Age
MKE74389	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74409	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74413	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74414	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74415	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74424	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74425	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74430	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74432	FS	Iron Age silver coin	Findspot	800 BC to 42 AD	Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE74434	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74435	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74450	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74456	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74462	FS	Iron Age silver coin	Findspot	800 BC to 42 AD	Iron Age
MKE74463	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74466	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74479	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74492	FS	Iron Age silver coin	Findspot	800 BC to 42 AD	Iron Age
MKE74500	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74501	FS	Iron Age silver coin	Findspot	800 BC to 42 AD	Iron Age
MKE74512	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74513	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74514	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74515	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74519	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE74543	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74544	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74545	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74549	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE74550	FS	Iron Age copper alloy coin	Findspot	800 BC to 42 AD	Iron Age
MKE80125	FS	Iron Age copper alloy harness fitting	Findspot	300 BC to 200 AD	Middle Iron Age to Roman
MKE80139	FS	copper alloy knife	Findspot	1020 BC to 800 BC	Middle Bronze Age to Late Bronze Age
MKE80144	FS	copper alloy chape	Findspot	1300 AD to 1500 AD	Medieval
MKE80149	FS	copper alloy mount	Findspot	1600 AD to 1800 AD	Post Medieval
MKE80159	FS	copper alloy spoon	Findspot	1600 AD to 1800 AD	Post Medieval
MKE80175	FS	Roman copper alloy unidentified object	Findspot	43 AD to 1800 AD	Roman to Post Medieval
MKE80176	FS	Early Medieval copper alloy brooch	Findspot	500 AD to 600 AD	Early Medieval or Anglo-Saxon
MKE80178	FS	copper alloy brooch	Findspot	43 AD to 100 AD	Roman
MKE80179	FS	copper alloy buckle	Findspot	1350 AD to 1450 AD	Medieval
MKE80180	FS	copper alloy coin	Findspot	71 AD	Roman to Unknown
MKE80184	FS	white metal blade	Findspot		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE86831	FRM	Plumstone Farm	Farmstead	1800 AD	Post Medieval
MKE86901	FRM	Outfarm north west of Cleve Court Farm	Farmstead	1800 AD	Post Medieval
MKE86902	FRM	Cleve Court Farm	Farmstead	1540 AD	Post Medieval
MKE86904	FRM	Street Farm	Farmstead	1800 AD	Post Medieval
MKE86916	FRM	Alland Grange Farm	Farmstead	1800 AD	Post Medieval
MKE86917	FRM	Wayborough Farm	Farmstead	1800 AD	Post Medieval
MKE86918	FRM	Outfarm west of Wayborough Farm	Farmstead	1800 AD	Post Medieval
MKE86961	FRM	Wayborough Farm	Farmstead	1800 AD	Post Medieval
MKE86962	FRM	Cheesman's Farm	Farmstead	1600 AD	Post Medieval
MKE86971	FRM	Pouces	Farmstead	1800 AD	Post Medieval
MKE86972	FRM	Thorne Farm	Farmstead	1540 AD	Post Medieval
MKE87015	FRM	Vincent Farm	Farmstead	1800 AD	Post Medieval
MKE87016	FRM	Fleet Farm	Farmstead	1800 AD	Post Medieval
MKE87017	FRM	Fleete Court	Farmstead	1800 AD	Post Medieval
MKE87018	FRM	Manston Court	Farmstead	1800 AD	Post Medieval
MKE87019	FRM	Wood Farm	Farmstead	1800 AD	Post Medieval



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE87020	FRM	Foster's Folly	Farmstead	1800 AD	Post Medieval
MKE87021	FRM	Manston Green Farm (Manstongreen Farm)	Farmstead	1800 AD	Post Medieval
MKE87022	FRM	Grove Farm (Manston Grove)	Farmstead	1800 AD	Post Medieval
MKE87023	FRM	Bush Farm	Farmstead	1800 AD	Post Medieval
MKE87024	FRM	Great Cliffsend Farm	Farmstead	1800 AD	Post Medieval
MKE87025	FRM	Farmstead at Cliffsend	Farmstead	1800 AD	Post Medieval
MKE87047	FRM	Litte Cliffsend Farm	Farmstead	1800 AD	Post Medieval
MKE87048	FRM	Ozengell Grange (Ozengell Farm)	Farmstead	1700 AD	Post Medieval
MKE87049	FRM	Sprattling Court Farm	Farmstead	1800 AD	Post Medieval
MKE87050	FRM	Preston Farm	Farmstead		
MKE88749	FRM	Rose Farm	Farmstead	1800 AD	Post Medieval
MKE88751	FRM	Cliffsend Farm (Bethlehem Farm)	Farmstead	1800 AD	Post Medieval
MKE91336	MON	Thorne Farm: possible Roman inhumation and possible undated ditch	Inhumation, ditch	100 AD	Roman to Unknown
MKE91767	MON	Two windmills beneath Manston Airfield	Windmill, building	1839 AD to 1907 AD	Post Medieval to Modern
MKE91767	MON	Two windmills beneath Manston Airfield	Windmill, building	1839 AD to 1907 AD	Post Medieval to Modern
MKE91767	MON	Two windmills beneath Manston Airfield	Windmill, building	1839 AD to 1907 AD	Post Medieval to Modern



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE91805	MON	Cropmark of a probable chalk pit visible on 1990 aerial photograph	Chalk pit		
MKE92407	MON	Reputed semi-underground hanger dating to First World War, shown on OS map	Hangar?	1914 AD to 1918 AD	Modern
MKE92417	MON	Possible neolithic pit, neolithic pottery and mesolithic and neolithic flints at Cliffs End Farm.			
MKE93154	MON	AUXILIARY UNIT OPERATIONAL BASE			
MKE97011	FS	Medieval Copper alloy brooch	Findspot		
MKE97017	FS	Post Medieval Copper alloy seal matrix	Findspot	1700 AD to 1800 AD	Post Medieval
MKE97061	FS	Copper alloy furniture fitting	Findspot	1650 AD to 1750 AD	Post Medieval
MKE97063	FS	Copper alloy dress hook	Findspot	1500 AD to 1600 AD	Medieval to Post Medieval
MKE97064	FS	Copper alloy mount	Findspot	1600 AD to 1700 AD	Post Medieval
MKE97536	MON	Undated Pit, Bay View, Windsor Road, Ramsgate	Pit		
MKE97568	MON	Dump of surplus equipment from an American Airbase, South East of 'The Dump', Manston Road, Margate.	Refuse disposal site	1939 AD to 1950 AD	Modern
MKE97770	LB	Manston War Memorial	War memorial (freestanding)	1921 AD to 2050 AD	Modern
MKE97850	MON	Late Iron Age/ Early Roman Material (Manston)	Pit, linear earthwork	100 BC to 150 AD	Late Iron Age to Roman
MKE97851	MON	Post-Medieval Material and Features			
MKE98004	MON	Site of RNAS Manston			



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
MKE98024	MON	World War Two aircraft dispersal bay at the former Manston Airport.	Dispersal pen		
MKE98027	MON	World War Two RAF Battle HQ at the former Manston Airport.	Airfield defence site	1901 AD to 2050 AD	Modern
MKE98029	MON	RAF Manston intelligence hut.	Airfield building	1940 AD to 1943 AD	Modern
MKE98029	MON	RAF Manston intelligence hut.	Airfield building	1940 AD to 1943 AD	Modern
MKE98340	MON	Royal Observer Corps Listening Post	Underground monitoring post		
MKE98504	MON	Multi-compartment ?HE stores			
MKE98697	MON	Lidar and Air photo record of Ozengell Grange area; Neolithic and Bronze Age	Ring ditch, ring ditch, mound?	4000 BC to 701 BC	Early Neolithic to Late Bronze Age
MKE98698	MON	Air Photo and Lidar mapping, Ozengel Grange, Ramsgate; Iron age and Roman	Enclosure, ditch, rectilinear enclosure, boundary	800 BC to 409 AD	Early Iron Age to Roman
MKE98701	MON	Air Photo and Lidar Mapping, Ozengell Grange, Ramsgate; Early Medieval/Anglo-Saxon	Grave	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
MKE98702	MON	Air photo and lidar mapping for land at Ozengell Grange, Ramsgate; Medieval	Rectilinear enclosure, pit, enclosure, feature	1100 AD to 1300 AD	Medieval
MWX43748	MON	Brick works, Pegwell	Brickworks	1908 AD to 1938 AD	Modern
TR 36 NE 108	MON	Double ditched ring ditch, near Ozengell Grange, Ramsgate	Pit, ring ditch	2350 BC to 701 BC	Bronze Age
TR 36 NE 109	MON	Rectilinear enclosure, near Ozengell Grange, St. Lawrence, Ramsgate	Rectilinear enclosure, pit		
TR 36 NE 119	MON	Romano-British ditches and midden materials, Manston	Midden	43 AD to 409 AD	Roman
TR 36 NE 121	MON	Medieval settlement/industrial Site?, Manston, Thanet	Settlement?, industrial site?, enclosure, grubenhaus?, manor house?	1100 AD to 1399 AD	Medieval



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NE 127	MON	Possible Romano-British domestic site, Nethercourt, Ramsgate	Settlement?, cremation, ditched enclosure, post hole	43 AD to 409 AD	Roman
TR 36 NE 174	MON	Possible Roman pond, Manston	Chalk pit?, enclosure, pond?	43 AD to 409 AD	Roman
TR 36 NE 175	MON	Roman building and enclosure, near Lydden, Manston	Building, ditched enclosure	43 AD to 409 AD	Roman
TR 36 NE 177	MON	Roman Villa Farm at the site of Ozengell Grange, Ramsgate	Villa, inhumation, building	43 AD to 409 AD	Roman
TR 36 NE 181	MON	Barrow, North of Canterbury Road West, Manston	Barrow	2350 BC to 701 BC	Bronze Age
TR 36 NE 182	MON	Late Neolithic / early Bronze Age barrow, North of Canterbury Road West	Oval barrow	3000 BC to 1501 BC	Late Neolithic to Early Bronze Age
TR 36 NE 2001	MON	Romano-British and Jutish features and associated finds, Nethercourt Estate, Ramsgate	Ditch, grave?	43 AD to 1065 AD	Roman to Early Medieval or Anglo-Saxon
TR 36 NE 2010	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NE 2108	LB	OZENGELL GRANGE	Site, house, house, outbuilding, date stone	1711 AD to 1999 AD	Post Medieval to Modern
TR 36 NE 2166	MON	Second World War roadblock.	Defence work	1939 AD to 1945 AD	Modern
TR 36 NE 2168	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NE 2170	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NE 2171	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NE 2178	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NE 223	MON	Romano-British quarry at Spratling Court Farm, Manston	Quarry	43 AD to 409 AD	Roman



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NE 2247	LB	BARN ABOUT 50 METRES EAST OF OZENGELL GRANGE	Site, timber framed barn, timber framed barn, timber framed barn, timber framed barn, tithe barn, tithe barn, tithe barn, tithe barn, aisled barn, aisled barn, aisled barn, aisled barn	1367 AD to 1799 AD	Medieval to Post Medieval
TR 36 NE 227	MON	Farmhouse, barn and possible monastic grange, Ozengell Grange, Ramsgate	Barn, house, grange?	1066 AD to 1900 AD	Medieval to Post Medieval
TR 36 NE 2379	LB	BARN AT PRESTON FARM (TR 3507 6686)	Site, timber framed barn, aisled barn	1680 AD to 1720 AD	Post Medieval
TR 36 NE 2403	FS	Single small Palaeolithic handaxe discovered during the Margate and Broadstairs Urban Wastewater Treatment Scheme (2005 to 2006)	Findspot	C	Lower Palaeolithic to Middle Palaeolithic
TR 36 NE 2407	MON	Pair of ring-ditches that may be contiguous	Ring ditch		
TR 36 NE 2409	MON	Bronze Age to iron age features found during 2004 excavations	Hollow way, ditch, gully, pit, ditch, gully	1000 BC to 101 BC	Late Bronze Age to Middle Iron Age
TR 36 NE 2421	MON	Auxiliary Unit Observation Post	Auxiliary unit observation post	1940 AD to 1945 AD	Modern
TR 36 NE 245	MON	Undated ring ditch, St. Lawrence, Ramsgate	Ring ditch		
TR 36 NE 26	MON	Early medieval cemetery and associated finds, Ozengall, Ramsgate and Manston	Inhumation, cemetery, coffin	43 AD to 699 AD	Roman to Early Medieval or Anglo-Saxon
TR 36 NE 274	MON	Ring ditch cropmarks, Ozengell Grange, Ramsgate	Ring ditch		
TR 36 NE 275	MON	Ring ditch cropmarks, St. Lawrence, Ramsgate	Ring ditch		
TR 36 NE 276	MON	Ring ditch cropmarks, possible barrows, Ozengell Grange, Ramsgate	Ring ditch		
TR 36 NE 28	MON	Site of Upper Court Manor House, St. Lawrence, Ramsgate	Manor house, boundary ditch	1300 AD to 1475 AD	Medieval



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NE 283	MON	Ring ditch, north of Cliffs End	Ring ditch		
TR 36 NE 341	FS	Site of Romano-British building - Staner hill, Ramsgate	Findspot	43 AD to 409 AD	Roman
TR 36 NE 343	FS	Romano-British scatter, Stanton Hill, Manston	Findspot	43 AD to 409 AD	Roman
TR 36 NE 344	MON	Prehistoric pottery, Anglo-Saxon feature and finds, Ozengell Grange, Ramsgate	Post hole?	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NE 376	MON	Chalk pit at Coldwood Farm, Manston	Chalk pit	1540 AD to 1858 AD	Post Medieval
TR 36 NE 377	MON	Chalk pit at Spratling court, Manston	Chalk pit	1540 AD to 1858 AD	Post Medieval
TR 36 NE 397	MON	Prehistoric flint scatter, prehistoric pot and an undated pit, Manston Road, Ramsgate	Flint scatter, pit	2350 BC to 701 BC	Bronze Age
TR 36 NE 40	MON	Two Iron Age pits found on Thirlmere Avenue, Nethercourt, Ramsgate	Pit	800 BC to 42 AD	Iron Age
TR 36 NE 402	MON	Newington windmill	Windmill	1540 AD to 1900 AD	Post Medieval
TR 36 NE 406	MON	Late Bronze Age/early Iron Age postholes & pits, north of Canterbury Road West, Manston	Post hole, pit	1000 BC to 401 BC	Late Bronze Age to Early Iron Age
TR 36 NE 427	MON	Bronze Age/Early Medieval/Medieval site, Manston Rd	Ditch, ditch, pit, post hole, wall	2350 BC to 1539 AD	Early Bronze Age to Medieval
TR 36 NE 455	MON	Saxo-Norman buildings and enclosures, Manston Road, Ramsgate	Grubenhause, enclosure, ditch, timber framed building, enclosure, timber framed building, pit, oven	1050 AD to 1225 AD	Early Medieval or Anglo-Saxon to Medieval
TR 36 NE 471	MON	Late Bronze Age settlement/activity located on site of Tesco, Manston Road, Ramsgate, Kent	Enclosed settlement, ditch, gully, post built structure, quarry, pit, post hole, post built structure	1000 BC to 701 BC	Late Bronze Age
TR 36 NE 477	MON	Early Neolithic shallow cut found on site of new Tesco store south of Manston Road, Ramsgate	Pit	4000 BC to 2351 BC	Neolithic



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NE 484	MON	Middle Bronze Age settlement/activity located on site of Tesco, Manston Road, Ramsgate, Kent	Pit	1600 BC to 1001 BC	Middle Bronze Age
TR 36 NE 485	MON	Anglo-Saxon settlement/activity located on site of Tesco, Manston Road, Ramsgate, Kent	Grubenhaus, ring ditch, ditch	500 AD to 699 AD	Early Medieval or Anglo-Saxon
TR 36 NE 486	MON	Post-Medieval settlement/activity located on site of Tesco, Manston Road, Ramsgate, Kent	Trackway	1540 AD to 1900 AD	Post Medieval
TR 36 NE 51	MON	Late Neolithic enclosures renovated and used as barrows in the Bronze Age, Ozengell Grange, Manston	Round barrow, henge, crouched inhumation, cremation	3000 BC to 701 BC	Late Neolithic to Late Bronze Age
TR 36 NE 511	FS	Bronze Age flints, Bradgate Caravan Park	Findspot	3000 BC to 701 BC	Late Neolithic to Late Bronze Age
TR 36 NE 54	MON	Bronze Age round barrow, Manston	Round barrow	2350 BC to 701 BC	Bronze Age
TR 36 NE 548	MON	Possible machine gun post in Stannar Court	Fortification	1939 AD to 1945 AD	Modern
TR 36 NE 56	MON	Barrow/ring ditch cropmark features, Nethercourt, Ramsgate	Round barrow, ring ditch	2350 BC to 701 BC	Bronze Age
TR 36 NE 566	MON	Former site of a Second World War pillbox, Manston Road	Pillbox, pillbox	1939 AD to 2007 AD	Modern
TR 36 NE 577	FS	Mesolithic worked flints, Manston Road, Ramsgate	Findspot	10000 BC to 4001 BC	Mesolithic
TR 36 NE 578	FS	Neolithic worked flints, Manston Road, Ramsgate	Findspot	4000 BC to 2351 BC	Neolithic
TR 36 NE 579	MON	Late Bronze Age enclosure and pits, Manston Road, Ramsgate	Enclosure?, ditch, pit	1000 BC to 701 BC	Late Bronze Age
TR 36 NE 580	MON	Late Bronze Age/Early Iron Age field system, Manston Road, Ramsgate	Field system, ditch, trackway, pit	1000 BC to 401 BC	Late Bronze Age to Early Iron Age
TR 36 NE 581	MON	Iron Age field system, Manston Road, Ramsgate	Field system, ditch, trackway	800 BC to 401 BC	Early Iron Age
TR 36 NE 582	MON	Roman cremations, Manston Road, Ramsgate	Cremation, quarry, ditch, grave marker?, post hole, ditch	43 AD to 409 AD	Roman



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NE 583	MON	Anglo-Saxon occupation, Manston Road, Ramsgate	Grubenhous, post hole, stake hole	475 AD to 700 AD	Early Medieval or Anglo-Saxon
TR 36 NE 584	MON	Medieval enclosures, Manston Road, Ramsgate	Enclosure?, ditch	1075 AD to 1225 AD	Medieval
TR 36 NE 588	FS	Anglo-Saxon gold shilling ('thrymsa'), Isle of Thanet	Findspot	600 AD to 675 AD	Early Medieval or Anglo-Saxon
TR 36 NE 589	FS	Anglo-Saxon silver early penny ('sceat'), Isle of Thanet	Findspot	737 AD to 758 AD	Early Medieval or Anglo-Saxon
TR 36 NE 590	FS	Anglo-Saxon silver early penny ('sceat'), Isle of Thanet	Findspot	737 AD to 758 AD	Early Medieval or Anglo-Saxon
TR 36 NE 591	FS	Anglo-Saxon silver early penny ('sceat'), Isle of Thanet	Findspot	737 AD to 758 AD	Early Medieval or Anglo-Saxon
TR 36 NE 592	FS	Anglo-Saxon silver early penny ('sceat'), Isle of Thanet	Findspot	737 AD to 758 AD	Early Medieval or Anglo-Saxon
TR 36 NE 593	FS	Anglo-Saxon silver early penny ('sceat'), Isle of Thanet	Findspot	789 AD to 796 AD	Early Medieval or Anglo-Saxon
TR 36 NE 594	FS	Anglo-Saxon copper alloy 'styca', Isle of Thanet	Findspot	810 AD to 840 AD	Early Medieval or Anglo-Saxon
TR 36 NE 595	FS	Anglo-Saxon silver penny, Isle of Thanet	Findspot	765 AD to 792 AD	Early Medieval or Anglo-Saxon
TR 36 NE 598	MON	Neolithic settlement, Preston Park Caravan Site	Curvilinear enclosure, ditch, gully, pit	4000 BC to 3001 BC	Early Neolithic
TR 36 NE 599	MON	Early Bronze Age gully, Preston Park Caravan Site	Gully	1700 BC to 1501 BC	Early Bronze Age to Middle Bronze Age
TR 36 NE 600	MON	Medieval ditches, Preston Park Caravan Site	Ditch	1100 AD to 1175 AD	Medieval
TR 36 NE 601	MON	Middle Bronze Age cremation cemetery, Manston Road, Ramsgate	Cremation cemetery, cremation, ritual pit	1600 BC to 1001 BC	Middle Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NE 634	FS	Mesolithic or Neolithic worked flints, Spratling Court Farm, Manston	Findspot	10000 BC to 2351 BC	Early Mesolithic to Late Neolithic
TR 36 NE 635	MON	Middle Iron Age chalk quarry, Spratling Court Farm, Manston	Quarry	400 BC to 101 BC	Middle Iron Age
TR 36 NE 636	FS	Worked flints and pottery in hillwash deposits, Spratling Court Farm, Manston	Findspot	7000 BC to 701 BC	Late Mesolithic to Late Bronze Age
TR 36 NE 637	MON	A Roman cave, Spratling Court Farm	Dene hole?	43 AD to 409 AD	Roman
TR 36 NE 673	MON	Undated features, Manston Green, Ramsgate, Kent	Pit, post hole?		
TR 36 NE 674	FS	2 Conjoining Early Post-Medieval Peg Tiles, Manston Green, Ramsgate	Findspot	1540 AD to 1650 AD	Post Medieval
TR 36 NE 679	MON	Second World war roadblock at A256 Haine Road, Hollins Bottom.	Roadblock		
TR 36 NE 85	MON	Cropmark of enclosure and curvilinear feature, Lydden, Manston	Enclosure, curvilinear enclosure, ditch	1066 AD to 1539 AD	Medieval
TR 36 NE 87	MON	Possible barrow cropmark, Manston	Barrow?	2350 BC to 1065 AD	Early Bronze Age to Early Medieval or Anglo-Saxon
TR 36 NE 88	MON	Ditched enclosure cropmark, Manston	Macula, ditched enclosure?	43 AD to 409 AD	Roman
TR 36 NW 1012	LB	OLD FORGE HOUSE	Site, house, date stone	1743 AD	Post Medieval
TR 36 NW 1013	LB	WAY HOUSE AND WAYBOROUGH HOUSE, AND GARDEN WALL ATTACHED	Site, timber framed house, house, garden wall, outbuilding	1550 AD to 1799 AD	Post Medieval
TR 36 NW 1015	LB	BARN AT MANSTON GREEN	Site, timber framed barn, aisled barn, barn	1550 AD to 1780 AD	Post Medieval
TR 36 NW 1017	MON	Former site of a barn about 50 metres south west of Grove Farmhouse	Site, timber framed barn, aisled barn	1702 AD	Post Medieval
TR 36 NW 1018	LB	GROVE FARMHOUSE AND WALLED FRONT GARDEN	Site, house, steps, garden wall	1800 AD to 1832 AD	Post Medieval



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1031	LB	GRANARY ABOUT 25 METRES SOUTH OF MANSTON COURT FARMHOUSE	Site, granary, timber framed building, staddle stone	1700 AD to 1799 AD	Post Medieval
TR 36 NW 1041	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1043	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1044	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1046	LB	PROSPECT INN	Site, public house, public house, conservatory	1939 AD to 1969 AD	Modern
TR 36 NW 1047	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1048	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1049	LB	TUDOR COTTAGE, WAY HILL	Site, jettied house, house	1500 AD to 1986 AD	Medieval to Modern
TR 36 NW 1050	MON	ANTI INVASION DEFENCE SITE	Defence	1939 AD to 1945 AD	Modern
TR 36 NW 1052	LB	CLEVE COURT AND CLEVE LODGE	House, site, house, service wing, timber framed building, steps, house	1540 AD to 1900 AD	Post Medieval
TR 36 NW 1055	LB	FLETE LODGE	Site, house	1820 AD to 1860 AD	Post Medieval
TR 36 NW 1059	MON	PILLBOX	Pillbox, pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1059	MON	PILLBOX	Pillbox, pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1060	LB	CHEESEMAN'S FARM	Site, farmhouse, farmhouse	1600 AD to 1866 AD	Post Medieval



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1062	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1064	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1065	MON	ANTI INVASION DEFENCE SITE	Defence	1939 AD to 1945 AD	Modern
TR 36 NW 1068	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1071	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1072	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1075	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1076	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1077	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 NW 1086	CRA	Crash site of Supermarine Spitfire I	Aircraft crash site, spitfire	1940 AD	Modern
TR 36 NW 1087	CRA	Crash site of Supermarine Spitfire I	Aircraft crash site, spitfire	1940 AD	Modern
TR 36 NW 1088	CRA	Crash site of Messerschmitt Bf110D	Aircraft crash site, me110	1940 AD	Modern
TR 36 NW 1089	CRA	Crash site of Messerschmitt Bf110D	Aircraft crash site, me110	1940 AD	Modern
TR 36 NW 1090	CRA	Crash site of Heinkel He 111H-2	Aircraft crash site, he111	1940 AD	Modern



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1091	CRA	Crash site of Messerschmitt Bf109E-4	Aircraft crash site, me109	1940 AD	Modern
TR 36 NW 1095	MON	Cropmark of a ring ditch, to the north of Minster, Thanet	Ring ditch		
TR 36 NW 1096	MON	Cropmarks of four ring ditches, to the north of Minster, Thanet	Ring ditch		
TR 36 NW 1097	MON	Thorne Farm: Two shallow ditches, undated	Ditch		
TR 36 NW 1099	MON	Thorne Farm: Two shallow ditches, early Iron Age and undated	Ditch, ditch	750 BC to 400 BC	Late Bronze Age to Middle Iron Age
TR 36 NW 1100	MON	Linear cropmark features Way Farm cottages	Linear feature		
TR 36 NW 1102	MON	Linear cropmarks at Lord of the Manor, Thanet	Linear feature		
TR 36 NW 1106	MON	Possible ring-ditch on 1982 aerial photograph but not visible on south-west side. On 1967 aerial photo it appears to be a chalk pit	Ring ditch?, chalk pit?		
TR 36 NW 1108	MON	Romano-British burials and cremations discovered during excavation and pipeline work	Inhumation cemetery, cremation cemetery	43 AD to 409 AD	Roman
TR 36 NW 1108	MON	Former location of four boundary stones that do not follow the parish boundary	Boundary stone		
TR 36 NW 1108	MON	Former location of four boundary stones that do not follow the parish boundary	Boundary stone		
TR 36 NW 1108	MON	Former location of four boundary stones that do not follow the parish boundary	Boundary stone		
TR 36 NW 1108	MON	Former location of four boundary stones that do not follow the parish boundary	Boundary stone		
TR 36 NW 1111	MON	"The Manor House", Lord of the Manor, Manston	Toll house	1830 AD	Post Medieval to Unknown



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1122	MON	Cropmark of a possible chalk pit at Thorne Farm	Chalk pit?		
TR 36 NW 1123	MON	Linear parallel cropmarks east of Thorne Farm	Linear feature	1540 AD to 1860 AD	Post Medieval
TR 36 NW 1125	MON	Dew-pond or small chalk pit, Pouces Cottages	Chalk pit?	1540 AD to 1860 AD	Post Medieval
TR 36 NW 1127	MON	Cropmark of a probable chalk pit, middle of a line of three between Way Hill and Thorne Hill	Chalk pit		
TR 36 NW 1128	MON	Cropmark of a probable chalk pit, westernmost of a line of three between Way Hill and Thorne Hill	Chalk pit		
TR 36 NW 1128	MON	Cropmark of a probable chalk pit, easternmost of a line of three between Way Hill and Thorne Hill	Chalk pit		
TR 36 NW 1130	MON	Cropmark of a probable chalk pit, east of Wayborough House	Chalk pit?		
TR 36 NW 1131	MON	Cropmark of a probable small chalk pit, north-east of Thorne Farm adjacent to a concrete farm track	Chalk pit?		
TR 36 NW 1133	MON	Cropmarks of possible very small pits adjacent A253 north of Cliffsend	Pit		
TR 36 NW 1135	MON	Crop-soil markings showing two ring-ditches, Way	Ring ditch		
TR 36 NW 1136	MON	Roman circular enclosure discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, stock enclosure?	43 AD to 409 AD	Roman
TR 36 NW 1137	MON	Roman fields and enclosures, possibly part of a 'ladder' settlement discovered during the East Kent Access Route excavations (2009-2011)	Ditch, enclosure	43 AD to 409 AD	Roman
TR 36 NW 1138	MON	Roman trackway discovered during the East Kent Access Route excavations (2009-2011)	Trackway	43 AD to 409 AD	Roman
TR 36 NW 1139	MON	Early bronze age pit discovered during the East Kent Access Route excavations (2009-2011)	Pit	2350 BC to 1501 BC	Early Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1140	MON	Second World War zig-zag trench discovered during the East Kent Access Route excavations (2009-2011)	Trench	1939 AD to 1945 AD	Modern
TR 36 NW 1141	MON	Medieval linear feature discovered during the East Kent Access Route excavations (2009-2011)	Linear feature	1050 AD to 1350 AD	Early Medieval or Anglo-Saxon to Medieval
TR 36 NW 1142	MON	Three Anglo-Saxon graves discovered during the East Kent Access Route excavations (2009-2011)	Inhumation	500 AD to 699 AD	Early Medieval or Anglo-Saxon
TR 36 NW 1143	MON	Anglo-Saxon cemetery discovered during the East Kent Access Route excavations (2009-2011)	Cemetery, inhumation	500 AD to 699 AD	Early Medieval or Anglo-Saxon
TR 36 NW 1144	MON	Anglo-Saxon cemetery discovered during the East Kent Access Route excavations (2009-2011)	Cemetery, inhumation, cremation	43 AD to 699 AD	Roman to Early Medieval or Anglo-Saxon
TR 36 NW 1145	MON	Two Anglo-Saxon hollow ways discovered during the East Kent Access Route excavations (2009-2011)	Hollow way	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 1146	MON	Romano-British cemetery discovered during the East Kent Access Route excavations (2009-2011)	Cemetery, inhumation	43 AD to 409 AD	Roman
TR 36 NW 1147	MON	1st to 3rd century AD cemetery and enclosure discovered during the East Kent Access Route excavations (2009-2011)	Cemetery, cremation, inhumation, enclosure, oven?	43 AD to 409 AD	Roman
TR 36 NW 1148	MON	Possible iron age field system discovered during the East Kent Access Route excavations (2009-2011)	Ditch, field system?	800 BC to 42 AD	Iron Age
TR 36 NW 1149	MON	Late Anglo-Saxon pits discovered during the East Kent Access Route excavations (2009-2011)	Pit	850 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 1151	MON	Second World War defensive trenches discovered during the East Kent Access Route excavations (2009-2011)	Trench	1939 AD to 1945 AD	Modern
TR 36 NW 1152	MON	Late bronze age enclosure, ditches and pit discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, pit, ditch	1000 BC to 701 BC	Late Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1153	MON	Early to middle iron age post-built structures, ditch, pit and inhumation discovered during the East Kent Access Route excavations (2009-2011)	Post built structure, pit, post hole, ditch, inhumation	800 BC to 409 AD	Early Iron Age to Roman
TR 36 NW 1154	MON	Two large trackways of late iron age / Roman date discovered during the East Kent Access Route excavations (2009-2011)	Trackway	100 BC to 409 AD	Late Iron Age to Roman
TR 36 NW 1154	MON	Two large trackways of late iron age / Roman date discovered during the East Kent Access Route excavations (2009-2011)	Trackway	100 BC to 409 AD	Late Iron Age to Roman
TR 36 NW 1155	MON	Five sunken-feature buildings discovered during the East Kent Access Route excavations (2009-2011)	Grubenhau, inhumation, post hole, pit, hearth	43 AD to 409 AD	Roman
TR 36 NW 1156	MON	Small Roman cemetery discovered during the East Kent Access Route excavations (2009-2011)	Cemetery, inhumation, cremation	43 AD to 409 AD	Roman
TR 36 NW 1157	MON	One inhumation and two cremations discovered during the East Kent Access Route excavations (2009-2011)	Cemetery, inhumation, cremation	43 AD to 409 AD	Roman
TR 36 NW 1158	MON	Roman linear features discovered during the East Kent Access Route excavations (2009-2011)	Ditch	43 AD to 409 AD	Roman
TR 36 NW 1159	MON	Anglo-Saxon trackway discovered during the East Kent Access Route excavations (2009-2011)	Trackway	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 1160	MON	Small Anglo-Saxon cemetery discovered during the East Kent Access Route excavations (2009-2011)	Inhumation	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 1161	MON	Second World War zig-zag defensive trench discovered during the East Kent Access Route excavations (2009-2011)	Trench	1939 AD to 1945 AD	Modern
TR 36 NW 1162	MON	Bronze Age ring-ditch discovered during the East Kent Access Route excavations (2009-2011)	Ring ditch, inhumation	2350 BC to 701 BC	Bronze Age
TR 36 NW 1163	MON	Bronze Age ring-ditch discovered during the East Kent Access Route excavations (2009-2011)	Ring ditch, inhumation	2350 BC to 701 BC	Bronze Age
TR 36 NW 1164	MON	Small bronze age ring-ditch discovered during the East Kent Access Route excavations (2009-2011)	Ring ditch, inhumation	2350 BC to 701 BC	Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1165	MON	Seven probable bronze age inhumation burials and one cremation discovered during the East Kent Access Route excavations (2009-2011)	Inhumation, cremation	2350 BC to 701 BC	Bronze Age
TR 36 NW 1166	MON	Medieval field or enclosure discovered during the East Kent Access Route excavations (2009-2011)	Enclosure?	1066 AD to 1539 AD	Medieval
TR 36 NW 1167	MON	Iron Age horseshoe enclosure, ditches and boundaries discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, ditch, pit, ditch	500000 BC to 42 AD	Prehistoric
TR 36 NW 1168	MON	Possible Roman or medieval features discovered during the East Kent Access Route excavations (2009-2011)	Ditch, pit, ditch, pit	43 AD to 1539 AD	Roman to Medieval
TR 36 NW 1169	MON	Bronze Age barrow (possibly with neolithic origins) discovered during the East Kent Access Route excavations (2009-2011)	Barrow?, ring ditch, pit	4000 BC to 701 BC	Early Neolithic to Late Bronze Age
TR 36 NW 1170	MON	Bronze Age barrow (possibly with neolithic origins) discovered during the East Kent Access Route excavations (2009-2011)	Barrow?, ring ditch, grave, inhumation, ditch	4000 BC to 701 BC	Early Neolithic to Late Bronze Age
TR 36 NW 1171	MON	Bronze Age barrow discovered during the East Kent Access Route excavations (2009-2011)	Barrow?, ring ditch, inhumation, ditch, pit?	2350 BC to 42 AD	Early Bronze Age to Late Iron Age
TR 36 NW 1172	MON	Iron Age or Roman pits discovered during the East Kent Access Route excavations (2009-2011)	Pit	800 BC to 409 AD	Early Iron Age to Roman
TR 36 NW 1173	MON	Bronze Age pit, discovered during the East Kent Access Route excavations (2009-2011)	Pit	2350 BC to 701 BC	Bronze Age
TR 36 NW 1174	MON	Iron Age features, including probable post-built structure and inhumation discovered during the East Kent Access Route excavations (2009-2011)	Post hole, post built structure, inhumation	800 BC to 409 AD	Early Iron Age to Roman
TR 36 NW 1176	MON	Late iron age / early Roman settlement and enclosures, Manston Airport car-park	Enclosure, pit, gully, grubenhaus, quarry, pottery kiln, cremation	100 BC to 125 AD	Late Iron Age to Roman
TR 36 NW 1177	FS	Early medieval pottery fragments recovered during excavation	Findspot	410 AD to 1065 AD	Early Medieval or Anglo-Saxon



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1178	FS	Roman pottery has been recorded at this location. No further details.	Findspot	43 AD to 409 AD	Roman
TR 36 NW 1179	MON	Foundations associated with the 19th century Fever Hospital, discovered during the East Kent Access Route excavations (2009-2011)	Infectious diseases hospital, well	1836 AD	Post Medieval to Unknown
TR 36 NW 1180	MON	Semi-underground hangar dating to First World War, still partly extant	Hangar?	1914 AD to 1918 AD	Modern
TR 36 NW 1182	BLD	Possible nissen hut, maybe of Second World War origin, noted in 2008 desk-based assessment	Nissen hut?	1939 AD to 1945 AD	Modern
TR 36 NW 1183	MON	Former Second World War oil depot, Canterbury Road West, Ramsgate	Storage tank, control room, pump house	1944 AD to 1960 AD	Modern
TR 36 NW 1191	MON	Early Roman Cremation Burials and Roman Pottery (Manston Road)	Cremation burial, cremation pit	43 AD to 200 AD	Roman
TR 36 NW 1194	MON	Prehistoric Features, Pottery and Struck Flint, Manston Road	Linear feature, curvilinear enclosure, plough marks	500000 BC to 42 AD	Prehistoric
TR 36 NW 1195	MON	Undated Archaeological Features, Manston Road	Pit, post hole, ditch, linear feature		
TR 36 NW 1196	MON	Hill House Military Hospital, Minster, Ramsgate	Hospital	1914 AD to 1918 AD	Modern
TR 36 NW 1200	MON	Second World War Auxiliary Unit base. Top of Windsor Road, Cliffsend.	Auxiliary unit operational base	1940 AD to 1945 AD	Modern
TR 36 NW 1201	MON	Alland Grange Farmhouse: Set of tunnels used by a Special Duties Organisation (Auxiliary units).	Auxiliary unit operational base	1940 AD to 1945 AD	Modern
TR 36 NW 1202	MON	Pillbox	Pillbox	1940 AD to 1945 AD	Modern
TR 36 NW 1203	MON	Semi-underground hangar dating to First World War, never finished.	Aircraft hangar	1914 AD to 1918 AD	Modern
TR 36 NW 1220	MON	Trench system visible as crop marks	Trench	1939 AD to 1945 AD	Modern



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1221	MON	Zig-zag trench system visible as earthworks	Trench	1939 AD to 1945 AD	Modern
TR 36 NW 1222	MON	zig-zag trench system	Trench	1939 AD to 1945 AD	Modern
TR 36 NW 123	MON	Barrow cropmark feature, near Retreat Farm, Margate	Barrow	2350 BC to 1065 AD	Early Bronze Age to Early Medieval or Anglo-Saxon
TR 36 NW 1237	MON	?1946 aerial shows very clearly large semi-circle cluster of accommodation units fronting on Manston Road.			
TR 36 NW 1238	MON	Approx site of ?radar array			
TR 36 NW 1242	MON	Approximate position of 'Klein-kampfanlage' shown on 11.1940 Luftwaffe map			
TR 36 NW 1243	MON	Position of 'Radio Station' shown on 11.1940 Luftwaffe map.			
TR 36 NW 1244	MON	Approximate position of 'Klein-kampfanlage' .			
TR 36 NW 1245	MON	?Ammunition WWII store.			
TR 36 NW 1246	MON	?Ammunition WWII store			
TR 36 NW 1247	MON	?Ammunition WWII store			
TR 36 NW 1249	MON	?Ammunition WWII store			
TR 36 NW 1250	MON	?Ammunition WWII store			
TR 36 NW 1251	MON	?Ammunition WWII store			



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 1252	MON	?Ammunition WWII store			
TR 36 NW 1253	MON	?Ammunition WWII store			
TR 36 NW 1254	MON	Bank to ?			
TR 36 NW 1255	MON	?Ammunition WWII store			
TR 36 NW 1256	MON	?Ammunition WWII store			
TR 36 NW 1257	MON	?Ammunition WWII store			
TR 36 NW 1258	MON	Bank to ?contain blast.			
TR 36 NW 1259	MON	Bank to ?contain blast.			
TR 36 NW 1260	MON	2013 extant ?CHLradio tower .			
TR 36 NW 1261	MON	Possible Klein-kampfanlage shown on 11.1940 Luftwaffe map.			
TR 36 NW 1262	MON	Possible Klein-kampfanlage shown on 11.1940 Luftwaffe map			
TR 36 NW 1263	MON	Klein-kampfanlage shown on 11.1940 Luftwaffe map.			
TR 36 NW 1264	MON	'Munitions dump' shown on 11.1940 Luftwaffe map.			
TR 36 NW 1265	MON	hidden auxiliary base			



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 132	MON	Undated enclosure, Margate	Site		
TR 36 NW 133	MON	Enclosure	Enclosure		
TR 36 NW 134	MON	Possible post-medieval field boundary	Field boundary	1540 AD to 1900 AD	Post Medieval
TR 36 NW 135	MON	Possible post-medieval field boundary	Field boundary	1540 AD to 1900 AD	Post Medieval
TR 36 NW 136	MON	Undated enclosures, margate	Enclosure		
TR 36 NW 137	MON	Possible barrow site, near Vincent Farm, Margate	Barrow	2350 BC to 701 BC	Bronze Age
TR 36 NW 138	MON	Enclosure	Enclosure		
TR 36 NW 139	MON	Undated ring ditch, margate	Ring ditch		
TR 36 NW 15	MON	Caves of uncertain origin, Cheeseman's Farm and Alland Grange, Acol and Minster	Cave, air raid shelter	1914 AD to 1918 AD	Modern
TR 36 NW 16	MON	Cheeseman's Camp enclosure, Cheeseman's Farm, Minster and Acol parishes	Enclosure		
TR 36 NW 166	MON	Goalpost enclosures, Monkton and Acol parishes	Enclosure, pit		
TR 36 NW 168	MON	Double ditch and pit cropmarks, Monkton parish	Sub circular enclosure, pit		
TR 36 NW 169	MON	Cropmark of possible Bronze Age round barrow, Acol	Barrow	2350 BC to 701 BC	Bronze Age
TR 36 NW 170	MON	Ring ditch and pit cropmarks, near Cheeseman's Farm, Acol	Pit, ring ditch		
TR 36 NW 171	MON	Enclosure cropmark, near Rose Farm, Minster parish	Goal post enclosure		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 172	MON	Ring ditch cropmarks, Minster, Thanet	Barrow, ring ditch, pit?	2350 BC to 1065 AD	Early Bronze Age to Early Medieval or Anglo-Saxon
TR 36 NW 173	MON	Trackway cropmarks, Minster	Trackway		
TR 36 NW 174	MON	Ring ditch cropmark, Minster	Ring ditch		
TR 36 NW 175	MON	Ring ditch and barrow cropmarks, near Mill House Hospital, Minster	Ring ditch		
TR 36 NW 176	MON	Ring ditch cropmark (possible barrow), Cottage Hill, Minster	Ring ditch		
TR 36 NW 177	MON	Late Neolithic/Early Bronze Age ditched enclosure, Laundry Road, Minster	Settlement, ditched enclosure	3000 BC to 1001 BC	Late Neolithic to Middle Bronze Age
TR 36 NW 178	MON	Barrow enclosure cropmark, Minster, Thanet	Barrow	2350 BC to 1065 AD	Early Bronze Age to Early Medieval or Anglo-Saxon
TR 36 NW 179	MON	Sub circular cropmark (possible barrow), Minster, Thanet	Barrow	2350 BC to 1065 AD	Early Bronze Age to Early Medieval or Anglo-Saxon
TR 36 NW 18	MON	Chalk cut chamber, Acol Farm	Chalk pit?, dene hole?		
TR 36 NW 180	MON	Ring ditch cropmark, Manston	Ring ditch		
TR 36 NW 181	MON	Iron Age ditch, Minster	Ditch	800 BC to 42 AD	Iron Age
TR 36 NW 182	MON	Roman-British industrial/settlement site, Minster	Industrial site, pit, settlement	43 AD to 399 AD	Roman
TR 36 NW 183	FS	Romano-British finds, near Manston Airport, Minster	Findspot	100 BC to 409 AD	Late Iron Age to Roman
TR 36 NW 184	MON	Romano-British surface and associated finds, near the A253, Minster	Iron working site	43 AD to 409 AD	Roman
TR 36 NW 185	MON	Iron Age occupation site, Minster	Settlement, pit, ditch	800 BC to 42 AD	Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 186	MON	Early medieval burials, near the A253, Minster	Inhumation cemetery	575 AD to 650 AD	Early Medieval or Anglo-Saxon
TR 36 NW 187	MON	Romano-British cemetery, near the A253, Minster	Cemetery	43 AD to 199 AD	Roman
TR 36 NW 188	MON	Romano-British ditch, near A253, Minster	Ditch	43 AD to 409 AD	Roman
TR 36 NW 189	MON	Female inhumation burial, near A253, Minster	Inhumation	200 AD to 1065 AD	Roman to Early Medieval or Anglo-Saxon
TR 36 NW 190	MON	Iron Age settlement, near A253, Manston	Settlement, pit	800 BC to 42 AD	Iron Age
TR 36 NW 192	FS	Iron arrow barb fragments, Minster	Findspot	800 BC to 42 AD	Iron Age
TR 36 NW 193	FS	Bronze blade and fragments, near A253, Minster	Hoard	2350 BC to 701 BC	Bronze Age
TR 36 NW 195	MON	Early medieval inhumations, near A253, Minster	Cemetery	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 208	MON	Enclosure cropmark, Mount Pleasant, Minster	Enclosure		
TR 36 NW 209	MON	Roman industrial/occupation site, Minster	Settlement, bloomery	43 AD to 409 AD	Roman
TR 36 NW 210	MON	Enclosure and round barrow cropmarks, near Manston Airport, Minster	Barrow, enclosure	4000 BC to 1065 AD	Early Neolithic to Early Medieval or Anglo-Saxon
TR 36 NW 211	MON	Enclosure soilmark, Monkton parish	Enclosure		
TR 36 NW 212	FS	Romano-British pottery, Cleve Court, Monkton	Findspot	43 AD to 409 AD	Roman
TR 36 NW 214	MON	Barrow and linear feature cropmarks, near Mount Pleasant, Minster, Thanet	Barrow, linear feature	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 215	MON	Inhumation burials, Minster Laundry Industrial Estate, Minster	Inhumation		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 216	FS	Early-medieval bead and iron knife, near A253, Minster	Findspot	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 218	MON	Undated inhumation burials, Minster	Inhumation		
TR 36 NW 22	LB	REMAINS OF MONASTIC BUILDING, NOW OUTBUILDING	Site, first floor hall house, outbuilding, augustinian grange, first floor hall house, augustinian grange	1215 AD to 1799 AD	Medieval to Post Medieval
TR 36 NW 220	FS	Belgic pottery	Findspot	800 BC to 42 AD	Iron Age
TR 36 NW 221	FS	Romano-British pottery	Findspot	43 AD to 409 AD	Roman
TR 36 NW 222	MON	Denehole, Plumstone road, Monkton parish	Dene hole	43 AD to 409 AD	Roman
TR 36 NW 224	FS	Celtic coin, Acol	Findspot	800 BC to 42 AD	Iron Age
TR 36 NW 225	FS	Iron Age pottery, near Cleve Court, Monkton parish	Findspot	800 BC to 42 AD	Iron Age
TR 36 NW 226	MON	Bronze Age/early Iron Age settlement, near Pouces Cottages, Minster	Settlement	1000 BC to 401 BC	Late Bronze Age to Early Iron Age
TR 36 NW 228	MON	Manston grange farm	Barn, barn	1540 AD to 1900 AD	Post Medieval
TR 36 NW 229	LB	MANSTON COURT AND WALL ADJACENT	Site, house, wall	1853 AD to 2050 AD	Post Medieval to Modern
TR 36 NW 233	MON	Ring ditch cropmark, Plumstone Farm, Monkton	Ring ditch		
TR 36 NW 234	MON	Ring ditch cropmark, near Vincent Farm, Ramsgate	Ring ditch		
TR 36 NW 237	MON	Undated maculas and pits, near Plumstone Farm, Monkton	Macula, pit		
TR 36 NW 238	MON	Romano-British settlement, Minster parish	Shrine, hollow way, enclosure, well	43 AD to 409 AD	Roman



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 239	MON	Romano British features, Minster parish	Granary, hollow way, enclosure, pit, post hole	175 AD to 409 AD	Roman
TR 36 NW 240	MON	Anglo-Saxon cemetery, hollow way and ditch, Minster parish	Cemetery, hollow way, ditch	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 241	MON	Macula cropmark feature, possible barrow, Dellside, Minster, Thanet	Macula, barrow?	2350 BC to 701 BC	Bronze Age
TR 36 NW 242	MON	Ring ditch cropmark, Manston Park, Acol	Ring ditch		
TR 36 NW 243	MON	Macula cropmark feature, possible Neolithic long barrow, Ramsgate	Macula, long barrow?	4000 BC to 2351 BC	Neolithic
TR 36 NW 244	MON	Ring ditch cropmark feature, Manston aerodrome, Minster	Ring ditch		
TR 36 NW 245	MON	Ring ditch cropmark, Manston Aerodrome, Minster	Ring ditch		
TR 36 NW 246	MON	Medieval Farmstead, Manston, Thanet	Farmstead, timber framed building, enclosure	1200 AD to 1375 AD	Medieval
TR 36 NW 249	MON	Ring ditch cropmark feature, Laundry Road, Minster	Ring ditch		
TR 36 NW 251	MON	Ring ditch and enclosure cropmarks, Kent International Business Park, Acol	Enclosure, ring ditch, henge?	3000 BC to 701 BC	Late Neolithic to Late Bronze Age
TR 36 NW 252	MON	Three ring ditches, Cleve Court, Monkton	Ring ditch		
TR 36 NW 253	MON	Ring ditch cropmark and possible trackway, Kent International Business Park	Round barrow, trackway	2350 BC to 701 BC	Bronze Age
TR 36 NW 254	MON	Medieval farmstead enclosure, Kent International Business Park, Acol	Farmstead, enclosure, grubenhaus	1150 AD to 1250 AD	Medieval
TR 36 NW 255	MON	Enclosure cropmark, Kent International Business Park, Acol	Enclosure	43 AD to 1539 AD	Roman to Medieval
TR 36 NW 256	MON	Cropmark of Bronze Age round barrow, Manston, Minster	Round barrow	2350 BC to 701 BC	Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 257	MON	Cropmarks of ring ditches and trackway, Acol	Trackway, ring ditch		
TR 36 NW 258	MON	Possible Kiln base, Cleve Court, Monkton parish	Kiln?		
TR 36 NW 259	MON	Undated ditch and pit, Manston	Ditch, pit		
TR 36 NW 26	FS	Iron Age coins found at an unknown location on the Isle of Thanet	Findspot	800 BC to 42 AD	Iron Age
TR 36 NW 260	CRA	Douglas Havoc Mark I BB893	Aircraft crash site, douglas	1940 AD to 1941 AD	Modern
TR 36 NW 27	MON	Late 1st century/early 2nd century Romano-British cremations, Minster	Cremation	43 AD to 409 AD	Roman
TR 36 NW 28	FS	Roman coin hoard, Mount Pleasant, Minster	Findspot	43 AD to 409 AD	Roman
TR 36 NW 301	MON	Prehistoric pit/ditch, Mount Pleasant, Minster parish	Feature	800 BC to 42 AD	Iron Age
TR 36 NW 306	MON	Goal post enclosure and linear cropmarks, Mount Pleasant, Minster	Enclosure, linear feature, pit		
TR 36 NW 308	MON	Ring ditch cropmark, Mount Pleasant	Ring ditch		
TR 36 NW 324	MON	Post medieval Icehouse, Cleve Court	Icehouse	1861 AD to 1940 AD	Post Medieval to Modern
TR 36 NW 327	MON	Freehold chalk pit, Minster	Chalk pit	1540 AD to 1896 AD	Post Medieval
TR 36 NW 328	MON	Dellside chalk pit, Minster	Chalk pit	1540 AD to 1896 AD	Post Medieval
TR 36 NW 329	MON	Way chalk pit, Minster parish	Chalk pit	1540 AD to 1860 AD	Post Medieval
TR 36 NW 331	MON	Thorne Hill chalk pit, Minster parish	Chalk pit	1540 AD to 1860 AD	Post Medieval
TR 36 NW 332	BLD	One man air raid shelter, near the Spitfire Memorial, Manston	Air raid shelter	1939 AD to 1945 AD	Modern



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 335	MON	Cheeseman Farm caves chalk pit, Acol	Chalk pit	1540 AD to 1861 AD	Post Medieval
TR 36 NW 336	MON	Chalkpits at Cheeseman's Farm, Minster and Acol parishes	Chalk pit	1540 AD to 1860 AD	Post Medieval
TR 36 NW 337	MON	Mount Pleasant chalk pit, Minster parish	Chalk pit, lime kiln	1540 AD to 1931 AD	Post Medieval to Modern
TR 36 NW 34	MON	Site of barrow, near Cliffs End, Minster parish	Round barrow, burial	2350 BC to 701 BC	Bronze Age
TR 36 NW 342	MON	Old chalk pit, near Vincent Farm, Margate	Chalk pit	1540 AD to 1858 AD	Post Medieval
TR 36 NW 35	MON	Early Iron Age pits, near Cliffs End, Minster parish	Pit	800 BC to 401 BC	Early Iron Age
TR 36 NW 356	MON	Round barrow, Kent International Business Park, Acol	Round barrow	2350 BC to 701 BC	Bronze Age
TR 36 NW 357	MON	Shallow depression (possible Bronze Age pond barrow?), Acol	Hollow		
TR 36 NW 359	MON	Iron Age enclosure at Kent International Business Park, Acol	Pit, ditch, enclosure, farmstead	50 BC to 42 AD	Late Iron Age
TR 36 NW 361	MON	Undated ring ditch, near Plumstone Farm, Monkton	Ring ditch		
TR 36 NW 368	MON	Iron Age pits at Manston	Pit	800 BC to 101 BC	Early Iron Age to Middle Iron Age
TR 36 NW 369	MON	Romano-British or later pits at Manston	Pit	43 AD to 409 AD	Roman
TR 36 NW 373	MON	Cropmark complex in Manston Airfield, Minster parish	Enclosure, linear system		
TR 36 NW 376	MON	Ring ditch and macula cropmark features, Monkton	Macula, ring ditch, pit		
TR 36 NW 377	MON	Undated cropmark features, near Plumstone Farm, Monkton	Barrow, linear feature, ring ditch, pit defined enclosure	2350 BC to 701 BC	Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 378	MON	Linear cropmark system near alland grange	Linear system		
TR 36 NW 379	MON	Ap linear feature	Linear feature		
TR 36 NW 380	MON	Ring ditch cropmark, Mill House Hospital, Minster	Ring ditch		
TR 36 NW 381	MON	Ring ditch cropmark feature, Mill House Hospital, Minster	Ring ditch		
TR 36 NW 382	MON	Iron Age pit, Laundry Road, Minster parish	Pit	800 BC to 101 BC	Early Iron Age to Middle Iron Age
TR 36 NW 383	MON	Early medieval burial(s?) and pit, Laundry Road, Minster	Pit?, inhumation	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 384	MON	Unidentified pit, near Manston Airport, Minster parish	Pit?, ditch?		
TR 36 NW 385	FS	Elizabethan coin found near Cheeseman's Farm, Minster	Findspot	1558 AD to 1603 AD	Post Medieval
TR 36 NW 386	FS	Romano-British pottery sherds and tile fragments, near Manston Park, Minster parish	Findspot	43 AD to 409 AD	Roman
TR 36 NW 389	MON	Prehistoric pits, near Cleve Court, Manston	Midden, cremation?, pit?	4000 BC to 42 AD	Later Prehistoric
TR 36 NW 39	MON	Probable Bronze Age barrows, near Mount Pleasant, Minster parish	Ring ditch, rectangular enclosure	2350 BC to 701 BC	Bronze Age
TR 36 NW 390	FS	Bronze Age spearhead, near Cleve Court, Manston	Findspot	1000 BC to 701 BC	Late Bronze Age
TR 36 NW 391	FS	Bronze Age axehead, near Cleve Court, Manston	Findspot	1600 BC to 701 BC	Middle Bronze Age to Late Bronze Age
TR 36 NW 392	FS	Early medieval beads, near Cleve Court, Manston	Findspot	410 AD to 800 AD	Early Medieval or Anglo-Saxon
TR 36 NW 393	MON	Iron Age features, near Cleve Court, Manston	Ditch, pit	800 BC to 42 AD	Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 395	MON	Late Neolithic/early Bronze Age features, Kent International Business Park, Acol	Pit?, site?	3000 BC to 1501 BC	Late Neolithic to Early Bronze Age
TR 36 NW 396	MON	Middle Bronze Age ditch and pit, Kent International Business Park, Acol	Site, ditch, pit	1600 BC to 1001 BC	Middle Bronze Age
TR 36 NW 397	MON	Possible Neolithic/early Bronze Age site, Manston, Acol	Ditch, pit	4000 BC to 1501 BC	Early Neolithic to Early Bronze Age
TR 36 NW 398	MON	World War II slit trench, Kent International Business Park, Monkton and Acol parishes	Slit trench	1939 AD to 1945 AD	Modern
TR 36 NW 399	MON	Site of an RAF bombing range, Kent International Business Park, Monkton and Acol parishes	Bombing range	1918 AD to 1939 AD	Modern
TR 36 NW 401	MON	Undated ring ditch, north of Manston Airport, Minster parish	Ring ditch		
TR 36 NW 405	FS	Coin of Charles I found near Cheeseman's Farm, Minster	Findspot	1625 AD to 1649 AD	Post Medieval
TR 36 NW 432	MON	Manston military and civil aviation airfield	Airfield	1916 AD	Modern
TR 36 NW 435	MON	Field Boundary of Probable Bronze Age date, and prehistoric flints, Manston Park Bungalows	Field boundary?	2350 BC to 701 BC	Bronze Age
TR 36 NW 437	MON	Manston Caves, a mid 18th century chalk mine	Chalk pit	1740 AD to 1780 AD	Post Medieval
TR 36 NW 439	FS	Prehistoric flints, St. Catherine's Grove, Manston	Findspot	7000 BC to 701 BC	Late Mesolithic to Late Bronze Age
TR 36 NW 447	MON	Cropmarks of enclosures and a trackway, west of Manston	Rectilinear enclosure, trackway, field system, linear feature		
TR 36 NW 448	MON	Cropmark of a ring ditch, west of Manston	Ring ditch		
TR 36 NW 450	MON	Possible Roman pits, improvements to the A253 west of Minster	Pit	43 AD to 409 AD	Roman
TR 36 NW 451	MON	Undated ditches/possible ditches, improvements to the A253 west of Minster	Ditch		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 452	MON	Undated palisade trench or wall foundation, improvements to A253 west of Minster	Palisade ditch?		
TR 36 NW 453	MON	Later Prehistoric post holes, improvements on the A253 west of Minster	Post hole		
TR 36 NW 454	MON	Bronze Age burial, improvement to the A253 west of Minster	Human remains, crouched inhumation	2350 BC to 1501 BC	Early Bronze Age
TR 36 NW 455	MON	Part of Anglo-Saxon sunken featured building, improvements on A253 west of Minster	Grubenhau	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 456	MON	Ring ditches, pits, and linear features	Ring ditch, barrow cemetery?, pit, linear feature, enclosure, grubenhau?		
TR 36 NW 457	MON	Goalpost enclosures, Monkton and Acol parishes	Enclosure		
TR 36 NW 461	MON	Irregular enclosure, south of Westbrook	Enclosure		
TR 36 NW 466	MON	Bronze Age ditch, Manston Airport	Ditch	1200 BC to 900 BC	Middle Bronze Age to Late Bronze Age
TR 36 NW 467	MON	Roman pit, Manston Airport	Pit, hearth	50 AD to 150 AD	Roman
TR 36 NW 468	MON	Medieval occupation, Manston Airport	Ditch, pit, demolition debris	1100 AD to 1300 AD	Medieval
TR 36 NW 469	FS	Early Iron Age to Roman pottery, Manston Airport	Findspot	800 BC to 200 AD	Early Iron Age to Roman
TR 36 NW 470	FS	Late Bronze Age to Early Iron Age pottery, Manston Airport	Findspot	1000 BC to 401 BC	Late Bronze Age to Early Iron Age
TR 36 NW 471	FS	Mid Saxon to medieval pottery, Manston Airport	Findspot	800 AD to 1539 AD	Early Medieval or Anglo-Saxon to Medieval
TR 36 NW 474	MON	Anglo-Saxon Sunken Featured Building, Queensdown Riding and Livery Centre	Grubenhau, pit, ditch, post hole	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 NW 475	MON	A possibly Late Iron Age pit, Queensdown Riding and Livery Centre	Pit	800 BC to 42 AD	Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 476	MON	Roman ditch, Woodchurch	Ditch	75 AD to 125 AD	Roman
TR 36 NW 477	MON	Bronze Age ditch and post holes, The Hanger, The Loop, Manston	Ditch, post hole	2350 BC to 701 BC	Bronze Age
TR 36 NW 481	MON	Medieval quarry, Grove Farm, Manston	Quarry	1375 AD to 1600 AD	Medieval to Post Medieval
TR 36 NW 482	MON	Neolithic pit and pottery, Tothill Street, Minster	Pit	4000 BC to 2351 BC	Neolithic
TR 36 NW 483	MON	Bronze Age round barrow, Tothill Street, Minster	Round barrow	2350 BC to 701 BC	Bronze Age
TR 36 NW 484	MON	Iron Age settlement, Tothill Street, Minster	Pit, ditch, inhumation, post alignment, quarry	400 BC to 42 AD	Middle Iron Age to Late Iron Age
TR 36 NW 485	FS	Roman pottery, Tothill Street, Minster	Findspot	43 AD to 409 AD	Roman
TR 36 NW 486	MON	Probable Second World War structure, Tothill Street, Minster	Structure	1939 AD to 1945 AD	Modern
TR 36 NW 487	FS	Bronze age flints, Manston Court Road, Manston	Findspot	2350 BC to 701 BC	Bronze Age
TR 36 NW 488	MON	Possible Roman post holes, Manston Court Road, Manston	Post hole	43 AD to 409 AD	Roman
TR 36 NW 489	MON	Palaeolithic worked flints, The Loop, Manston	Lithic working site	C	Middle Palaeolithic
TR 36 NW 490	MON	Late Iron Age post holes, Manston	Post hole	100 BC to 42 AD	Late Iron Age
TR 36 NW 494	MON	Undated ditch, Bradgate Caravan Park	Ditch		
TR 36 NW 495	MON	An undated ditch, Woodchurch Road	Ditch		
TR 36 NW 498	FS	Anglo-Saxon silver early penny ('sceat'), Manston	Findspot	715 AD to 720 AD	Early Medieval or Anglo-Saxon



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 499	FS	Merovingian gold tremissis, Manston	Findspot	500 AD to 675 AD	Early Medieval or Anglo-Saxon
TR 36 NW 50	FS	Roman occupation site and associated finds, near Manston airport, Minster parish	Findspot, ditch, hollow	50 AD to 150 AD	Roman
TR 36 NW 500	MON	Middle Bronze Age-Late Bronze Age occupation, Tothill Street	Enclosure, ditch, post built structure, round house (domestic)	1600 BC to 701 BC	Middle Bronze Age to Late Bronze Age
TR 36 NW 501	MON	Late Iron Age-Roman occupation, Tothill Street	Ditch, grubenhaus, extended inhumation, post hole	100 BC to 175 AD	Late Iron Age to Roman
TR 36 NW 502	MON	Middle Bronze Age enclosures, The Loop, Manston	Pit, trackway, enclosure, post hole, waterhole, settlement?, double ditched enclosure?	2350 BC to 1001 BC	Early Bronze Age to Middle Bronze Age
TR 36 NW 503	MON	Medieval gully, The Loop, Manston	Gully	1200 AD to 1300 AD	Medieval
TR 36 NW 504	FS	Mesolithic/Early Neolithic flints, The Loop	Findspot	10000 BC to 3001 BC	Early Mesolithic to Early Neolithic
TR 36 NW 506	CRA	Crash site of Heinkel He111H-2	Aircraft crash site, he111	1940 AD	Modern
TR 36 NW 507	CRA	Crash site of Hawker Typhoon IB	Aircraft crash site, typhoon	1943 AD	Modern
TR 36 NW 508	CRA	Crash site of Hawker Typhoon IB	Aircraft crash site, typhoon	1943 AD	Modern
TR 36 NW 509	CRA	Crash site of Consolidated B24J Liberator	Aircraft crash site, b24 liberator	1944 AD	Modern
TR 36 NW 510	CRA	Crash site of Consolidated B24H Liberator	Aircraft crash site, b24 liberator	1944 AD	Modern
TR 36 NW 512	CRA	Crash site of Bristol Blenheim	Aircraft crash site, blenheim	1940 AD	Modern
TR 36 NW 513	MON	An undated trackway, Manston	Trackway		
TR 36 NW 518	MON	Second World War air raid shelter, Manston Airport	Air raid shelter	1940 AD to 2050 AD	Modern



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 522	LB	WAYBOROUGH MANOR	House, site, jettied house, jettied house, courtyard, arch	1066 AD to 1599 AD	Medieval to Post Medieval
TR 36 NW 529	MON	Possible ring ditch, Thorne Farm, Ramsgate	Ring ditch?		
TR 36 NW 530	MON	Possible ring ditch, Thorne Farm, Ramsgate	Ring ditch?		
TR 36 NW 531	FS	Roman pottery, Thorne Farm, Ramsgate	Findspot	43 AD to 409 AD	Roman
TR 36 NW 532	FS	Medieval pottery and peg tile, Thorne Farm, Ramsgate	Findspot	1066 AD to 1539 AD	Medieval
TR 36 NW 533	MON	Cropmark of a ring ditch, to the north east of Minster	Ring ditch		
TR 36 NW 534	MON	Cropmark of a ring ditch, north of Minster	Ring ditch		
TR 36 NW 535	MON	Cropmark of a ring ditch, south of Manston near A253			
TR 36 NW 536	MON	Cropmark of a ring ditch, south of Manston near the A253	Ring ditch		
TR 36 NW 537	MON	Cropmark of a ring ditch, north of Cleve Court Farm near Acol			
TR 36 NW 538	MON	Cropmark of a ring ditch, North of Cleve Court Farm, near Acol	Ring ditch		
TR 36 NW 539	MON	Cropmark of a rectilinear enclosure, north of Cleve Court Farm near Acol	Rectilinear enclosure		
TR 36 NW 543	MON	Cropmark of a ring ditch, to the east of Manston runway	Ring ditch		
TR 36 NW 544	MON	Cropmark of a ring ditch, to the east of Manston runway	Ring ditch		
TR 36 NW 545	MON	Cropmark of a ring ditch, to the east of Manston runway	Ring ditch		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 546	FS	East Kent Access route: Palaeolithic flake, found during excavations	Findspot	C	Palaeolithic
TR 36 NW 547	MON	Features identified by geophysical survey on the site of a proposed solar farm at Manston Airfield	Site		
TR 36 NW 547	MON	Features identified by geophysical survey on the site of a proposed solar farm at Manston Airfield	Site		
TR 36 NW 55	FS	Palaeolithic flint implement, surface find from Telegraph Hill, Minster, Thanet	Findspot	500000 BC to 40001 B	Lower Palaeolithic to Middle Palaeolithic
TR 36 NW 551	FS	Flint flake and pleistocene geological sequence, The Loop, Manston			
TR 36 NW 551	FS	Flint flake and pleistocene geological sequence, The Loop, Manston			
TR 36 NW 666	BLD	Second World War semi-sunken brick building, located on Windsor Road.	Building	1944 AD to 2050 AD	Modern
TR 36 NW 71	MON	Possible post-medieval field boundary, in fields near Vincent Farm, Margate	Field boundary?	1540 AD to 1900 AD	Post Medieval
TR 36 NW 72	MON	Cropmarks of possible graves, near Monkton Road, Margate	Grave?		
TR 36 NW 80	MON	Cropmarks of enclosures, The Nook Hackthorn Farm, Margate	Enclosure		
TR 36 NW 81	MON	Ring ditch, Enclosure crop marks, Margate	Ring ditch, enclosure		
TR 36 NW 82	MON	Cropmarks of enclosure, Flete Farm, near Manston	Enclosure, ditch, pit	43 AD to 409 AD	Roman
TR 36 NW 83	MON	Cropmarks of enclosures, barrows & field systems, near Woodchurch	Enclosure		
TR 36 NW 84	MON	Enclosure and barrow cropmarks, Minster, Thanet	Enclosure, barrow	4000 BC to 1065 AD	Early Neolithic to Early Medieval or Anglo-Saxon



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 NW 85	MON	Bronze Age barrows, near Mount Pleasant, Minster, Thanet	Barrow, pit	2350 BC to 701 BC	Bronze Age
TR 36 NW 86	MON	Enclosure cropmarks, Mount Pleasant, Minster parish	Enclosure		
TR 36 NW 92	MON	Enclosure cropmark, Manston, Minster parish	Enclosure		
TR 36 SE 17	MON	Enclosure cropmark and sub circular feature, Ramsgate	Enclosure, grubenhaus?	4000 BC to 42 AD	Later Prehistoric
TR 36 SE 20	MON	Cropmark ring ditches, Ramsgate, Thanet	Ring ditch, ring ditch, barrow	2350 BC to 1065 AD	Early Bronze Age to Early Medieval or Anglo-Saxon
TR 36 SE 21	MON	Ring ditch cropmarks, Ramsgate	Ring ditch		
TR 36 SE 210	MON	Early iron age pit discovered during the East Kent Access Route excavations (2009-2011)	Pit	800 BC to 401 BC	Early Iron Age
TR 36 SE 22	MON	Ring ditch cropmarks, Ramsgate	Ring ditch		
TR 36 SE 23	MON	Ring ditch and possible Anglo-Saxon barrow, Ramsgate	Barrow, ring ditch, ring ditch	2350 BC to 1065 AD	Early Bronze Age to Early Medieval or Anglo-Saxon
TR 36 SE 25	MON	Area cropmark features, Ramsgate	Site		
TR 36 SE 26	MON	Medieval rems	Pit	1066 AD to 1539 AD	Medieval
TR 36 SE 31	MON	Slit trench cropmark, Ramsgate	Slit trench	1939 AD to 1945 AD	Modern
TR 36 SE 319	MON	Neolithic pit, Chalk Hill	Pit	4000 BC to 2351 BC	Neolithic
TR 36 SE 320	MON	Roman inhumation, Cliffsend	Inhumation	43 AD to 409 AD	Roman
TR 36 SE 336	MON	Possible location of Grubenhaus, Pegwell, near Ramsgate	Pit, grubenhaus		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SE 342	MON	Late Neolithic/Early Bronze Age inhumation burial, Harbour Approach Road, Ramsgate	Crouched inhumation	3000 BC to 1501 BC	Late Neolithic to Early Bronze Age
TR 36 SE 35	MON	Medieval well shaft	Well	1066 AD to 1539 AD	Medieval
TR 36 SE 37	FS	Romano-British coins brooch and key	Findspot	43 AD to 409 AD	Roman
TR 36 SE 42	MON	Probable Bronze Age barrow, Little Cliffs End, Ramsgate	Barrow, ring ditch, pit	2350 BC to 701 BC	Bronze Age
TR 36 SE 463	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SE 464	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SE 465	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SE 470	BLD	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SE 48	FS	Iron Age coin	Findspot	800 BC to 42 AD	Iron Age
TR 36 SE 483	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SE 572	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SE 659	MON	Roman features, Cliffsend	Pit, feature	43 AD to 409 AD	Roman
TR 36 SE 683	MON	Late Bronze Age/Early Iron Age pits and ditch/possible enclosure, Chalk Hill	Pit, enclosure?	1000 BC to 401 BC	Late Bronze Age to Early Iron Age
TR 36 SE 685	MON	Late Iron Age feature, Chalk Hill	Feature	25 AD to 75 AD	Late Iron Age to Roman
TR 36 SE 686	MON	Anglo Saxon inhumation, Chalk Hill	Inhumation	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 SE 687	MON	Two undated pits/post holes, Chalk Hill	Pit?		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SE 688	MON	Remains of an undated ditch, Chalk Hill	Ditch?		
TR 36 SE 716	MON	Early medieval shell midden, Pegwell Bay	Shell midden, pit	670 AD to 910 AD	Early Medieval or Anglo-Saxon
TR 36 SE 720	MON	An undated feature with a shell midden, Cliffs End	Feature, shell midden		
TR 36 SE 733	MON	Amorphous cropmark of possible infilled chalk pit	Chalk pit?	1540 AD to 1860 AD	Post Medieval
TR 36 SE 735	MON	Parallel cropmarks of a curving linear feature with a possible bank and ditch encompassing features to the south	Linear feature		
TR 36 SE 737	MON	Neolithic pits containing struck flints and early neolithic pottery discovered during the East Kent Access Route excavations (2009-2011)	Pit	4000 BC to 3001 BC	Early Neolithic
TR 36 SE 738	MON	Late iron age enclosure and features discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, pit	100 BC to 42 AD	Late Iron Age
TR 36 SE 739	MON	Anglo-Saxon cemetery and pits discovered during the East Kent Access Route excavations (2009-2011)	Cemetery, inhumation, grave, pit, hearth	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 SE 753	LB	Eastern of two Concrete Second World War 4-inch gun emplacements, Little Cliffsend Farm	Coast battery gun site	1940 AD to 2050 AD	Modern
TR 36 SE 754	BLD	Western 4-inch gun emplacement, Little Cliffsend Farm	Coast battery gun site	1940 AD to 2050 AD	Modern
TR 36 SW 100	FS	Neolithic flints, potin coins, prehistoric pottery and Romano-British tiles, Abbey farm, Minster	Findspot	4000 BC to 409 AD	Early Neolithic to Roman
TR 36 SW 106	MON	Undated crouched inhumation burial, Cliffsend, Ramsgate	Crouched inhumation		
TR 36 SW 110	MON	Foxborough lane brickfield, Minster	Brickworks	1540 AD to 1908 AD	Post Medieval to Modern
TR 36 SW 111	MON	Site of Cliffsend Crossing chalk pit	Chalk pit	1540 AD to 1858 AD	Post Medieval



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 1123	MON	Possible ring-ditch, 50m diameter, north of Telegraph Hill	Ring ditch		
TR 36 SW 123	MON	Romano-British ditches, sunken featured building, two cemeteries and pit containing prehistoric pottery	Ditch, pit, post hole, cremation cemetery, cremation cemetery	43 AD to 409 AD	Roman
TR 36 SW 130	MON	Possible Bronze Age features, Cliffsend, Ramsgate	Ditch	900 BC to 600 BC	Late Bronze Age to Early Iron Age
TR 36 SW 134	MON	Six early Bronze Age round barrows, Cliffs End Farm	Round barrow, ring ditch, post built structure, inhumation?	2350 BC to 1501 BC	Early Bronze Age
TR 36 SW 137	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SW 138	MON	PILLBOX	Pillbox	1939 AD to 1945 AD	Modern
TR 36 SW 162	LB	53 AND 55 FOAD'S LANE	Site, house, house	1736 AD to 1737 AD	Post Medieval
TR 36 SW 171	LB	ROSE COTTAGE	Site, end jetty house	1550 AD to 1699 AD	Post Medieval
TR 36 SW 179	LB	BAY TREE COTTAGE	Site, house, date stone, plaque	1745 AD to 1785 AD	Post Medieval
TR 36 SW 180	LB	ROSE COTTAGE AND PANSY COTTAGE	Site, house, laundry, bakehouse	1700 AD to 1732 AD	Post Medieval
TR 36 SW 182	LB	PSALM COTTAGE	Site, house	1800 AD to 1832 AD	Post Medieval
TR 36 SW 183	LB	CHAPEL HOUSE	Chapel, house, site, chapel, house, house, undercroft	1300 AD to 2007 AD	Medieval to Modern
TR 36 SW 224	MON	Prehistoric occupation site, Clive Road, Cliffsend	Post hole, round house (domestic)	4000 BC to 42 AD	Later Prehistoric
TR 36 SW 229	MON	Anglo-Saxon Cemetery and possible feasting site, Cliffs End Farm	Inhumation cemetery, pit, ditch, beam slot?	500 AD to 850 AD	Early Medieval or Anglo-Saxon
TR 36 SW 230	MON	Late bronze age enclosure and other features found at Cliffs End Farm.	Ditch, enclosure, midden, post hole, palisade?	1000 BC to 800 BC	Late Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 231	MON	Disused gasometer behind Mission Room	Gas holder	1897 AD	Post Medieval to Unknown
TR 36 SW 232	MON	Medieval ditch and pit, Cliffs End Farm	Ditch, pit, tree throw	1066 AD to 1539 AD	Medieval
TR 36 SW 235	MON	Prehistoric ditch, Cliffs End	Ditch, post hole?	4000 BC to 42 AD	Later Prehistoric
TR 36 SW 236	MON	Undated ditch terminal or pit, Cliffs End	Ditch?		
TR 36 SW 237	MON	Bronze Age features, Cliffs End	Ditch, pit?	2350 BC to 701 BC	Bronze Age
TR 36 SW 24	MON	Iron Age burials (found 1959)	Burial	800 BC to 42 AD	Iron Age
TR 36 SW 241	MON	Cropmarks of a curvilinear feature and possible sub-rectangular enclosure, north of Cliffs End	Linear feature, subrectangular enclosure?		
TR 36 SW 279	CRA	ME109	Aircraft crash site, me109	1939 AD to 1945 AD	Modern
TR 36 SW 282	MON	Late Bronze Age/Iron Age ritual and mortuary site, Cliffs End Farm	Crouched inhumation, pit, enclosure, quarry?, funerary enclosure?, post hole, cremation	1600 BC to 101 BC	Middle Bronze Age to Middle Iron Age
TR 36 SW 288	FS	Bronze Age artefacts, Abbey Farm	Findspot	2350 BC to 701 BC	Bronze Age
TR 36 SW 289	MON	Thorne Farm chalk pit, near Cliffs End, Minster parish	Chalk pit	1540 AD to 1860 AD	Post Medieval
TR 36 SW 290	MON	Possible ring ditch, north of Cliffs End	Ring ditch?		
TR 36 SW 291	MON	Ring ditch, north of Cliffs End	Ring ditch		
TR 36 SW 292	MON	Possible ring ditch, north of Cliffs End	Ring ditch?		
TR 36 SW 297	MON	Ovate ring cropmark Minster	Feature		
TR 36 SW 297	MON	Possible circular cropmark, Thorne Cottages, Minster	Feature		



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 304	MON	Cropmark of sub-rectilinear ditched enclosure , c. 50 x 35m, east of Cliffsend Farm Cottages	Enclosure		
TR 36 SW 310	MON	Ditch visible as a cropmark topping a shallow rise	Ditch?		
TR 36 SW 312	MON	Cropmark shows rectangular enclosure with causeway entrance	Enclosure		
TR 36 SW 313	MON	Cropmark of a probable chalk pit, east of Thorne Farm	Chalk pit?		
TR 36 SW 314	MON	Cropmark of a probable small chalk pit, east of Thorne Farm	Chalk pit?		
TR 36 SW 317	MON	6 possible pits defined as cropmarks, located between Thorne Farm and St Augustine's Golf Course	Pit		
TR 36 SW 318	MON	Crop-mark anomaly suggesting area of disturbance on southern side of Thorne Farm	Feature		
TR 36 SW 323	MON	Curving cropmark probably defining an ovate ditched enclosure but NW side is not visible	Curvilinear enclosure		
TR 36 SW 326	MON	Cropmark indicating a ditch or gully that appears to define a trapezoidal enclosure located north of Cliffsend Farm Cottages	Ditch		
TR 36 SW 328	MON	Partial cropmark of a probable ring-ditch	Ring ditch	1540 AD to 1860 AD	Post Medieval
TR 36 SW 329	MON	Possible structure platform, Red Cottages, Minster	Building platform?		
TR 36 SW 33	MON	Bronze Age enclosure and ring ditch	Ditch, circular enclosure	2350 BC to 701 BC	Bronze Age
TR 36 SW 35	MON	Crouched Inhumation, Cliffs End	Crouched inhumation	2350 BC to 1501 BC	Early Bronze Age
TR 36 SW 361	MON	Neolithic activity north of Great Cliffsend Farm, discovered during East Kent Access Route excavations 2009-2011, zone 9	Pit, enclosure	4000 BC to 701 BC	Early Neolithic to Late Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 362	MON	Late bronze age well with possible wattle lining, discovered during East Kent Access Route excavations 2009-2011, zone 9	Well?	1000 BC to 401 BC	Late Bronze Age to Early Iron Age
TR 36 SW 365	LND	Large palaeochannel discovered during the East Kent Access Route excavations (2009-2011)	Palaeochannel	500000 BC to 42 AD	Prehistoric
TR 36 SW 366	MON	Mesolithic tranchet axe discovered during the East Kent Access Route excavations (2009-2011)	Findspot	10000 BC to 4001 BC	Mesolithic
TR 36 SW 367	MON	Bronze Age activity discovered during the East Kent Access Route excavations (2009-2011)	Ditch, pit, cremation burial	1600 BC to 401 BC	Middle Bronze Age to Early Iron Age
TR 36 SW 367	MON	Bronze Age activity discovered during the East Kent Access Route excavations (2009-2011)	Ditch, pit, cremation burial	1600 BC to 401 BC	Middle Bronze Age to Early Iron Age
TR 36 SW 367	MON	Iron Age ditches discovered during the East Kent Access Route excavations (2009-2011)	Ditch	800 BC to 42 AD	Iron Age
TR 36 SW 367	MON	Iron Age ditches, enclosures and post-built structures discovered during the East Kent Access Route excavations (2009-2011)	Ditch, enclosure, post built structure	800 BC to 42 AD	Iron Age
TR 36 SW 367	MON	Iron Age ditches, enclosures and post-built structures discovered during the East Kent Access Route excavations (2009-2011)	Ditch, enclosure, post built structure	800 BC to 42 AD	Iron Age
TR 36 SW 367	MON	Iron Age ditches, enclosures and post-built structures discovered during the East Kent Access Route excavations (2009-2011)	Ditch, enclosure, post built structure	800 BC to 42 AD	Iron Age
TR 36 SW 367	MON	Iron Age ditches, enclosures and post-built structures discovered during the East Kent Access Route excavations (2009-2011)	Ditch, enclosure, post built structure	800 BC to 42 AD	Iron Age
TR 36 SW 370	MON	Roman ditches, enclosures and boundary ditches discovered during the East Kent Access Route excavations (2009-2011)	Field system, boundary ditch, post built structure, enclosure	43 AD to 409 AD	Roman
TR 36 SW 370	MON	Roman ditches, enclosures and boundary ditches discovered during the East Kent Access Route excavations (2009-2011)	Field system, boundary ditch, post built structure, enclosure	43 AD to 409 AD	Roman



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 370	MON	Roman ditches, enclosures and boundary ditches discovered during the East Kent Access Route excavations (2009-2011)	Field system, boundary ditch, post built structure, enclosure	43 AD to 409 AD	Roman
TR 36 SW 371	MON	Anglo-Saxon sunken featured buildings discovered during the East Kent Access Route excavations (2009-2011)	Grubenhous	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 SW 371	MON	Anglo-Saxon sunken featured buildings discovered during the East Kent Access Route excavations (2009-2011)	Grubenhous	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 SW 372	MON	Medieval ditches discovered during the East Kent Access Route excavations (2009-2011)	Ditch	1066 AD to 1539 AD	Medieval
TR 36 SW 373	FS	Small assemblage of residual early prehistoric finds discovered during the East Kent Access Route excavations (2009-2011)	Findspot	4000 BC to 701 BC	Early Neolithic to Late Bronze Age
TR 36 SW 374	FS	Small bronze age agricultural settlement discovered during the East Kent Access Route excavations (2009-2011)	Gully, pit, ditch, cremation burial, cenotaph?	2350 BC to 701 BC	Bronze Age
TR 36 SW 374	MON	Middle to late iron age settlement discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, ditch, gully	400 BC to 42 AD	Middle Iron Age to Late Iron Age
TR 36 SW 376	MON	Middle to late iron age settlement discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, ditch, gully, post hole, hollow way	800 BC to 42 AD	Iron Age
TR 36 SW 377	MON	Romano-British burials and cremations discovered during the East Kent Access Route excavations (2009-2011)	Inhumation, cremation	800 BC to 409 AD	Early Iron Age to Roman
TR 36 SW 378	MON	Romano-British ditches and hollow way discovered during the East Kent Access Route excavations (2009-2011)	Hollow way, ditch, pit	800 BC to 409 AD	Early Iron Age to Roman
TR 36 SW 379	MON	Bronze Age double ring-ditch discovered during the East Kent Access Route excavations (2009-2011)	Ring ditch	2350 BC to 701 BC	Bronze Age
TR 36 SW 380	MON	Bronze Age ring-ditch discovered during the East Kent Access Route excavations (2009-2011)	Ring ditch	2350 BC to 701 BC	Bronze Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 382	MON	Prehistoric palisade, discovered during the East Kent Access Route excavations (2009-2011)	Palisade	2350 BC to 101 BC	Early Bronze Age to Middle Iron Age
TR 36 SW 384	MON	Middle iron age pits, trapezoidal enclosure, sunken feature building discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, grubenhaus, pit, post built structure, post hole	400 BC to 101 BC	Middle Iron Age
TR 36 SW 385	MON	Middle iron age pits west of the trapezoidal enclosure discovered during the East Kent Access Route excavations (2009-2011)	Pit, post built structure, inhumation	400 BC to 101 BC	Middle Iron Age
TR 36 SW 385	MON	Middle iron age pits south of the trapezoidal enclosure discovered during the East Kent Access Route excavations (2009-2011)	Pit	400 BC to 101 BC	Middle Iron Age
TR 36 SW 386	MON	Middle iron age pits east of the trapezoidal enclosure discovered during the East Kent Access Route excavations (2009-2011)	Pit	400 BC to 101 BC	Middle Iron Age
TR 36 SW 387	MON	Middle iron age features north of the trapezoidal enclosure discovered during the East Kent Access Route excavations (2009-2011)	Pit, quarry, animal burial, fence?	400 BC to 101 BC	Middle Iron Age
TR 36 SW 388	MON	At least one Anglo-Saxon inhumation discovered during the East Kent Access Route excavations (2009-2011)	Inhumation	410 AD to 1065 AD	Early Medieval or Anglo-Saxon
TR 36 SW 389	MON	Early iron age pits discovered during the East Kent Access Route excavations (2009-2011)	Pit	800 BC to 401 BC	Early Iron Age
TR 36 SW 390	MON	Roman sunken-featured buildings and pits discovered during the East Kent Access Route excavations (2009-2011)	Pit, grubenhaus, oven?, post hole, stake hole, ramp	400 BC to 409 AD	Middle Iron Age to Roman
TR 36 SW 390	MON	Roman sunken-featured buildings and pits discovered during the East Kent Access Route excavations (2009-2011)	Pit, grubenhaus, oven?, post hole, stake hole, ramp	400 BC to 409 AD	Middle Iron Age to Roman
TR 36 SW 391	MON	Post-medieval chalk quarry discovered during the East Kent Access Route excavations (2009-2011)	Quarry	1540 AD to 1900 AD	Post Medieval
TR 36 SW 393	MON	Late bronze age and early iron age ditches and D-shaped double-ditched enclosure discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, trackway, ditch	1000 BC to 401 BC	Late Bronze Age to Early Iron Age



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 395	MON	Roman enclosures, pits and ditches discovered during the East Kent Access Route excavations (2009-2011)	Enclosure, pit	43 AD to 409 AD	Roman
TR 36 SW 399	MON	Post-medieval chalk quarries discovered during the East Kent Access Route excavations (2009-2011)	Chalk pit	1801 AD to 1899 AD	Post Medieval
TR 36 SW 400	MON	Probable iron age field system discovered during the East Kent Access Route excavations (2009-2011)	Ditch, gully, field system?	800 BC to 42 AD	Iron Age
TR 36 SW 400	MON	Pit containing neolithic pottery discovered during the East Kent Access Route excavations (2009-2011)	Pit	4000 BC to 2351 BC	Neolithic
TR 36 SW 401	MON	Two small pits, each containing a middle bronze age pot, discovered during the East Kent Access Route excavations (2009-2011)	Pit	1600 BC to 1001 BC	Middle Bronze Age
TR 36 SW 402	MON	Middle bronze age to early iron age field system discovered during the East Kent Access Route excavations (2009-2011)	Pit, ditch, field system	1600 BC to 401 BC	Middle Bronze Age to Early Iron Age
TR 36 SW 404	MON	Iron age field system discovered during the East Kent Access Route excavations (2009-2011)	Ditch, gully, field system, pit, trackway	400 BC to 409 AD	Middle Iron Age to Roman
TR 36 SW 405	MON	Roman ditches discovered during the East Kent Access Route excavations (2009-2011)	Ditch	43 AD to 409 AD	Roman
TR 36 SW 405	MON	Roman ditches, gullies, pits and cremations discovered during the East Kent Access Route excavations (2009-2011)	Ditch, gully, pit, cremation	43 AD to 409 AD	Roman
TR 36 SW 406	MON	Late bronze age enclosure - the 'Central enclosure', Cliffs End Farm	Enclosure, pit, ditch	1000 BC to 800 BC	Late Bronze Age
TR 36 SW 407	MON	Late bronze age enclosure - the 'southern enclosure', Cliffs End Farm	Enclosure	1000 BC to 800 BC	Late Bronze Age
TR 36 SW 408	MON	Probable Second World War concrete slab, part of an anti-aircraft battery, Cliffs End Farm	Anti aircraft gun emplacement?	1939 AD to 1945 AD	Modern
TR 36 SW 58	MON	Prehistoric barrows, enclosures etc found north of Bethlehem Farm, Minster, Thanet	Barrow, enclosure, henge?, farmstead?, field system, inhumation, ditch, pit	4000 BC to 42 AD	Later Prehistoric



Reference ID	Record Type	Name	Monument type	Date Range	Period Range
TR 36 SW 88	MON	Ring ditch cropmark, Minster	Ring ditch		
TR 36 SW 97	MON	Rectilinear cropmark enclosure, Thorne hill, Minster	Rectilinear enclosure, linear feature, pit		
TR 36 SW 99	MON	Undated archaeological features, Beech Grove, Ramsgate	Ditch, pit, post hole, hearth		
TR36 NW 1248	MON	?Ammunition WWII store			

Table B.2 Historic Environment Record: Events

Event ID	Record Type	Name	Organisation	Date	Event type
EKE3995	EVT	Thanet Gas Pipeline, Phase 1	Site owner	1971	Excavation
EKE3995	EVT	Thanet Gas Pipeline, Phase 1	Site owner	1971	Excavation
EKE4847	INT	Desk based assessment of the Kent International Business Park	Trust for Thanet Archaeology	1996	Desk based assessment
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE4199	EVP	Monkton Gas Pipeline: Phases III - IV	(Isle of) Thanet Archaeological Unit	1984	Evaluation
EKE13405	INT	Margate and Broadstairs Urban Wastewater Treatment Scheme excavation phase	Wessex archaeology	2005/6	Excavation
EKE13406	INT	Watching brief during pipe installation, Margate to Broadstairs (2005)	Wessex archaeology	2005	Excavation
EKE15385	INT	Watching brief conducted at Crabapple Farm Stables, Woodchurch Road, Birchington, Kent.	Trust for Thanet Archaeology	2016	
EKE13134	NON	Survey of a Second World War air raid shelter, Manston Airport	Kent underground research group	2004	Field survey



Event ID	Record Type	Name	Organisation	Date	Event type
EKE5692	INT	Watching Brief on Margate & Broadstairs WTW Enhancement Scheme	Wessex archaeology	2000	Watching brief
EKE5692	INT	Watching Brief on Margate & Broadstairs WTW Enhancement Scheme	Wessex archaeology	2000	Watching brief
EKE8121	INT	Monkton to Mount Pleasant (A253 Duelling)	Canterbury archaeological trust	1994 - 1999	Excavation
EKE8121	INT	Monkton to Mount Pleasant (A253 Duelling)	Canterbury archaeological trust	1994 - 1999	Excavation
EKE8122	INT	Evaluation at Laundry Road, Minster	Isle of Thanet Archaeological Unit	1995	Evaluation
EKE8123	INT	Excavation of a Beaker Burial From Manston	Isle of Thanet Archaeological Unit	1987	Excavation
EKE12956	INT	Excavations of an Iron Age pit and a Roman cave, Spratling Court Farm chalk pit, Manston	Colin A. Baker	1996-2007	Excavation
EKE12790	NON	Building survey of buildings at Manston Court Farm	Holt and Wooton Ltd	2004	Building survey
EKE12790	NON	Building survey of buildings at Manston Court Farm	Holt and Wooton Ltd	2004	Building survey
EKE12790	NON	Building survey of buildings at Manston Court Farm	Holt and Wooton Ltd	2004	Building survey
EKE12790	NON	Building survey of buildings at Manston Court Farm	Holt and Wooton Ltd	2004	Building survey
EKE12790	NON	Building survey of buildings at Manston Court Farm	Holt and Wooton Ltd	2004	Building survey
EKE8863	INT	Watching brief at Manston Court Farm, Manston, Thanet	Canterbury archaeological trust	2004	Watching brief
EKE13054	INT	Watching brief at Bradgate Caravan Park, Manston Court Road, near Manston	Trust for Thanet Archaeology	2010	Watching brief
EKE8342	INT	Evaluation on Land Adjacent to No.6 Laundry Road, Minster, Thanet	Trust for Thanet Archaeology	1996	Evaluation
EKE8386	INT	Chalk Hill palaeoenvironmental assessment (geotechnical survey)	Archaeoscape Consulting	1997	Borehole survey



Event ID	Record Type	Name	Organisation	Date	Event type
EKE8388	INT	Excavation at Kent International Park, Manston 1997	Trust for Thanet Archaeology	1997	Excavation
EKE8420	INT	Evaluation at Ramsgate Harbour Approach Road, Ramsgate	Canterbury archaeological trust	1997	Evaluation
EKE13190	NON	Survey of features in the cliffface, Pegwell Bay	A j daniels	1992	Field survey
EKE12156	INT	Watching brief on land adjacent to Martrice, Windsor Road, Cliffsend	Trust for Thanet Archaeology	2012	Watching brief
EKE11465	INT	Geotechnical work at Manston Airport	Foundation and Exploration Services	1999	Geotechnical survey
EKE12183	NON	Desk based assessment of the proposed wind turbine installation at the Tesco Superstore, Manston	Trust for Thanet Archaeology	2008	Desk based assessment
EKE13950	INT	Erection of a detached bungalow, land adjacent to Bay View, Windsor Road, Ramsgate, Kent	Trust for Thanet Archaeology	2014	Watching brief
EKE12141	INT	Watching brief on land adjacent to 19 Mount Green Avenue, Cliffsend	Trust for Thanet Archaeology	2007	Watching brief
EKE11565	NON	Desk based assessment of Oaklands Nursery site, Cliffsend	Trust for Thanet Archaeology	1998	Desk based assessment
EKE11819	INT	Geotechnical survey at Westwood Industrial Estate, Manston Road, Ramsgate	Kent site investigation ltd	1993	Geotechnical survey
EKE11851	INT	Watching brief at Bradgate Caravan Park, Manston Court Road, Margate	Trust for Thanet Archaeology	2002	Watching brief
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey



Event ID	Record Type	Name	Organisation	Date	Event type
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE11900	INT	Geotechnical survey at the proposed NHS Medical Centre, Manston Road, Ramsgate	Ashdown site investigation ltd	2003	Geotechnical survey
EKE12049	NON	Desk based assessment of a proposed EDF Substation, Manston	Museum of London Archaeology	2004	Desk based assessment
EKE12055	NON	Survey of buildings at Grove Farm, Manston	Trust for Thanet Archaeology	2004	Building survey
EKE12117	NON	Desk based assessment of land at Spratling Court Farm, Spratling Street, Manston	Trust for Thanet Archaeology	2005	Desk based assessment
EKE12291	NON	Building survey of a pillbox on Manston Road allotments, Ramsgate	The historic environment consultancy	2007	Building survey
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief



Event ID	Record Type	Name	Organisation	Date	Event type
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12316	INT	Watching brief on geotechnical test pits on the East Kent Access route	Trust for Thanet Archaeology	2008	Watching brief
EKE12477	INT	Watching brief on an extension to the Reclamet Recycling Centre, Woodchurch Road, Woodchurch	Trust for Thanet Archaeology	2006	Watching brief
EKE12835	INT	Watching brief at Columbus Avenue, Manston Park	Swale and Thames Archaeological Survey Company		Watching brief, evaluation
EKE13030	INT	Watching brief of land south of Great West Autos, Manston Court Road, Ramsgate	Swale and Thames Archaeological Survey Company	2013	Watching brief
EKE13300	NON	Desk based assessment of Thorne Farm	Wardell armstrong consulting group	2013	Desk based assessment
EKE13537	NON	A256 East Kent Access Route, Desktop Assessment	Oxford archaeology	2003	
EKE14830	INT	Two palaeolithic test-pits excavated at The Loop, Manston, 2013	University of Southampton	2013	Test pit
EKE14830	INT	Two palaeolithic test-pits excavated at The Loop, Manston, 2013	University of Southampton	2013	Test pit
EKE14878	INT	The Dump, Manston Road, Margate, Watching Brief	Trust for Thanet Archaeology		



Event ID	Record Type	Name	Organisation	Date	Event type
EKE14991	NON	Little Cliffsend Farmhouse, Chalk Hill CT12 5HA, Statement of Heritage Significance	Architectural archaeology	2015	Building survey, desk based assessment

