



Southampton Airport Runway Extension

Archaeological Desk-Based Assessment



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Front cover Looking west across Site from eastern trackway



Summary

Wessex Archaeology was commissioned by VolkerFitzpatrick Ltd to prepare an Archaeological Desk-Based Assessment of land at Southampton Airport, Southampton, Hampshire, centred on National Grid Reference SU 45587 17857. This study will support a planning application for a proposed extension of the runway into the Site, to be submitted to Eastleigh Borough Council.

The aims of this study were to assess the known and potential heritage resource within the site and the surrounding area, and to assess the likely impacts of the development proposals on this resource.

The effect of the development proposals on the historic environment resource will be a material consideration in the determination of the planning application. This study has identified no overriding heritage constraints which are likely to prohibit development.

This assessment has established that there is an archaeological interest within the Site. This is defined as the potential for the presence of buried archaeological remains. This includes a Bronze Age field system, which elsewhere was considered significant for its level or preservation, and Iron Age and Romano-British deposits of both domestic and ritual nature. In addition, the use of the Site as part of a military aerodrome means that there may be buried war-time aircraft and debris within the Site, as well as some UXO risk from the bombing of the airfield.

Whilst the assessment has established that there is an archaeological interest within the site, the site is also confirmed by constraints posed by a live, operational airport. With that in mind, archaeological monitoring during groundworks is recommended as the appropriate strategy for archaeological mitigation and management.

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Southampton Airport Runway Extension

Archaeological Desk-Based Assessment

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by VolkerFitzpatrick Ltd (the client), to prepare an Archaeological Desk-Based Assessment of land at Southampton Airport, Southampton, Hampshire (hereafter 'the Site', **Fig. 1**), centred on National Grid Reference SU 45587 17857.

1.1.2 This study will support a planning application for a proposed extension of the existing, to be submitted to Eastleigh Borough Council.

1.2 The Site

1.2.1 The Site comprises an irregular parcel of land of approximately 1.8 ha, located within the north of the grounds of Southampton Airport. The Site bounds the northern perimeter of current extent of the airport runway. Southampton Airport is located 6.5 km to the northeast of central Southampton, and 500 m to the south of the town of Eastleigh.

1.2.2 The Site is currently grassland within the airside area of the airport. A ditch runs northwest/southeast through the southern part of the Site, which marks the boundary of the runway strip edge and the ILS critical area (a zone which must remain clear when an Instrument Landing System is in use). Within the northern part of the Site is a pre-existing airside road, and in the far north is an area of scrub and a landside track which leads to the airport car park.

1.2.3 The Site and wider airport are on flat ground (possibly levelled) at an elevation of 13 m aOD. With that said, much of Eastleigh is relatively flat, with elevations of between 10 – 18 m aOD. Local topography falls to the south and east of the airport, into the floodplain of the River Itchen. The floodplain has been historically altered with earthworks to form a large area of water meadow. The minimum local elevation is around 3m oOD, 500 m to the south of the airport.

1.2.4 The bedrock geology throughout the Site is mapped as the London Clay Formation, which consists of clay, silt and sand. This is overlain by River Terrace Deposit 1, one of 14 distinct fluvial terrace formations found within the wider Solent area (British Geological Survey, *Geology of Britain Viewer*; Briant et al, 2009). River Terrace Deposit 1 is the youngest of the local terrace formations and was formed during the glacial Devensian period, between 70,000 and 10,000 years ago.

1.3 Development proposals

1.3.1 The proposed development involves extending the northern side of the pre-existing runway at Southampton airport by around 165 m, to form a turn pad for aircraft. Further earthworks will be required to install an airside road and landside track which will match existing ground levels. Subsurface delethalisation ramps will be installed around the northern perimeter of the turn pad and around the new airside road. The existing fence will be realigned around

the Site. Some areas of scrub will need to be cleared and the underlying ground graded as required.

1.4 Scope of document

1.4.1 This assessment was requested by the Client in order to determine, as far as is possible from existing information, the nature, extent and significance of the historic environment resource within the Site and its environs, and to provide an initial assessment of the potential impact of development on the heritage assets that embody that significance.

1.4.2 The Historic Environment, as defined in the *National Planning Policy Framework* (NPPF 2021): Annex 2, comprises:

'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.'

1.4.3 NPPF Annex 2 defines a Heritage Asset as:

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

1.5 Aims

1.5.1 The specific aims of this assessment are to:

- outline the known and potential heritage assets within the Site based on a review of existing information within a defined study area;
- assess the significance of known and potential heritage assets through weighted consideration of their valued components;
- assess the potential impact of development or other land changes on the significance of the heritage assets; and
- make recommendations for strategies to mitigate potential adverse impacts arising from the proposed development.

2 PLANNING BACKGROUND

2.1 Introduction

2.1.1 There is national legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations as defined under the provisions of the *Town and Country Planning Act 1990*. In addition, local authorities are responsible for the protection of the historic environment within the planning system.

2.1.2 The following section summarises the main components of the national and local planning and legislative framework governing the treatment of the historic environment within the planning process. Further detail is presented in **Appendix 2**.

2.2 Designated heritage assets

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

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

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

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

2.2.3 The *Historic Buildings and Ancient Monuments Act 1953* makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

2.2.4 The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV); 'cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity'. The United Kingdom is a signatory of the *UNESCO Convention Concerning the Protection of the World Cultural and National Heritage 1972*. England protects its World Heritage Sites and their settings, through the statutory designation process and through the planning system.

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

2.3 The Protection of Military Remains Act 1986

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

2.3.2 Given the known history of the Site as part of a former WWI and WWII airfield, the possibility exists that military aircraft crash sites may be present. As a consequence, the *Protection of Military Remains Act 1986* may be directly relevant to the development proposals.

2.4 National Planning Policy Framework

2.4.1 The *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.

2.4.2 Section 16 of the NPPF, entitled *Conserving and enhancing the historic environment*, sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process.

2.4.3 The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers and owners of heritage assets adopt a consistent and holistic approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.

2.4.4 To summarise, government guidance provides a framework which:

- recognises that heritage assets are an irreplaceable resource;
- requires applicants to provide proportionate information on the significance of heritage assets affected by the proposals and an impact assessment of the proposed development on that significance;
- takes into account the desirability of sustaining and enhancing the significance of heritage assets and their setting;
- places weight on the conservation of designated heritage assets, in line with their significance; and
- requires developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and impact, and to make this evidence (and any archive generated) publicly accessible.

2.4.5 A selection of excerpts from NPPF Section 16: Conserving and enhancing the historic environment is presented in **Appendix 2**.

2.4.6 Further additional guidance intended to accompany the NPPF is provided in the Planning Practice Guidance (PPG) web-based resource¹.

2.5 Local planning policy and guidance

2.5.1 The Site is situated within the administrative boundaries of Eastleigh Borough Council, which adopted the *Eastleigh Borough Local Plan (2016-2036)* in April 2022.

2.5.2 The Local Plan forms the basis of the development plan for the district and sets targets for the provision of new housing and employment for a period up to 2036, as well as setting out general policies in relation to provision of facilities, transport, and protection of natural and historic features.

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

3 METHODOLOGY

3.1 Introduction

3.1.1 The methodology employed during this assessment was based upon relevant professional guidance, including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIfA 2014, revised 2020).

3.2 Study Area

3.2.1 A Study Area was established within a 1 km radius of the Site boundary. The recorded historic environment resource within the Study Area was considered in order to provide a

¹ <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>

context for the discussion and interpretation of the known and potential resource within the Site.

3.3 Sources

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

- the National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets;
- the Hampshire Historic Environment Record (HHER), comprising a database of recorded archaeological sites, find spots, and archaeological events within the county;
- relevant national, regional and thematic Research Frameworks (e.g., The Solent-Thames Archaeological Research Framework);
- national heritage datasets including the Archaeological Data Service (ADS), Heritage Gateway, OASIS, PastScape and the National Record of the Historic Environment (NRHE) Excavation Index;
- historic manuscripts, surveyed maps, Ordnance Survey maps and historic satellite imagery; and
- relevant primary and secondary sources held in Wessex Archaeology's own library.

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

3.4 Site visit

3.4.1 The Site was visited on the afternoon of 15 November 2022. Weather conditions were damp but clear, following rain in the morning. Given the nature of the Site, access was restricted and time sensitive. A fieldwork record comprising digital photography is held in the project archive.

3.4.2 The aim of the Site visit was to assess the general aspect, character, condition and setting of the Site and to identify any prior impacts not evident from secondary sources. The Site visit also sought to ascertain if the Site contained any previously unidentified features of archaeological, architectural or historic interest.

3.5 Significance

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

'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'

3.5.2 The interests as listed in the NPPF are further defined in Historic England's (2019) *Statements of Heritage Significance: analysing significance in heritage assets*. These are:

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

3.5.3 This assessment was also informed by the advice published by Historic England in the document entitled *Managing Significance in Decision-Taking in the Historic Environment: historic environment good practice advice in planning note 2* (2015).

3.6 Assumptions and limitations

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

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

3.7 Copyright

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

4 BASELINE RESOURCE

4.1 Introduction

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

4.2 Designated heritage assets

- 4.2.1 There are no designated heritage assets within the Site or Study Area, nor do the extent of any larger designated heritage assets fall within the assessment area.

4.3 Previous studies

Site

- 4.3.1 No records of any previous intrusive archaeological investigations within the Site have been identified during the preparation of this assessment.

Study Area

- 4.3.2 The HHER contains entries pertaining to three previous archaeological investigations which have been carried out within the Study Area. These include a two-phase archaeological excavation within the southern part of the airport, 350 m to the southwest of the Site, which identified a well-preserved Bronze Age field system and associated features (58128). A four-phase excavation was undertaken in 2006 840 m to the west of Site, in preparation of the development of a new residential area (59599). Several linear features were found, though these were likely modern, in addition to some small sherds of abraded pottery.
- 4.3.3 Meanwhile a watching brief (58187) and an evaluation (70001) have been undertaken to the east of the site, 960 m and 920 m away respectively. Neither of these investigations found any evidence of archaeological deposits.
- 4.3.4 Where relevant, the results of these investigations are discussed in further detail in **Section 4.5**.
- 4.3.5 Previous archaeological investigations carried out within the Study Area are illustrated in **Figure 1**

4.4 Archaeological and historical context

- 4.4.1 The following section summarises the archaeological and historical development of the Site and the Study Area, compiled from the sources listed above. The potential for the likelihood of as yet unrecorded archaeological remains within the Site is informed by the consideration of the known heritage assets within the Study Area, in conjunction with the geology and topography of the area.
- 4.4.2 Records obtained from the HHER and other sources are listed in **Appendix 3** and illustrated in **Figures 1–2**.

Palaeolithic (970,000–9500 BC)

- 4.4.3 There is no recorded Palaeolithic archaeology within the Study Area, however the Site is on top of a fluvial terrace formation called River Terrace Deposit 1. This formation was formed during the glacial Devensian period, between 70,000 and 10,000 years ago (Briant et al., 2009), when *Homo neanderthalensis* and early *Homo sapiens* occupied Britain. Proximity to fluvial terraces generally increase the likelihood of palaeolithic archaeology or palaeo-environmental evidence to be found on a site, because these areas would have been rich in resources and therefore attractive to early prehistoric people.
- 4.4.4 Five sites have been found within areas covered by River Terrace 1 in The Eastern Solent. Each site is discussed in detail in *The Palaeolithic Archaeology of the Sussex/Hampshire Coastal Corridor* (Bates et al., 2008). The material recovered did show signs of having been ‘rolled’, suggesting they had derived from earlier terraces.

Neolithic (4000–2400 BC) and Bronze Age (2400–700 BC)

- 4.4.5 There is no evidence of any Mesolithic archaeology within the Study Area, with the earliest recorded archaeology dating to the Neolithic (25906). A chipped celt, which is a type of stone tool similar to an axe head, was found in Bishopstoke in 1905, though the item has since been lost. The findspot has been placed 290 m to the northeast of Site, but this is presumably approximate.
- 4.4.6 A well-preserved Bronze Age field system was excavated between 2007 and 2008 within the airport grounds (58182; Sulikowska, 2010). This is plotted being located 350 m to the southwest of the Site, but a look at trench plans show that the trench extended as close to 150 m to the west of Site. A total of eight perpendicular ditches were excavated, which formed a series of sub-rectangular fields aligned on a northwest-southeast axis, overlooking the Itchen valley. On average the ditches were 1.20 to 1.6 m wide and up to 0.65 m deep. The ditches extended across the width of the trench and presumably beyond, so their lengths are not known, but the trajectory of one of the features heads towards the Site (fig. 3). Some of the ditches showed signs of recutting and cleaning, which suggests they were in use for an extended period of time (Sulikowska, 2010).
- 4.4.7 In addition to the ditches of the field system, a double-ditched trackway was found within the southern part of the trench, aligned to the field boundaries. Two gullies, a pit and a stakehole were also found, as well as a number of tree-throws. It was observed that the tree-throws were cut by the field ditches and thus pre-dated the field system.
- 4.4.8 A small number of finds were recovered, which included two struck flints, five burnt flints and fourteen sherds of coarse-ware pottery, which are broadly characteristic of the Middle to Late Bronze Age. This is a comparatively small number of finds given the scale of the field system, which Sulikowska (2010) has interpreted to mean the system was not close to any nearby settlement. Likewise, the only environmental evidence recovered was a single bramble seed and a fragment of hazelnut, suggesting the fields were pastoral rather than arable.
- 4.4.9 A small, socketed spearhead was found ‘near the river at Bishopstoke,’ pre-1969 (when the record was last updated; 25917). The spearhead has since been lost. It was described as an ‘Irish type,’ which is an antiquarian term used to describe what we now know to be Bronze Age.

Iron Age (700 BC–AD 43) and Romano-British (AD 43–410)

- 4.4.10 An Iron Age coin was found near the Site in 1969, and is recorded within the Portable Antiquities Scheme (Record CCI-920151). The coin is a gold stater of the Durotriges, and features a wreath and turf cutter motif on the obverse and a disjointed horse figure on the back. Other coins of this type have been dated to 60 – 20 BC (IACB, 2010).
- 4.4.11 A Roman road passed the Site around 1.2 km to the west, connecting Bitterne (*Claustentum*) with Winchester (*Venta Belgarum*; Allen et al., 2016). A considerable amount of Romano-British material was discovered in around 1878-1879 within the vicinity of the Site, in what was known as ‘Ballast Field’ in Bishopstoke (25900, 25901, 72207). While no field is officially titled ‘Ballast Field’ in any of the nearby tithe apportionments, it is possible that this was one in of the fields directly north to the Site, where the rail depot now stands. This is on the basis that the Gosport and Stokes Bay railway line passed through these fields (railway lines were often constructed on ballast banks), and also that these fields contained numerous gravel pits (thus potentially providing ballast).

- 4.4.12 The finds are evidenced by an entry in the Hampshire Antiquary & Naturalist (1891), which records word-of-mouth information. A workman, communicating with the author, stated 'Do you remember the great finds made 12 or more years ago out towards Swathling?' ... 'That was the place to find things, but we valued them not. Urns and crockery of every description I found there, and found continually. One day I came across a small jar of around 200 Roman coins, and another day we came across a huge trench in which there must have been 200 horses' heads, almost as sound as they could be, till the air got to them. Then we found grain pressed in all sorts of ways, still sound, or getting black'.
- 4.4.13 An Ordnance Survey Archaeology Branch card further documents that in 1921, fifteen Roman vessels in perfect condition were found in a loft at Valewood House, with a letter saying they were found at a depth of 4.5 ft (approx. 1.4 m) in Ballast Field. OGS Crawford, writer of the card, suggests that the finds may have related to a 'Roman building at SU 452 162', which would be approximately 100 m north of the Site. There is no HHER entry of a Roman building at this location, however.
- 4.4.14 While the deposition of such a large quantity of ceramics gives this site considerable significance, the deposition of such a large number of horse heads is even more unusual, and a comparative example of such a practice could not be found. Horse remains become more common in archaeological contexts from the Iron age onwards, but typically only represent a small percent of the total remains of all domesticated animals in any given site. Horse burials were also a type of ritual deposit made during both during the Iron Age and Roman periods, but these would typically consist of a more intact body of single individuals. The deposition of 200 horse skulls at Bishopstoke would have had the potential to be a highly significant assemblage demonstrative of ritual behaviour on an unprecedented scale, had any survived to the present day.
- 4.4.15 In addition to the finds discussed above, a single bronze coin of Cladius Gothicus (AD 268-269) was found 950 m to the east of the Site in 1969 (25910), again emphasising a Roman presence within the Study Area. It was also communicated by the Client during the Site visit that a watching brief had recently been undertaken by Cotswold Archaeology immediately to the north of the Site, and this had unearthed Iron Age pottery and ditches (pers. comms). This raises the potential for further Iron Age deposits to be situated within the Site.

Saxon and Medieval (AD 410–1500)

- 4.4.16 The name Eastleigh has Old English origins, meaning eastern wood. In the Domesday Book of 1086, Eastleigh is recorded to have had thirteen households, and was a holding of Henry the treasurer. It consisted of two ploughlands, twelve acres of meadow and woodland for five swine render, for a total annual value of two pounds. Eastleigh did not seem to be an important settlement during the medieval period, and further information on the manor could not be found.
- 4.4.17 A medieval field system has been documented by the National Mapping program as a series of linear cropmark features in aerial photographs to the east and north east of the Site (58291, 58288). These features are not visible on LiDAR imagery.

Post-medieval (AD 1500–1800)

- 4.4.18 There is a large area of water meadow to the south east of the Site, off the river Itchen. It is generally believed that water meadows were first developed in the chalklands of Hampshire, Wiltshire and Dorset in the 16th century, and remained popular as valuable economic resources until the early 19th century. Water meadows were created by the construction of weirs that would control the flow of a river, followed by parallel rows of carriageways to divert the water and distribute it across a wide expanse (Kerridge, 1953). The system was

controlled and monitored by somebody appointed the 'Floater' or 'Drowner.' This system of irrigation greatly improved the fertility of the soils and expanded the period of the year in which grasses could be grown, thus providing a vital source of fodder to the livestock industry (ibid).

- 4.4.19 The sections of water meadow closest to the Site were numbered by the Hampshire Water-Meadows Survey (2000) as 151, 152, 153, 154 and 155 within the wider scheme. These were all classified as Type 3, 'large complex water meadows, curvilinear in form, which generally tend to occur on broad floodplains'. It was noted that most were in good or fair condition, with many of the system elements surviving as extant earthworks.

19th century (AD 1800–1900)

- 4.4.20 The Site remained agricultural through the 19th century, though developing industry meant the character of the wider Study Area was starting to shift. Two railways were built nearby; the London and South Western Railway Company constructed a line running north to south in 1838, 100 m to the west of the Site, which connected Southampton and Winchester (Humby, 2015). A second line was constructed by the company in 1841, which ran northwest to southeast 500 m to the north of the Site, and this connected Bishopstoke to Gosport. These lines converged at the newly opened Bishopstoke Station (current-day Eastleigh railway station). The opening of the railways was fundamental in Eastleigh's development; prior to the opening of Bishopstoke station in 1839, Eastleigh had a population of '78 people living in 13 houses', but this rapidly rose to over 500 people by 1870 (Humby, 2015).
- 4.4.21 Eastleigh Railway Gas Works was opened 560 m to the north of the Site, which manufactured gas for the lighting of the railway carriages (71897). The gas was stored in high-pressure gas holder tanks, none of which survive today.
- 4.4.22 Another large facility was opened 870 m to the north east of the Site. The Eastleigh Sewage Works, which is still an active sewage treatment plant, was first opened in 1895, and some early equipment purportedly survives (55989). This includes original settling tanks, covered sludge digestion tanks, a gasholder and generator house. Some of the oil engines in the generator house are still in working order and available for use, though seldom see service.
- 4.4.23 The Site fell within the parish of North Stoneham during the publication of the tithe map in 1842 and was divided into four parcels (fig. 4a). The boundaries of these fields may survive as buried archaeological features. The parcels were Colliers Field to the north west, Eighteen Acres to the north east, Rough Pasture to the south east and Hither Blackheaths to the south west. All were used for arable farming except for Rough Pasture, which was pastoral. Colliers Field and Hither Blackheaths (meaning 'here is black earth') suggests that there was a known coal deposit somewhere to the west of the Site. The Site was close to the parish boundary of South Stoneham, which ran along the northern edge of Colliers Field and Eighteen Acres.
- 4.4.24 By the publication of the first edition Ordnance Survey map in 1872 (fig. 4b), the field boundary between Colliers Field and Eighteen Acres has been dissolved, as had the boundary between Rough Pasture and Hither Blackheaths. As such, the Site was then only divided across two parcels, with the boundary running through the north of the Site. The 1872 map also shows a house had been built nearby on the opposite site of the Southampton to Winchester railway. It was called Charbourg House and was situated within a large garden with an orchard to its north. It was demolished by 1897.

- 4.4.25 The 1897 Ordnance Survey map shows that clay extraction had occurred in the Site's northern field, as demarcated by the 'Old Clay Pit' (fig. 4c). This also suggests that the pit had fallen out of use by this time. A series of trackways that are also depicted may suggest other exploratory work had occurred in this field. Two small buildings had been established close to the pit, and it seems probable these are sheds relating to the extraction activities. The map marks that a signal post was located 110 m to the west of the Site, along the railway. An 'MP' is also shown, 200 m to the northwest, denoting the presence of a milepost..

Modern (AD 1900–present day)

- 4.4.26 The 1911 Ordnance Survey map demonstrates increasing urbanisation around Eastleigh was occurring at the start of the 20th century (fig. 4d). A large amount of residential development had been completed to the northwest of the Site, including on the new Cherbourg Road, named after the former Charbourg House. Further housing plots are shown to have been planned to the west of the Site and were in a state of semi-completion. To the immediate north of the Site, a new rail depot had been constructed, and the southernmost track ran through the northern part of the Site. A gravel pit is illustrated as being located over the Site boundary to the north west. The prior field boundary that cut across the Site east-to-west had been dissolved but replaced by a trackway that was faithful to the boundary's route.
- 4.4.27 It was during this period that the field to the south of the Site was first used as a place to land aircraft. Rowland Moon first flew his tractor monoplane 'Moonbeam II' from land at North Stoneham Farm in June 1910, and was later joined by Graham White and Maurice Tetard and their aircraft (Hampshire Airfields, 2014). The field did not gain official recognition as an airfield until 1917, when the War Office moved to build an Aircraft Acceptance Park on the Site.
- 4.4.28 Subsequent historic mapping around the Site becomes demonstratively incomplete following the 1911 map through to 1983, which was a common practice to obscure the activities of military bases and airfields. It is known that before the Aircraft Acceptance Park was completed, the site was given to the US Naval Air Service in July 1918, and became known as NAS Eastleigh (Hampshire Airfields, 2014). A plan of the aerodrome from 1918 shows a series of buildings had been constructed along the eastern side of the field, which included galleys, mess halls, machine shops and aircraft hangers (UK Airfields, 2014). Interestingly, the plan notes it was the largest European USNAF base constructed during WWI. The site was used for a short time to assemble and test aircraft destined for the warfront in France, before being passed back to the RAF in April 1919.
- 4.4.29 Between 1920 and 1935 there was no military presence within the airfield, and it became a civil landing ground. An aerial photograph from 1932 (EPW044873) shows the airfield still had grass runways, and that the ex-NAS buildings were still extant. In 1935 the north-eastern corner of the airfield was given to the Fleet Air Arm and became known as 'RAF Eastleigh' (and later 'RAF Southampton' in 1936). It was used as a facility to build and test Spitfires, Seafires and hydro bi-planes, as well as the failed Burnelli Flying Wing project. It was from RAF Southampton that the first Spitfire flight was made on the 5th March 1936 (Hampshire Airfields, 2014). An aerial photograph from 1939 shows a new compound had been constructed within the north-eastern part of the Site, with no fewer than 10 hangers and 36 personnel buildings (there may be more, but the edge of the photograph crops out some of the buildings). One of the hangars along the eastern part of the airfield also appears to have been enlarged (EPW060855).

- 4.4.30 In July 1939, the airfield changed hands again and became a Royal Navy airbase called HMS Raven. The airfield was used as safety equipment and air medicine schools. It is recorded that 739 Royal Navy personnel were stationed there (including 48 officers), as well as 191 members of the Women's Royal Naval Service (Willis & Holliss, 1990). It had two grass runways, aligned NNE-SSW and WNW-ESE, and Bessonneau-1 type hangars (Willis & Holliss, 1990). Bessonneau hangars were timber and canvas hangars which were designed to be portable and temporary, so it is unlikely there would be any archaeological evidence of these structures.
- 4.4.31 There is, however, documentation and physical evidence of a large number of defensive structures around the airfield, including barrage balloon bases (58239, 58284, 58286), air raid shelters (71000, 70238), pillboxes (58243, 25934, 25935, 58276), gun emplacements (58276, 58278) and the site of an anti-aircraft battery (37722). Other recorded structures relating to the activities of HMS Raven include an aircraft dispersal site (58285), zig-zag training trenches (58290), a firing range (58275) and miscellaneous barrack buildings (58279).
- 4.4.32 Despite its defences, the base evidently came under attack on occasion. Southampton was badly hit during the Blitz, and military bases were often targets during raids. Luftwaffe files containing plans and aerial photographs of the airfield and adjoining railway works would suggest that the bombing was planned. Eleven circular bomb craters have been identified 'in the area immediately north of Southampton Airport', which means the Site may have feasibly been hit at this time (58287). On September 11th, 1940, one of the toolrooms of the aircraft hangars was directly hit, supposedly killing up to 52 workers (Eastleigh & District Local History Society, date unknown). It was reported that the bombing was undertaken by three Blenheim Bombers, which had been captured by the Luftwaffe following the allies retreat from Dunkirk.
- 4.4.33 A number of aircraft are known to have crashed within and around the airfield during its operation as a military base. While there are a total of 30 instances of crashes broadly attributed to 'Eastleigh', 12 of these explicitly state that they occurred at the airfield (Hampshire Airfields, 2012). Only one accident is recorded as fatal, but these records aren't thorough, and it is likely many more caused loss of life (Hampshire Airfields, 2012). This is supported by recorded oral history, with one testimony stating that they had memory of at least four fatal crashes, and that many planes were downed by hitting the balloon barrages positioned around the airfield and at the recreation ground (Pidgeon, 2005). The testimony details that in one instance, 'a formation of New Zealand Mustangs came into Eastleigh Airport and two collided, with one crashing into the fields by the Portsmouth railway line' (and potentially near the Site). Military aircraft crash sites are controlled sites under the Protection of Military Remains Act 1986 and would require a licence issued by the MoD to unearth or move.
- 4.4.34 Following the end of the war, the wartime aerodrome returned to being a municipal airport in 1945. At this time, it was still operating with a grass runway; the concrete runway was not constructed until 1965 (Hampshire Airfields, 2010). It was slightly shorter than it is today, terminating around 40 m to the south of the Site. While it is not clear when the runway was extended, historic satellite imagery shows that it was completed by 1999. The 1983 Ordnance Map shows that the northwest of the Site, on landside, was an undeveloped parcel of land with a 100 m wide depression in it; this is the remains of the old chalk pit as shown on the 1911 map (fig. 4e). This piece of land was later developed in 2000, to become a carpark for the airport, which was subsequently extended southwards in 2005 and 2010. The original airport terminal was demolished and redeveloped in 1995.

- 4.4.35 It is noted on the LiDAR survey (fig. 5) that there are a series of linear features 100 m to the southwest of the Site that are not accounted for by the HER. It is thought these are 'french drains' based on the feature's distinctive herringbone pattern, which is a type of drainage created by channels of buried gravel (rather than buried pipes). The feature presents itself on the LiDAR as a 350 m long ditch orientated north-east to south-west, with smaller ditches branching off at an angle that are askew to the main channel but are parallel to one another.

4.5 Historic Landscape Character

- 4.5.1 The Site is wholly contained within an area characterised as 'Communications', sub-type 'Airfield', by a Historic Landscape Character survey of Hampshire (Bramhill & Lambrick, 1999). The land use of the Site will not be changed by the development so the HLC will remain unaffected.

4.6 Assessment of archaeological survival and previous impacts

- 4.6.1 Various activities, historical and modern, may have impacted buried archaeological deposits within the Site in a negative way. The earliest documentable land use of the Site is arable, which means it would have undergone some degree of ploughing, and this could have truncated earlier deposits to the depth of the plough. In addition to this, early mapping shows that the field boundaries were adjusted several times during the 19th century and, depending on how these fields were demarcated (either by ditches, banks or hedgerows), their creation and removal may have demanded the moving of earth and by extension the destruction of buried stratigraphy.
- 4.6.2 Gravel and clay have been extracted in fields adjacent to the Site in both the 19th and 20th centuries. Furthermore, two of the Site's field names within the 1842 tithe apportionments relate to coal, suggesting there was a known deposit within the vicinity. While there are no 'pits' shown on any historic mapping within the Site, it cannot be ruled out that the Site may have been explored for resources at some point, and that any such excavation could have destroyed existing archaeology.
- 4.6.3 It is impossible to judge to what degree the Site was impacted between 1910 and 1980, as the activities of the airfield were deliberately obscured on mapping, although the runway was grassed and unlikely to have much impact on any below ground features when it was established. What is known, is that the airfield witnessed at least twelve aircraft crashes and was hit by no fewer than twelve enemy bombs during the Blitz. The location of these impacts is unrecorded (or not publicly available). While one would presume they were cleared shortly after the event, material and debris may have been thrown further afield and buried itself. Any archaeology beneath a point of impact would be seriously disturbed, and furthermore there may be a UXO risk within the Site.
- 4.6.4 The Site has a modern trackway, fence and ditch (which marks the runway strip edge) running through it, and the installation of these features may have damaged any potential archaeology within their footprint. Furthermore, several services are known to run through the Site, including a foul water rising main, an AGL (electrical) cable and a high-pressure gas main. The excavation of the service trenches will have cut through the deposits below, which may have contained archaeological features.

5 POTENTIAL DEVELOPMENT EFFECTS

5.1 Introduction

- 5.1.1 This section provides an initial assessment of the potential effects of the proposed development in relation the historic environment resource.

5.2 Summary of known and potential historic environment resource

- 5.2.1 The Site is located within an archaeologically dense area, and any archaeology has the potential to be significant. The Site is situated 150 m to the east of unusually well-preserved Bronze Age field system, the extent of which is not understood as the ditches extended beyond the bounds of the trench. Given the proximity and trajectory of these features towards the Site, it is plausible that further evidence of the field system may exist within the Site.
- 5.2.2 There is also plentiful documentation within the Study Area of Iron Age and Romano-British archaeology, including the intriguing deposit of 200 horse heads and grain found during the 19th century. This is indicative of ritual practice and would have been a nationally significant deposit had it been found in the present day. Coins and pottery have also been found, most recently by Cotswold Archaeology conducting a watching brief within the far north of the Site (pers. comms), potentially suggesting there was a settlement nearby. It is therefore considered likely that Iron Age and Romano-British finds and deposits would exist elsewhere within the Site.
- 5.2.3 There seems to be little further activity in the Study Area until the 19th century, and the Site was presumably agricultural until this time. There were gravel pits and clay pits in the fields around the Site, including adjacent to the Site's northwestern corner. Two field names recorded in the tithe suggest that there was also a known coal deposit in one of these fields. Buried pits may therefore be a feature within Site but these would be of low significance.
- 5.2.4 The Site saw intense activity during the World Wars, and was an aerodrome for the US Naval Service, the RAF and the Royal Navy. It is not clear how the Site was used during this time, but there are no obvious structures within the Site on the 1932 and 1939 aerial photographs. Importantly however, the airfield suffered at least twelve aircraft crashes and twelve direct hits by enemy bombing, presenting both a UXO risk and the potential for the presence of military remains, which would be protected under the *Protection of Military Remains Act of 1986*.
- 5.2.5 It is also worth considering however that modern development from the airport may have damaged any archaeological deposits. There are at least three service trenches, a ditch and the foundations for a fence pass through the Site, which will have damaged or destroyed any archaeology within their footprint to the depths of that cut.

5.3 Statement of potential impact

- 5.3.1 The construction of the proposed development is anticipated to entail the following sources of ground disturbance and excavations:
- preliminary site investigation works;
 - setting up a secure construction compound within the Site;
 - plant movement;

- topsoil stripping;
- excavation of new foundation trenches;
- excavation of subsurface ramps;
- installation of services and drainage;
- hard landscaping works (levelling, remodelling);
- realignment of fencing; and
- removal of existing approach light poles once the other works are completed.

5.3.2 The aforementioned works have the potential to result in the damage to or loss of any buried archaeological features which may be present within their footprint. This could in turn result in a total or partial loss of significance of these heritage assets.

5.3.3 Any adverse impact to buried archaeological features would be permanent and irreversible in nature. This potential adverse effect could be reduced through the implementation of an appropriate scheme of archaeological mitigation.

5.3.4 The most destructive elements of the development proposals in terms of below ground archaeology (should any such remains be present within the Site) would likely be associated with areas requiring excavation, e.g., the foundations of the new piece of runway, the sub-surface delethalisation ramps, services trenches and drainage. Areas of levelling and grading, which are proposed to the north of the Site, also present a risk to buried archaeological deposits within the affected areas.

6 CONCLUSIONS

6.1 General

6.1.1 The effect of the development proposals on the known and potential heritage resource will be a material consideration in determination of the planning application. This study has identified no overriding cultural heritage constraints which are likely to prohibit development.

6.1.2 This assessment has established that there is an archaeological interest within the Site. This is defined as the potential for the presence of buried archaeological remains. This includes a Bronze Age field system, which elsewhere was considered significant for its level of preservation, and Iron Age and Romano-British deposits of both domestic and ritual natures. Iron Age finds seem particularly likely given that a watching brief immediately to the north of the Site has already found Iron Age pottery. Finally, the use of the Site as part of a military aerodrome means that there may be buried war-time aircraft and debris within the Site, as well as some UXO risk from the bombing of the airfield.

6.1.3 Any adverse impact to buried archaeological features as a result of the implementation of the development proposals would be permanent and irreversible in nature. This potential adverse effect could be reduced through the implementation of an appropriate scheme of archaeological mitigation, in accordance with national and local planning policy.

6.1.4 The presence, location and significance of any buried archaeological remains within the Site cannot currently be confirmed on the basis of the available information. As such it is



likely that additional investigations may be required by the planning archaeologist for Eastleigh Borough Council.

- 6.1.5 However, while an archaeological interest has been established within the Site, the proposed development is situated within an operational airport, and immediately adjacent to the runway. This presents a number of constraints that exclude opportunities for archaeological investigation at pre-determination phases, due to health and safety concerns associated with regular aircraft arrival and departures. As such, a program of archaeological monitoring, undertaken during groundworks associated with the proposals (which is assumed will necessitate temporary runway closure) is recommended as an appropriate mitigation strategy.

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APPENDICES

Appendix 1: Terminology

Glossary

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

Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Chronology

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

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

Appendix 2: Legislative and planning framework

Designated Heritage Assets

Designation	Associated Legislation	Overview
World Heritage Sites	-	The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV) – <i>cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity</i> . England protects its World Heritage Sites and their settings, including any buffer zones or equivalent, through the statutory designation process and through the planning system. The National Planning Policy Framework sets out detailed policies for the conservation and enhancement of the historic environment, including World Heritage Sites, through both plan-making and decision-taking.
Scheduled Monuments and Areas of Archaeological Importance	<i>Ancient Monuments and Archaeological Areas Act 1979</i>	Under the <i>Ancient Monuments and Archaeological Areas Act 1979</i> , the Secretary of State (DCMS) can schedule any site which appears to be of national importance because of its historic, architectural, traditional, artistic or archaeological interest. The historic town centres of Canterbury, Chester, Exeter, Hereford and York have been designated as Archaeological Areas of Importance under Part II of the <i>Ancient Monuments and Archaeological Areas Act 1979</i> . Additional controls are placed upon works affecting Scheduled Monuments and Areas of Archaeological Importance under the Act. The consent of the Secretary of State (DCMS), as advised by Historic England, is required for certain works affecting Scheduled Monuments.
Listed Buildings	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	In England, under Section 1 of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> , the Secretary of State is required to compile lists of buildings of special architectural or historic interest, on advice from English Heritage/Historic England. Works affecting Listed Buildings are subject to additional planning controls administered by Local Planning Authorities. Historic England is a statutory consultee in certain works affecting Listed Buildings. Under certain circumstances, Listed Building Consent is required for works affecting Listed Buildings.
Conservation Areas	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	A Conservation Area is an area which has been designated because of its special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In most cases, Conservation Areas are designated by Local Planning Authorities. Section 72 (1) of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> requires authorities to have regard to the fact that there is a Conservation Area when exercising any of their functions under the Planning Acts and to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas. Although a locally administered designation, Conservation Areas may nevertheless be of national importance and significant developments within a Conservation Area are referred to Historic England.
Registered Parks and Gardens and Registered Battlefields	<i>Historic Buildings and Ancient Monuments Act 1953</i> <i>National Heritage Act 1983</i>	The Register of Parks and Gardens was established under the <i>National Heritage Act 1983</i> . The Battlefields Register was established in 1995. Both Registers are administered by Historic England. These designations are non-statutory but are, nevertheless, material considerations in the planning process. Historic England and The Garden's Trust (formerly known as The Garden History Society) are statutory consultees in works affecting Registered Parks and Gardens
Protected Wreck Sites	<i>Protection of Wrecks Act 1973</i>	The <i>Protection of Wrecks Act 1973</i> allows the Secretary of State to designate a restricted area around a wreck to prevent uncontrolled interference. These statutorily protected areas are likely to contain the remains of a vessel, or its contents, which are of historical, artistic or archaeological importance.

National Planning Policy Framework (NPPF)

NPPF Section 16: Conserving and enhancing the historic environment	
Para. 194	In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
Para. 195	Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
Para. 197	In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
Para. 199	When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
Para. 200	Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional⁶⁸. ⁶⁸ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
Para. 201	Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
Para. 202	Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.



NPPF Section 16: Conserving and enhancing the historic environment	
Para. 203	The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
Para. 205	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 accessible⁶⁹. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. ⁶⁹Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository.
Para. 206	Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.
Para. 207	Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.
Para. 208	Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.



Local Planning Policy

Eastleigh Borough Local Plan 2016 - 2036 (April 2022)		
Policy ref.	Title	Scope
S8	Historic Environment	The Borough Council will continue to conserve and/or enhance the Boroughs heritage assets in a manner appropriate to their significance. This includes all heritage assets including listed buildings and structures, Conservation Areas as designated on the policies map, landscapes and archaeology. This will be through the preparation of Conservation Area Appraisals and Management Plans and other strategies and in the determination of planning applications for new development (see policy DM12). This will involve: a. identifying the assets by means of an on-going programme of survey and review; b. identifying their key features and measures to manage and enhance these, e.g. through Conservation Area Appraisals; c. restricting development likely to harm them or their settings through management of development proposals; and d. encouraging development that enhances them, ensures their long-term management and maintenance and where possible, enables public enjoyment and the interpretation of the asset.

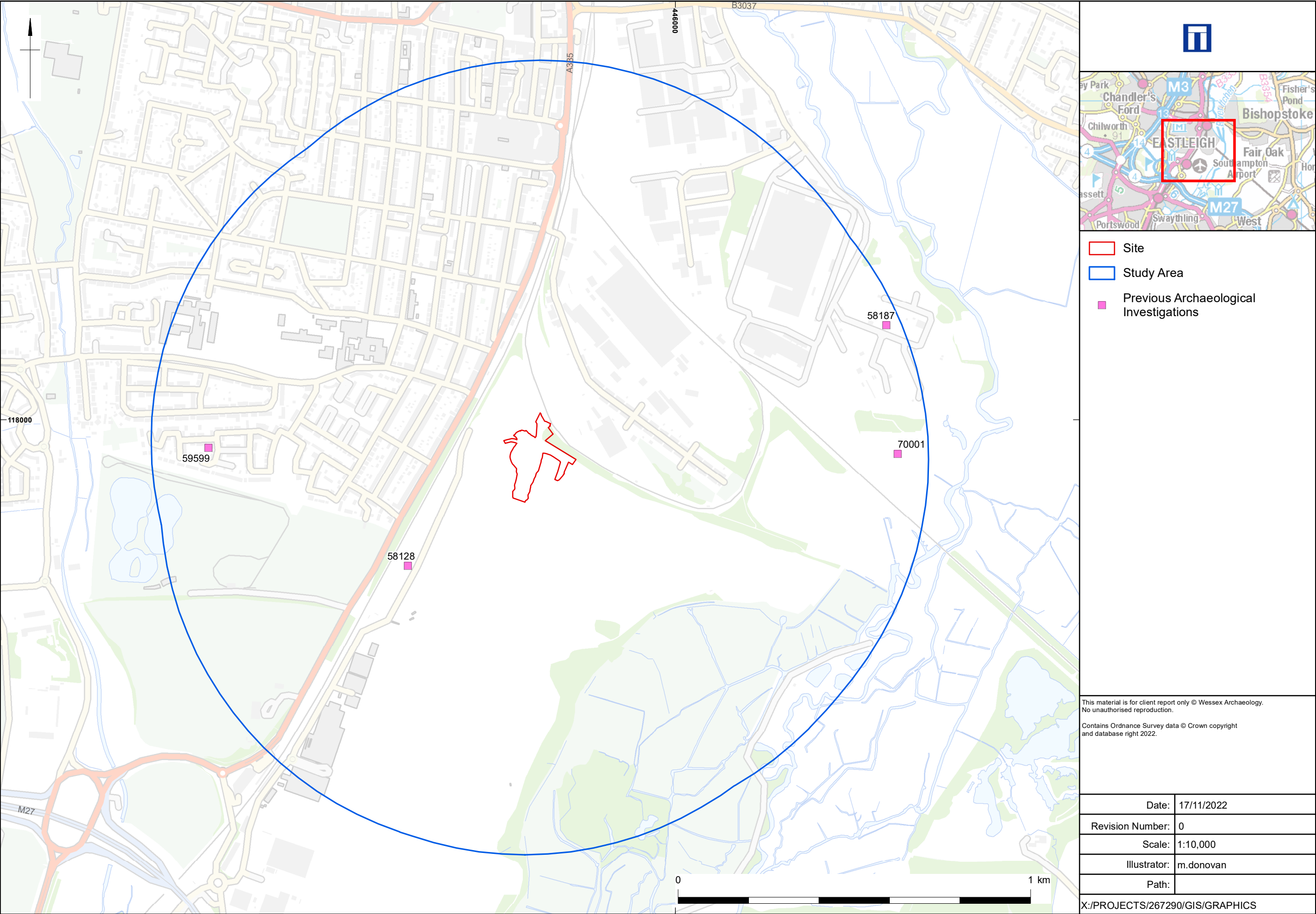


Appendix 3: Gazetteer

HER Number	Name	Period	Easting	Northing
25906	Neolithic Chipped Celt	Neolithic	446000	118000
58128	Archaeological Strip, Map And Sample At Mitchell Way, Southampton Airport	Bronze Age	445241	117586
25917	Small Socketed Spear Head	Bronze Age	446000	118000
69245	Chickenhall Lane, Eastleigh	Iron Age	446500	117900
72207	Animal burial	Romano-British	446500	118500
25910	Roman Coin	Romano-British	446660	118000
25901	Roman Coins Contained Within A Jar	Romano-British	446000	118000
25900	Roman Pottery	Romano-British	446000	118000
58288	Medieval/Post Medieval Field System	Medieval	445999	117683
58291	Medieval/Post Medieval Field System	Medieval	446295	118121
71897	Eastleigh Railway Gas Works	19th century	445900	118500
55979	Eastleigh Sewage Works	19th century	446547	118145
38988	Site Of Decoy Pond	19th century	445950	116850
55202	Site Of Decoy Pond Lock, Decoy Covert	19th century	445571	116840
55195	Site Of Lock House, Lockhouse Lock, Itchen Navigation	19th century	446277	117444
55194	Site Of Lockhouse Lock, Itchen Navigation	19th century	446279	117455
37722	Aa Battery	Modern	446300	118600
70238	Air raid shelter	Modern	445212	118427
71000	Air raid shelter	Modern	445223	118184
58283	Buildings And Structures Pre-Dating Eastleigh Airfield	Modern	445410	117669
25934	Pillbox	Modern	445636	117307
25935	Pillbox	Modern	445760	117250
58275	Wwi/Wwii Firing Range	Modern	445540	116850
58276	Wwi/Wwii Military Structures And Buildings	Modern	445558	117129
58285	Wwii Aircraft Dispersal Site	Modern	445731	117588
58286	Wwii Barrage Balloon Base	Modern	445806	117403
58289	Wwii Barrage Balloon Base	Modern	446111	117940
58284	Wwii Barrage Balloon Site	Modern	445607	117474
58287	Wwii Bomb Craters	Modern	446128	117775
58278	Wwii Gun Emplacements	Modern	445059	117250
58279	Wwii Military Buildings And Structures	Modern	445156	117405

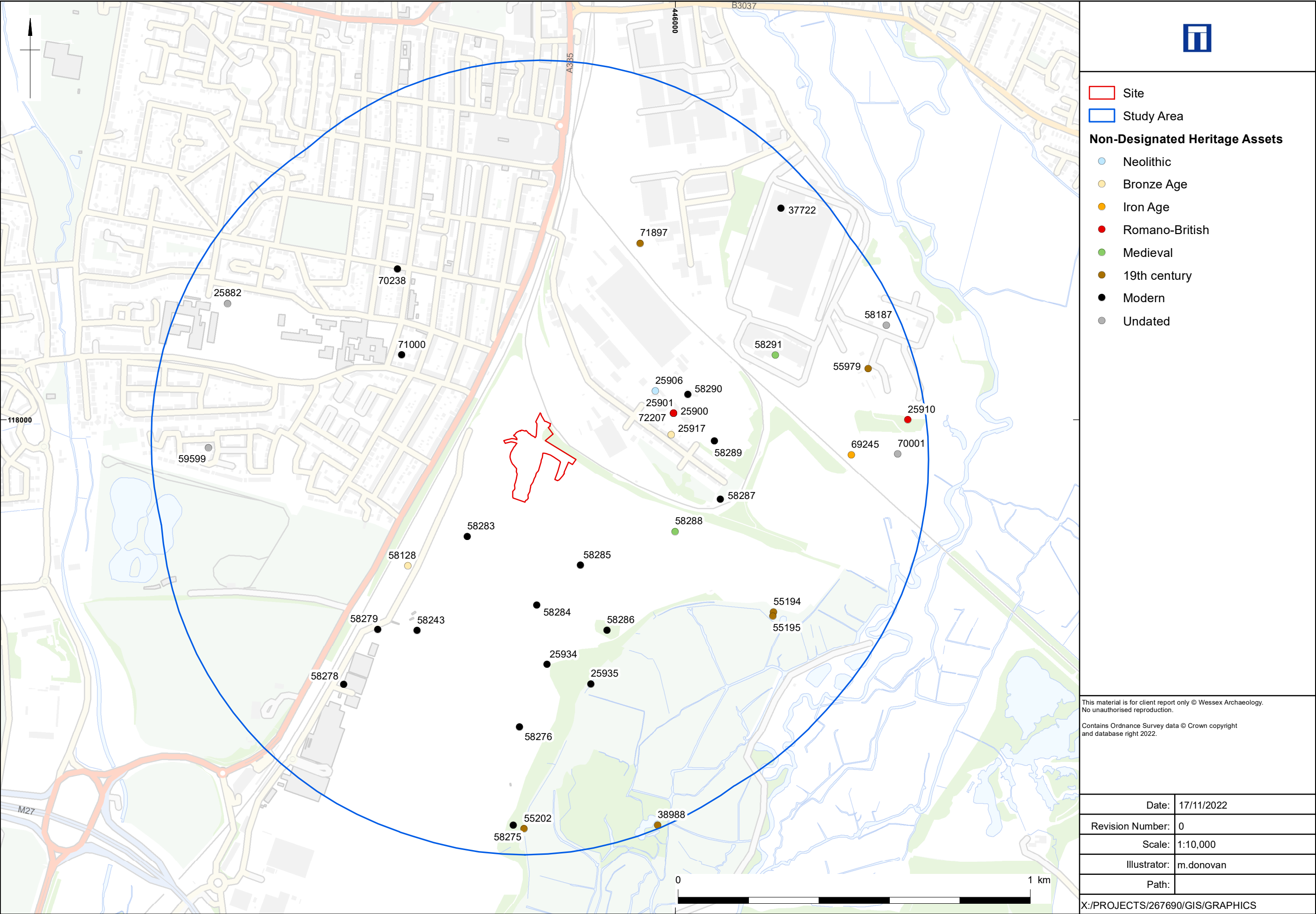


58243	Wwii Pillbox	Modern	445268	117402
58290	Wwii Zig Zag Trenching	Modern	446036	118071
25882	Pits, Barton Peveril College, Southampton	Undated	444730	118330
70001	Chickenhall Lane	N/A (Investigation)	446631	117903
59599	Evaluation At Lakeside, Eastleigh	N/A (Investigation)	444676	117921
58187	Watching Brief At Chicken Hall Sewage Works	N/A (Investigation)	446599	118268



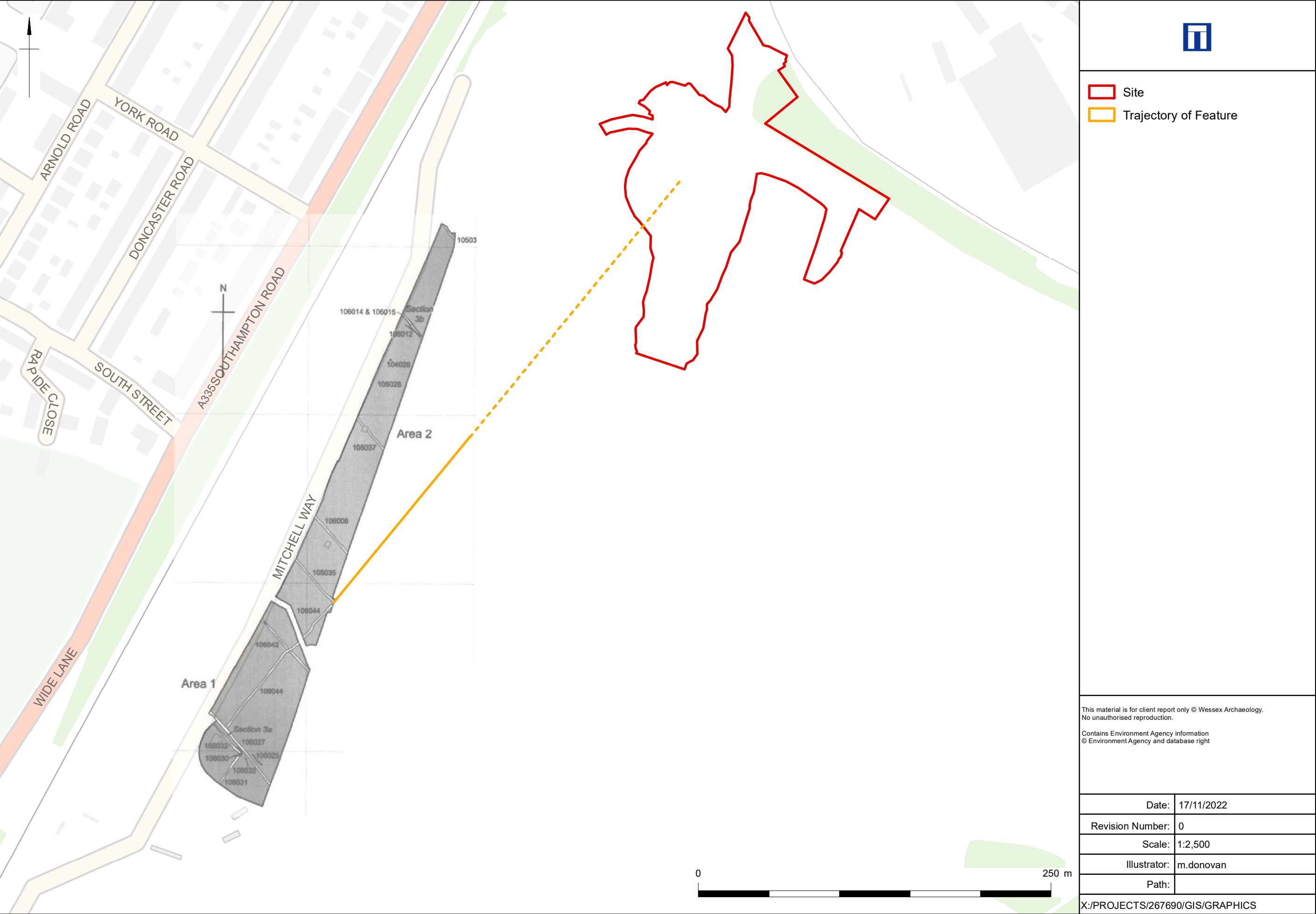
Site Location, Study Area and Previous Archeological Investigations

Figure 1



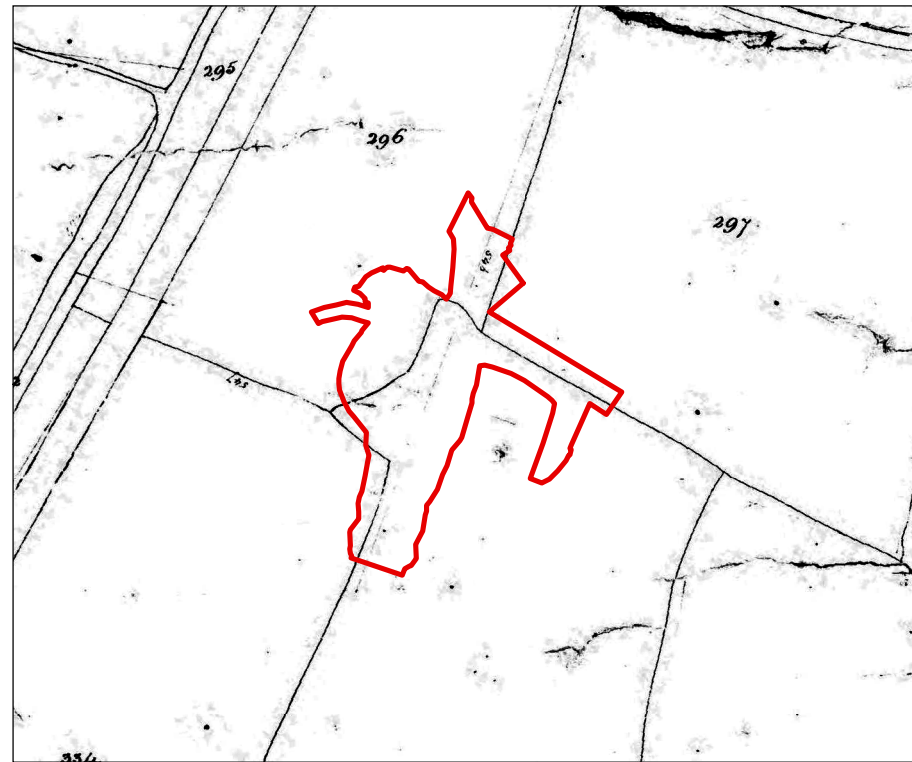
Site and Non-Designated Heritage Assets

Figure 2

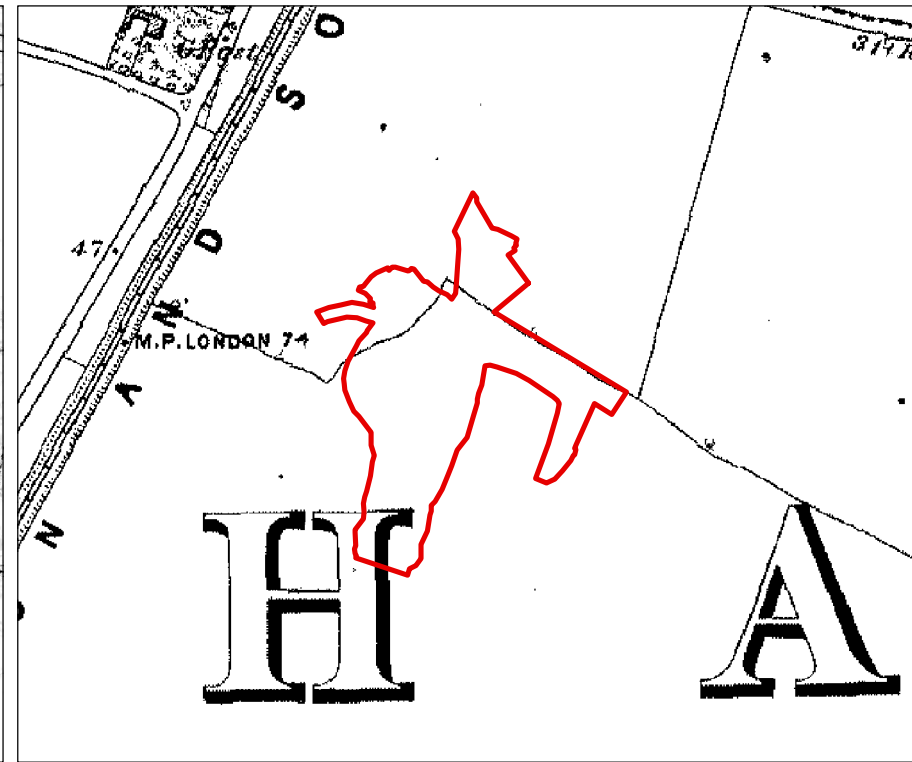


Site and trajectory of linear Bronze Age feature (Trench plan overlay reproduced from Sulikowska, 2010, p. 3, fig. 2)

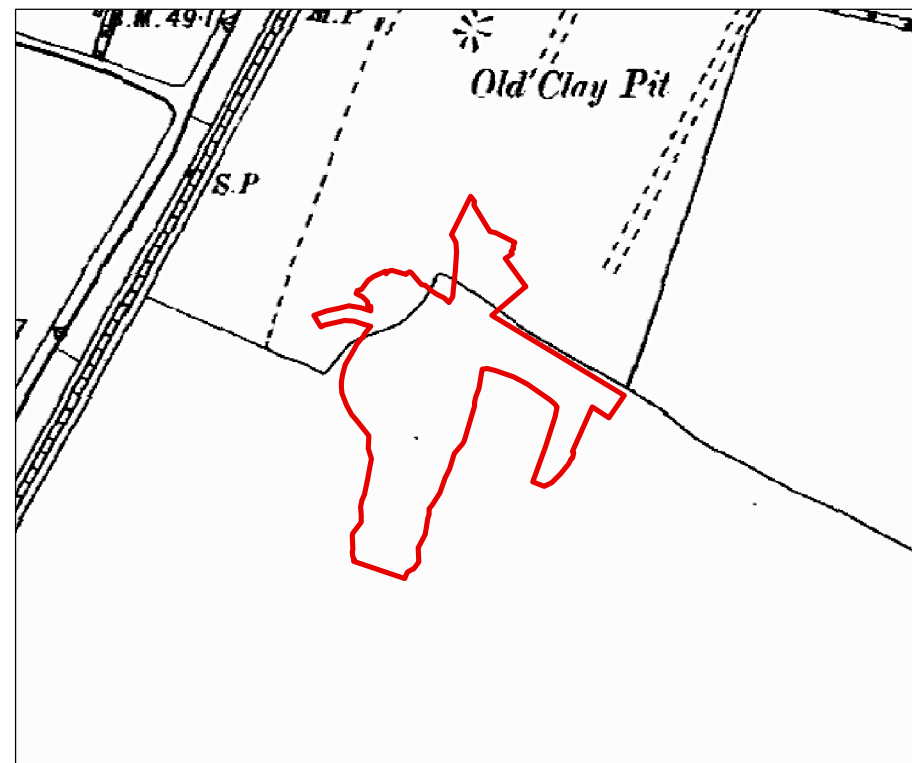
Figure 3



A) 1846 North Stoneham Tithe Map



B) 1872 First Edition Ordnance Survey Map (1:10,560)



C) 1897 Edition Ordnance Survey Map (1:10,560)



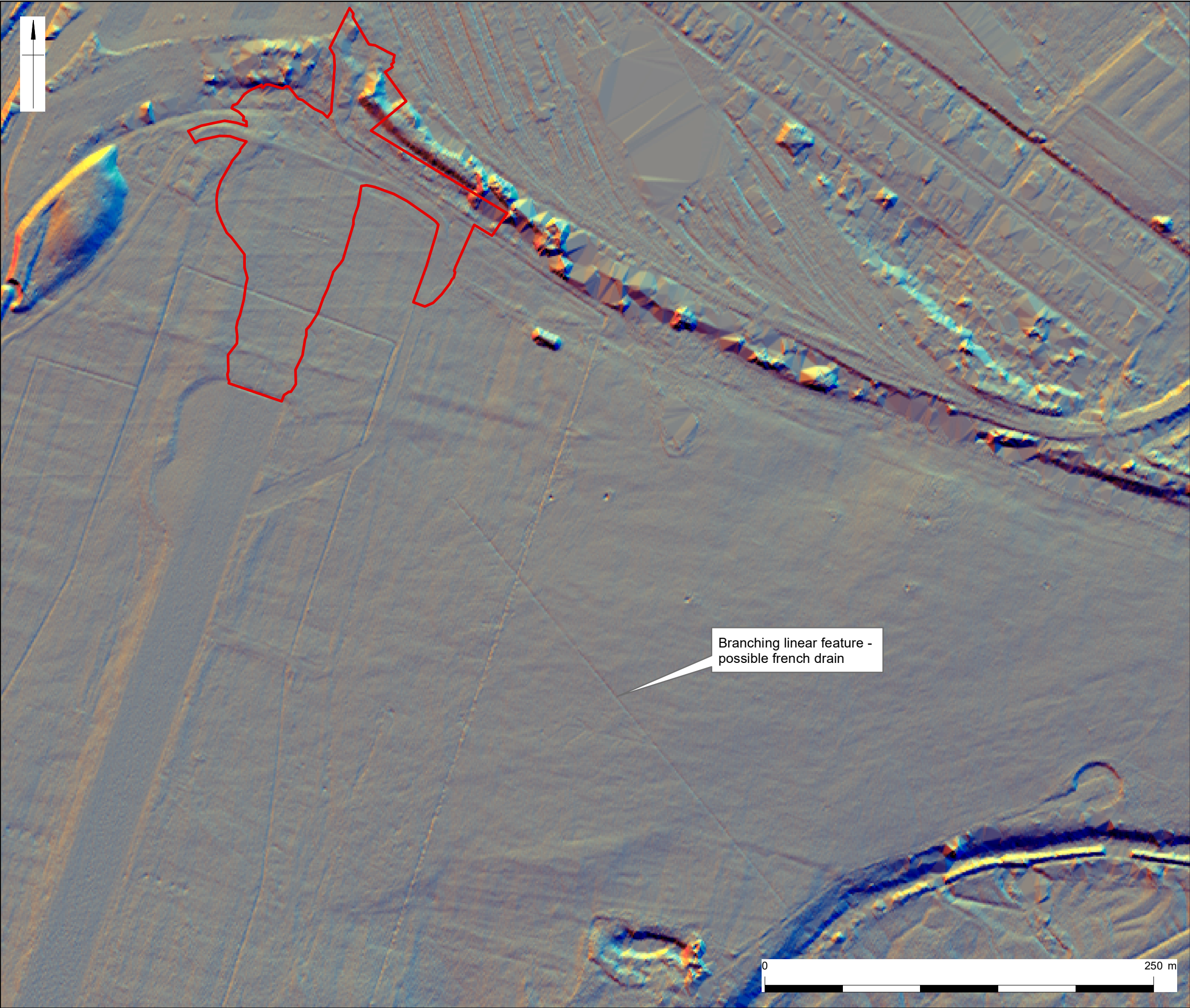
D) 1911 Edition Ordnance Survey Map (1:10,560)



E) 1983 Edition Ordnance Survey Map (1:10,000)



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 Site

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Site and LiDAR survey showing linear feature to southeast

Figure 5



Photo 1) Looking southwest across Site from eastern trackway



Photo 2) Looking north along eastern trackway towards Site northern boundary



Photo 3) Looking east along Site northern boundary



Photo 4) Looking south along Site western boundary

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