



NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

HYBRID PLANNING APPLICATION

DECEMBER 2024

**blocwork (Eastleigh) LLP
&
Southampton International Airport Ltd**





Navigator Quarter Land Adjacent to Southampton Airport

Historic Environment Desk-Based Assessment



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Contents

Summary.....	iii
Acknowledgements.....	iii
1 INTRODUCTION	1
1.1 Project background	1
1.2 The Site	1
1.3 Development proposals.....	2
1.4 Scope of document	2
1.5 Aims	3
2 PLANNING BACKGROUND.....	3
2.1 Introduction.....	3
2.2 Designated heritage assets.....	3
2.3 The Protection of Military Remains Act 1986	4
2.4 National Planning Policy Framework.....	4
2.5 Local planning policy and guidance.....	5
3 METHODOLOGY	6
3.1 Introduction.....	6
3.2 Study Area.....	6
3.3 Sources	6
3.4 Site visit	6
3.5 Significance	7
3.6 Setting assessment	7
3.7 Assumptions and limitations	9
3.8 Copyright	9
4 BASELINE RESOURCE	9
4.1 Introduction.....	9
4.2 Designated heritage assets.....	9
4.3 Locally Listed Buildings	9
4.4 Previous studies	10
4.5 Archaeological and historical context	11
4.6 Historic Landscape Character	18
4.7 Assessment of archaeological survival and previous impacts.....	18
4.8 Summary of known and potential historic environment resource	19
5 SETTING OF HERITAGE ASSETS	21
5.1 Introduction.....	21
5.2 Scoping exercise	21
5.3 Campbell Road (locally listed buildings).....	22
5.4 Eastleigh to Fareham line viaduct (HHER historic building 55196)	23
5.5 Rotor House, Southampton Airport (locally listed building)	24
5.6 Pillboxes (HHER 25934; 25935)	25
6 POTENTIAL DEVELOPMENT EFFECTS.....	26
6.1 Introduction.....	26
6.2 Statement of potential impact.....	26
7 CONCLUSIONS	27
7.1 General.....	27
7.2 Recommendations	29
REFERENCES	30
Bibliography.....	30



Historic Environment Records	32
Cartographic and documentary sources	32

APPENDICES.....34

Appendix 1: Terminology	34
Appendix 2: Legislative and planning framework	35
Appendix 3: Gazetteer	38

Figures

Figure 1	Site location and locally listed buildings within the 1 km Study Area
Figure 2	Previous archaeological investigations undertaken within the 1 km Study Area
Figure 3	HHER archaeological records within the 1 km Study Area
Figure 4	Additional archaeological records within the 1 km Study Area
Figure 5	19th century historic mapping
Figure 6	20th century historic mapping
Figure 7	LiDAR imagery (simple local relief model based on DTM)

Photos

Photo 1	View looking north-west across Plot 1 (north field) towards the maintenance depot
Photo 2	View looking north-east across Plot 1, towards Chickenhall WTW
Photo 3	View looking south-west across Plot 2 (south field), towards Southampton Airport
Photo 4	View looking northwards across Plot 2, towards the maintenance depot
Photo 5	View looking north-west along the access route, from the north-eastern corner of Plot 2
Photo 6	View looking north-east across the car park adjoining Mitchell Way
Photo 7	Disused railway siding embankment dividing Plots 1 and 2
Photo 8	Structural remains of North Stoneham Farm at the southern edge of Plot 2
Photo 9	Surviving North Stoneham Farm floor/yard surface at the southern edge of Plot 2
Photo 10	Previously recorded location of pillbox S0012717 at the southern end of Plot 2
Photo 11	Previously recorded location of pillbox S0012718
Photo 12	VOR building viewed from the north-west
Photo 13	View looking north-west along Campbell Road
Photo 14	View looking south-east across Campbell Road park, towards the Site

Front cover View looking northwards across Parcel 2



Summary

Wessex Archaeology was commissioned by Michael Sparks Associates on behalf of Blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) to prepare an Historic Environment Desk-Based Assessment of the Navigation Quarter, land adjacent to Southampton airport, centred on National Grid Reference 446049, 117612 (SU460176). This study is intended to inform Environmental Impact Assessment scoping and the submission of a hybrid planning application for a proposed commercial/industrial development across the site.

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 report has identified the presence of River Terrace deposits within the site, which have an intrinsic geoarchaeological interest and a potential to contain Palaeolithic artefactual and paleoenvironmental material. It has also identified the likely continuation of the remains of a Bronze Age field system, already identified on Southampton Airfield, within the site.

Standing late-19th to early 20th century remains of North Stoneham Farm have been identified at the southern end of the site. The currently available development proposals do not put these remains at risk of impact. However, they are likely surrounded by archaeological remains of other elements of the farm, potentially predating the 19th century.

The former locations of First and Second World War military hutments and a Second World War aircraft dispersal site have been identified within the site. These are not expected to have left any substantial archaeological remains, however, this cannot be categorically ruled out. The location of a Second World War barrage balloon base has not been investigated. However, if any remains of this are present, the currently available development proposals do not put these at risk of impact.

The sources assessed within this report also highlight a general potential for further archaeological remains to be present within the site. This includes, archaeological remains of agricultural features dating from the Iron Age onwards, but also has the potential to include remains of settlement activity.

The settings assessment undertaken as part of this report identified multiple heritage assets for which the proposed development may result in changes to their setting. However, in each case it was concluded that any such changes would not result in harm to their significance or to the ability to appreciate their significance.

The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities.

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Navigator Quarter Land Adjacent to Southampton Airport

Historic Environment Desk-Based Assessment

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by Michael Sparks Associates on behalf of Blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) (hereafter 'the client'), to prepare an Historic Environment Desk-Based Assessment of the Navigation Quarter, land adjacent to Southampton Airport, Hampshire (hereafter 'the Site', **Figure 1**), centred on National Grid Reference (NGR) 446049, 117612 (SU460176).

1.1.2 This study is intended to inform a hybrid planning application for a proposed commercial/industrial development within the Site, to be submitted to Eastleigh Borough Council.

1.2 The Site

Site description

1.2.1 The Site consists of a parcel of land, irregularly shaped in plan, approximately 32 ha in size, adjoining the north-eastern side of Southampton Airport, Eastleigh, Hampshire. This covers two fields (maintained as grassland) (**Photos 1-4**) and an access route joining the main part of the Site to Mitchell way, via a trackway wrapping around the northern edge of Southampton Airport runway and through an adjoining car park (**Photos 5-6**).

1.2.2 The northern and southern fields are referred to as Plots 1 and 2, respectively. These are divided by a narrow band of woodland, running south-east/north-west along the route a disused railway siding embankment (**Photo 7**). Plot 1 (the northern field) is divided from the Eastleigh Train and Rolling Stock Maintenance Depot to the north-west by an additional (operating) siding embankment (**Photo 1**) and from the Chickenhall Eastleigh Water Treatment Works (WTW) to the north by the Eastleigh to Fareham railway line (**Photo 2**).

1.2.3 Narrow bands of woodland run around the eastern boundary of Plot 1 and the eastern and southern boundary of Plot 2 (the southern field), adjoining former channels of the Itchen Navigation. Plot 2 and the access route is divided from the airfield at Southampton Airport to the south-west by a chain-link fence (**Photos 3-4**).

1.2.4 Small areas of woodland and scrub are located at the southern end of Plot 2, containing the remains of North Stoneham Farm (**Photo 8-9**) and the previously recorded locations of two Second World War Pillboxes (**Photos 10-11**; see **Section 4.5** for discussion). A Very High Frequency Omni-Directional Range (VOR) building, constructed c. 1990, is also located within the Site, along the south-eastern boundary of Plot 2 (**Photo 12**).

Landscape context

1.2.5 The Site is situated in the southern Hampshire lowlands, 4.5 km south of the junction of the Hampshire and South Downs and 7.5 km north of the Solent coastline. It is located on a gravel terrace on the north-western bank of the River Itchen.

- 1.2.6 The British Geological Survey maps the underlying geological deposits as split between Wittering Formation sand, silt and clay to the east (covering Plot 1 and all but the western edge of Plot 2) and London Clay (covering the western edge of Plot 2 and the access route) (BGS – Geology of Britain Viewer 2024). The BGS also maps superficial deposits of River Terrace 1 gravels across the entirety of the Site, with alluvial deposits across the Itchen floodplain to the immediate east (*ibid.*).
- 1.2.7 Previous geotechnical and archaeological investigations undertaken within the Site (see **Section 4.5**) have recorded a stratigraphy of topsoil deposits of approximately 0.3 m in depth, overlaying brickearth deposits, down to depths of between 1 m to 1.67 m below ground level (bgl), in turn underlain by River Terrace Deposits, down to a depth of 5.25 m bgl (BGS – Borehole Records ID: 409372; Cotswold Archaeology 2022).
- 1.2.8 Geoarchaeological investigations undertaken at Chickenhall Water Treatment Works, 280 m north-east of the Site, have also indicated that the mapping of the underlying London Clay and Wittering Formation deposits is not accurate in this area (ASE 2024).
- 1.2.9 The extent to which this stratigraphy is represented across the whole Site is uncertain, as the above investigations cover only very small parts of the western and northern edges of the Site. However, the topography of the Site and the surrounding area, which forms a shelf abutting the River Itchen, corresponds with the assumption that the entire Site is underlain by River Terrace Deposits.
- 1.2.10 The topography of the Site is generally flat, with a very gentle slope down towards to River Itchen, to the east of the Site. Plots 1 and 2 run from 13 m above Ordnance Datum (aOD) at the western end of Plot 1, down to a low of 9 m aOD at the north-eastern end of Plot 1.
- 1.2.11 The disused railway embankment is approximately 2 m high, sloping down from 15 m aOD at the north-western end of Plot 2, down to 13 m aOD at the eastern edge of the Site. The ground level also appears to be slightly raised around Mitchell Way, at the western end of the access route, likely as part of the modern road construction.
- 1.2.12 The ground level drops down sharply to between 7 m and 6 m aOD into the Itchen flood plain, at the eastern edge of the Site. Higher ground (around 20 m aOD and upwards) is located just beyond the eastern and western edges of the Study Area.

1.3 Development proposals

- 1.3.1 The proposed development consists of a commercial/industrial development within the Site. Whilst the specifics of the proposed development will be subject to some changes, as part of future reserved matter applications, the broad proposals consist of the construction of units providing employment floorspace of up to 92,000 sqm with ancillary offices and areas for service yards, car parking, landscaping, ancillary buildings and associated activities, and access via Mitchell Way.

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, DLUHC 2023): 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 their setting; 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). This duty was given to the Historic Buildings and Monuments Commission for England (then English Heritage, now Historic England) under the *National Heritage Act 1983*.

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 RAF and RNAS airfield during both World Wars, 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 December 2023 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 its Local Plan in April 2022 (Eastleigh Borough Council 2022). This includes Strategic Policy S8, which lays out local planning policy in regard to the 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.*

2.5.2 Eastleigh Borough Council has also produced a series of supplementary planning documents², however, none deal directly with the historic environment.

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

² <https://www.eastleigh.gov.uk/planning-and-building/planning-policy-and-implementation/planning-policy-guidance/supplementary-planning-documents>

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 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., Hey and Hind 2014)
 - LiDAR imagery, derived from the National LiDAR Programme 1 m resolution Digital Terrain Model made available through DEFRA's Data Services Platform (visualisations assessed include multi-directional hillshade modelling, openness positive and simple local relief modelling)
 - Aerial photography available through Historic England's Aerial Photo Explorer platform
 - 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, and Ordnance Survey maps held through various online repositories; and
 - relevant primary and secondary sources held in Wessex Archaeology's own library. Both published and unpublished archaeological reports relating to excavations and observations in the vicinity of the Site were studied.
- 3.3.2 Sources consulted during the preparation of this assessment are listed in the references section of the report.
- #### **3.4 Site visit**
- 3.4.1 The Site was visited on 5th November 2024. 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.
- 3.4.3 The location of a Second World War barrage balloon base and the previously recorded locations of two Second World War pillboxes at the southern end of Plot 2 was investigated as part of the Site visit. However, the area could not be fully investigated due to the density of the undergrowth within and surrounding their recorded locations (**Figure 4; Photos 10-11**; See **Section 4.5** for discussion).
- 3.4.4 A key objective of the Site visit was the gathering of observations upon which to assess the potential for the development proposals to affect the significance of heritage assets through a change within their setting (see **Section 3.6**).

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 Setting assessment

- 3.6.1 Annex 2 of the NPPF defines the setting of a heritage asset as:

'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.'

- 3.6.2 Historic England's guidance on *The Setting of Heritage Assets: historic environment good practice advice in planning note 3* (GPA3) (2017, 4) states that:

'Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated.... Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.'

- 3.6.3 When undertaking settings assessment, intervisibility between the development and a heritage asset does not, in and of itself, constitute an adverse effect to significance. A specific adverse effect on the significance of an asset, occurring as a result of changes within its setting, must be identified in order for 'harm' to be deemed to occur.

- 3.6.4 The setting assessment was guided by *GPA3*, which advocates a systematic and staged approach to the assessment of the effects of development:

- Step 1 of the approach is to 'identify which heritage assets and their settings are affected'
- Step 2 requires assessment of 'the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated'
- Step 3 is to 'assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it'
- Step 4 is to explore ways to 'maximise enhancement and avoid or minimise harm'; and
- Step 5 is to 'make and document the decision and monitor outcomes'.

- 3.6.5 In accordance with Step 1, a scoping exercise was undertaken to identify those assets to be scoped in and out of further assessment based on an initial review and the results of the site visit. For each identified asset taken forward for assessment, the following are provided (in accordance with Step 2):

- a description of the asset
- a brief statement outlining their significance (highlighting the interest that principally constitutes its significance); and
- a description of its setting and how that contributes to the asset's significance.

- 3.6.6 An indicative assessment of the likely effect on the significance of the heritage asset(s) caused by the change in setting due to the proposed development was then undertaken and where appropriate ways to minimise harm and provide enhancement explored (Steps 3 to 4).

- 3.6.7 Step 5 was not included as part of this assessment, as this is the responsibility of the Local Planning Authority.

3.7 Assumptions and limitations

- 3.7.1 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.
- 3.7.2 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.

3.8 Copyright

- 3.8.1 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 located within the Site or the wider Study Area. There are a number of Listed Buildings located just beyond the Study Area, within Eastleigh town centre and across the rural area to the south of Fair Oak, however, none have any meaningful relationship with the Site.

4.3 Locally Listed Buildings

- 4.3.1 Eastleigh Borough Council maintains a list of locally listed buildings, which recognises specific buildings and areas deemed to have local architectural and/or historic interest (Eastleigh Borough Council 2014, 8). Whilst these are not afforded specific protection under national legislation, they are a type of heritage asset referred to specifically as part of Eastleigh Borough Council Local Plan Strategic Policy S8 (Eastleigh Borough Council 2022, 45) and the protection of their significance (including the contributions made by both their physical fabric and their settings) will be considered as part of any future planning applications.
- 4.3.2 There are a total of eight locally listed buildings (including three group entries) located within the 1 km Study Area, (**Figure 1**) consisting of a mixture of 19th and 20th century buildings,

including houses, college and school buildings, a public house, a church, a rotor house and a collection of offices and other buildings associated with the Eastleigh Railway works.

- 4.3.3 None of these buildings have any direct relevance to the archaeological potential of the Site. Where relevant, their significance and any potential impact to that significance as a result of the proposed development has been discussed as part of the setting assessment undertaken in **Section 5**.

4.4 Previous studies

- 4.4.1 The HHER records a total of nine previous archaeological investigations having been undertaken within the Study Area, with one further investigation identified through the Archaeological Data Service, which included monitoring of works within the Site. These ten investigations have been depicted in **Figure 2** and consist of:

- *HHER 25900*: The approximate location of chance finds of Romano-British pottery in 1878, found somewhere in the area surrounding Bishopstoke.
- *HHER 25907*: The site of a possible Roman villa 480 m north-east of the Site, as identified by O. G. S. Crawford in 1936 and potentially aligning with chance finds made during gravel extraction.
- *HHER 59599*: Evaluation trenching undertaken in 2006 over an area of approximately 5 ha, 510 m west of the Site. This did not identify any significant archaeological remains.
- *HHER 58187*: A watching brief undertaken by Wessex Archaeology in 2006 during geotechnical works, 406 m north-east of the Site. High levels of truncation and the limitations of the works meant that no relevant archaeological or geoarchaeological observation were made.
- *HHER 28128*: A two phase excavation undertaken by Foundations Archaeology in 2007 to the immediate south of the Site's western edge. This identified parts of a Bronze Age field system.
- *HHER 69245 and HHER 70001*: A geophysical survey and 12 trench archaeological evaluation undertaken in 2016 to the immediate north of the Site. This identified the remains of a large Iron Age boundary ditch.
- *2022 Cotswold Archaeology Watching Brief*. Archaeological monitoring of twelve test pits excavated in close proximity to the western end of the Site and including three test pits excavated within the Site, in the north-western part of Plot 2 (Cotswold Archaeology 2022). These did not identify any archaeological remains, but did confirm the presence of River Terrace deposits.
- *HHER 72625*: A watching brief undertaken by Wessex Archaeology in 2023 on several small areas either side of the access route forming the western end of the Site. This identified three undated linear features, 158 m south-west of the Site.
- *HHER 72924*: A small watching brief undertaken by ASE in 2024, 272 m north-east of the Site. This identified a 20th century agricultural ditch and also included two geoarchaeological test pits excavated into the underlying river terrace deposits. The upper stratigraphy had been affected by modern truncation.

4.4.2 These investigations provide a useful insight into the archaeological and geoarchaeological potential of the Site. However, only small portions of both the Site and the surrounding area have been subject to intrusive investigation and consequently there is a reasonable potential that the archaeological record underrepresents the actual potential of the area. There is also a large amount of uncertainty surrounding a number of Romano-British features and artefacts recorded in the area north of the Site, including both their nature and location.

4.4.3 Where relevant, the results of these investigations are discussed in further detail in **Section 4.5**.

4.5 Archaeological and historical context

4.5.1 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.

4.5.2 Records obtained from the NHLE, HHER and other sources are listed in **Appendix 3** and illustrated in **Figures 1–4**.

Palaeolithic (970,000–9500 BC)

4.5.3 Despite the lack of Palaeolithic archaeological remains recorded within the Study Area in both the HHER and in national datasets (i.e. Palaeolithic and Mesolithic Lithic Artefact database [Wessex Archaeology and Jacobi 2014] and The English Rivers Project [Mephram 2009]), the presence of River Terrace Deposits across the Site highlights a potential for significant remains to be present.

4.5.4 As discussed above, the BGS maps River Terrace 1 deposits across the entirety of the Site, associated with the River Itchen, as a tributary of the ancient River Solent. The topography of the Site and the surrounding areas to the north and south forms a shelf abutting the River Itchen floodplain, which corresponds to the assumption that the entire Site is underlain by River Terrace Deposits.

4.5.5 A historic borehole record from the western end of the Site (on Mitchell Way) confirmed the presence of such deposits, at a depth of 1.67 m bgl, overlain by brickearth deposits (BGS – Borehole Records ID: 409372). The 2022 watching brief undertaken by Cotswold Archaeology included monitoring of three test pits excavated along the northern edge of Site (**Figure 2**). These also confirmed the presence of River Terrace Deposits, though at shallower depths of between 1 m to 1.17 m bgl, which were again overlain by brickearth deposits (Cotswold Archaeology 2022). It is possible that these shallower depths were the results of truncation of the upper layers of stratigraphy as part of the construction of the airfield, however, it is also possible that the River Terrace deposits are present at increasingly shallower depths towards the eastern end of the Site.

4.5.6 River Terrace deposits have broad potential to contain Palaeolithic archaeological remains, and deposits of geoarchaeological significance, including lithics, faunal material, and palaeoenvironmental remains (Wessex Archaeology 2024). Of particular archaeological potential is the upper surface of these deposits, which can represent former land surfaces of Palaeolithic archaeological potential (*ibid.*).

4.5.7 River Terrace Deposits investigated 280 m north of the Site, at Chickenhall WTW, consisted of well-preserved bedded fluvial deposits (ASE 2024, 12) and have been associated with

the 'Broadlands Farm' terraces, possibly dating through the Middle to early Upper Palaeolithic (Harding *et al.* 2012, 6; Davis *et al.* 2021; Wessex Archaeology 2024, 18-19). Whilst no artefactual material was recovered and no deposits of palaeoenvironmental significance were encountered, investigations on other areas of the Broadlands Farm terraces have demonstrated a potential at least for reworked Palaeolithic artefactual material to be present, particularly higher in the sequence (Wessex Archaeology 2024, 21).

Mesolithic (8500–4000 BC)

- 4.5.8 No Mesolithic archaeological remains have been recorded within the Study Area. If brickearth deposits are present, as suggested by the borehole log taken from the western end of the Site (BGS – Borehole Records ID: 409372); these deposits have a general potential to contain Mesolithic artefactual material but this is generally not considered to be to the same level of archaeological potential as the River Terrace Deposits.

Late prehistoric (4000 BC–AD 43)

- 4.5.9 In addition to a small number of isolated findspots (HHER 25906, 25917), archaeological remains of late prehistoric activity in the Study Area consists of multiple elements of Bronze Age and Iron Age field systems.
- 4.5.10 This evidence primarily comes from the 2007 Foundations Archaeology excavations undertaken to the immediate south of the western end of the Site, on the airfield (HHER 58128). The excavations uncovered multiple linear features forming part of a field system and associated ditched trackway. This consisted of eight ditches, aligned north-west/south-east and south-west/north-east, and two ditches forming the north-west/south-east trackway, at the southern end of the excavated area (Sulikowska 2010). Pottery recovered from the ditch fills provided dates spanning the Middle to Late Bronze Age (*ibid.*). The general paucity of primary fills, and of artefactual and palaeoenvironmental remains (including the lack of cereal grains) indicates that the field systems were likely well-established over a long period of time, located at some distance from any associated settlement and used for livestock grazing (*ibid.*).
- 4.5.11 Further linear features were identified during a watching brief, 160 m south of the north-western edge of the Site (HHER 72625). Whilst undated, these were on the same alignment as the Bronze Age features and could reasonably relate to the same field system.
- 4.5.12 Archaeological remains of this field system are likely to extend across large parts of the gravel terrace abutting the River Itchen. The features have been recognised through aerial photography or LiDAR imagery and its full extent is not known. However, there is a clear potential for such remains to be present within the Site, especially across its western side, closer to the previously excavated features.
- 4.5.13 Further to this, there is also a potential for archaeological remains of associated domestic settlement to be present within the Site. The location, nature and extent of any such settlement site is not known, other than that it is unlikely to have been located in close proximity to the remains excavated in 2007 on the airfield (HHER 58128). It is reasonably likely that domestic settlement could have been located within the centre or east of the Site, in easy reach of both the fields to the west and the water source of the Itchen to the east. However, any such archaeological evidence of associated settlement activity could be located outside of the Site.
- 4.5.14 Additionally, the 2016 evaluation undertaken by CFA Archaeology (HHER 69245) identified remains of a 6 m wide ditch, running north-north-west/south-south-east 150 m north of the Site. Artefactual material present within its fills dated to the Early Iron Age and suggested

that domestic settlement was located in relatively close proximity, with the ditch acting as a major boundary feature (CFA 2016). Whilst the alignment of the ditch itself does not indicate that it continues into the Site, archaeological remains of associated settlement activity or other features (including further boundary ditches) could be present within the Site. In particular, this is true of the northern part of Plot 1.

Romano-British (AD 43–410)

- 4.5.15 Multiple entries to the north of the Site indicate Romano-British activity in this area, however, these archaeological remains are poorly understood. They include references from 1911 to substantial structural remains of what has been interpreted as a Roman villa (HHER 25907), including remains of a hypocaust, tiles, wall plaster, opus signum and a curved wall forming an apse, in addition to a stone sarcophagus (HHER 25908) (Eastleigh and District Local History Society nd). OS mapping places the villa site 480 m north-east of the Site but the precise location of the site remains uncertain. The HHER records that the structural remains were subsequently covered by sludge beds, indicating that they were located somewhere within the early 20th century Eastleigh and Bishopstoke Sewage Works, between 200 m and 600 m north of the Site.
- 4.5.16 The other Romano-British archaeological remains recorded in the HHER are even more poorly provenanced. They include large amounts of Romano-British pottery (HHER 25900) and what appears to be a coin hoard (HHER 25901) found in the late-19th century during gravel quarrying. The exact locations of the finds are not known but have been suggested to lie somewhere around the railway works, approximately 550 m north of the Site (Wessex Archaeology 2023, 6). These finds are also reported to have included a feature containing the remains of approximately 200 horse heads (HHER 72207), with organic matter and carbonised grain preserved, presumably in anaerobic conditions (Hampshire Antiquary and Naturalist 1891).
- 4.5.17 The burial of horse remains could potentially relate to either Iron Age or Romano-British activity, though again, its precise location and its relationship with the other HHER records is uncertain, due to the nature of its discovery. Equally, this could relate to more recent activity associated with a knacker's yard, which appears to be more likely, considering the apparently high level of preservation of the horses' heads.
- 4.5.18 Whilst poorly provenanced and understood, these highlight the likely proximity of significant Romano-British archaeological remains to the Site. This includes a potential for additional remains, particularly for remains of associated agricultural activity, to be present within the Site. It also cannot be ruled out that archaeological remains directly related to a settlement site of some description, could be present within the northern end of the Site. This includes a potential for isolated or grouped extramural burials, as has already been demonstrated with the sarcophagus discovered in 1911 (HHER 25908) and elsewhere in Eastleigh and the surrounding area (Eastleigh and District Local History Society nd).

Anglo-Saxon and Medieval (AD 410–1500)

- 4.5.19 There are no archaeological remains dating to the Anglo-Saxon period recorded within the Study Area, however, three possible archaeological features have been tentatively dated to the medieval period (HHER 58288, 58291, 59788). These consist entirely of linear banks identified in the National Mapping Programme (NMP) through aerial photography (**Figure 4**) and include a curving linear feature running through the northern edge of Plot 2.
- 4.5.20 This feature potentially represents the remains of a medieval field system present within the Site. However, no such remains were identified during the 2022 Cotswold Archaeology watching brief, of which test pit 6B crossed the plotted route of the feature (Cotswold

Archaeology 2022). Further to this, no such remains are visible in the LiDAR data, and it is possible that the feature consisted of an above-ground bank, which has been removed through erosion.

- 4.5.21 Eastleigh's name has Old English origins (meaning east wood-pasture, likely associating it with a territory or area further to the west) and it is recorded as a small 11th century estate in the Domesday Book (OpenDomesday 2024). However, prior to the 19th century, settlement at Eastleigh was concentrated west of the Study Area and post-medieval mapping (see below) indicates that the Site was located in the area between main foci of three different manors or estates, North Stoneham, Eastleigh and Bishopstoke.
- 4.5.22 All three are recorded in the Domesday Book (OpenDomesday 2024), with North Stoneham recorded as a particularly large estate. This included large holdings of meadow, which could have included the Site. Its location in close proximity to River Itchen may have facilitated its use for hay production, however, this would have been more suited to the floodplain to the immediate east of the Site, as demonstrated by the later development of water meadows east of the Site.
- 4.5.23 18th and 19th century mapping records the position of the former North Stoneham Farm at the southern end of the Site (see below). The farm, or at least its location, could potentially have medieval origins and indicate that the Site fell at least partially within an area of dispersed settlement, associated with the medieval manor of North Stoneham. However, this is conjectural as no intrusive archaeological investigations have been undertaken around the former North Stoneham Farm. The Domesday book records two mills under North Stoneham, however, these were likely located outside of the Site, as the channel of the River Itchen which borders the Site does not appear to have been dug until the post-medieval period (although it should not be ruled out that it may have made use of existing water channels).

Post-medieval (AD 1500–1800)

- 4.5.24 As mentioned above, post-medieval mapping consistently locates the main settlement of Eastleigh well to the west of the Site, with 18th century mapping placing the Site in the farmland between Chickenhall/Chigwell Farm to the north and North Stoneham Farm to the south (i.e. John Norden's 1595, Isaac Taylor's 1759 and Thomas Milne's 1791 maps of Hampshire – not reproduced). The Site likely continued to be exploited for arable farming, pasture or meadow during the post-medieval period. The Itchen Navigation was constructed in the early 18th century, surviving elements of which run just beyond the eastern Site boundary (Bishopstoke History Society 2012). This is not expected to have left any archaeological remains within the Site itself.
- 4.5.25 Recorded post-medieval archaeological remains within the Study Area consist entirely of remains of a system of ditches and sluices related to water meadows flanking the River Itchen (**Figure 4**). The western extent of the water meadows abuts the gravel terrace on which the Site sits, and it is unlikely that any associated remains are present within the Site.
- 4.5.26 However, the NMP maps the remains of a north-west/south-east bank running through the northern part of Plot 1. A date has not been assigned to the feature; it does not correspond to any features visible on 19th century mapping but still has a very straight profile, which could indicate a post-medieval date. This could represent the remains of a field boundary or trackway and could potentially have corresponding below-ground archaeological remains. There is also a general potential for further such remains to be present elsewhere within the Site, beyond this mapped feature.

19th century (AD 1800–1900)

- 4.5.27 The 1806 Ordnance Survey (OS) Bishops Waltham drawing (**Figure 5A**) indicates that the Site continued to be situated on farmland, between Chickenhall/Chigwell Farm to the north and North Stoneham Farm to the south. The 1806 map, and later 19th century mapping (**Figure 5B**), indicates that part of North Stoneham Farm itself was located within the southern half of the Site, although this may have also been the case during the post-medieval period. What appears to be the farmhouse is depicted just outside of the Site, with all but the south-western corner of a courtyard, formed presumably by various agricultural buildings, located within the Site.
- 4.5.28 Above ground structural remains of the courtyard and buildings were identified during the Site visit (**Photos 8-9**). These included a floor/yard surface and several brick and concrete walls, generally dated between the late-19th and early-20th century.
- 4.5.29 In addition to this, the 1896 OS map shows farm tracks and an enclosed orchard to the immediate north of the farmyard and multiple field boundaries running across the Site (**Figure 5B**). The 1842 North Stoneham Tithe Map (not reproduced) also shows further outbuildings located to the immediate north-west of the farmyard and additional field boundaries in both Plot 1 and Plot 2 (on the same alignment as the boundaries depicted in the 1896 OS map). There is a potential for buried archaeological remains related to these elements of North Stoneham Farm (and other elements not picked up in the available mapping) to be present within the southern edge of the Site and for the remains of these field boundaries to be present across the Site.
- 4.5.30 During the 19th century, two railway routes were constructed in close proximity to the Site. This began in 1838, with the London and South Western Railway line connecting Southampton and Winchester, which runs south-west/north-east, to the immediate west of the Site (Eastleigh Borough Council 2014, 20). An additional branch was added in 1841, connecting the line to Gosport, which runs north-west/south-east to the immediate north-east of the Site (*ibid.*). These lines converged at Eastleigh Station (then called Bishopstoke Station) just north of the Study Area (*ibid.*).
- 4.5.31 Additionally, a 40 ha site for carriage and wagon works was opened in 1891, in the area immediately adjoining the Site to the north (*ibid.*). This eventually included railway sidings, constructed on earth embankments, located within the Site. The earth embankments from these sidings still run between the Plots 1 and 2 and along the northern edge of the access route and also into the south-eastern corner of Plot 1. Historic mapping indicates that these particular sidings were built somewhere between 1897 (**Figure 5B**) and 1909 (**Figure 6A**). The earth banks still survive, though with some areas of partial collapse. The tracks appear to have all been removed, though metal debris and some concrete tanks (possibly the filter tank shown on the OS mapping) are still present within the Site.

Modern (AD 1900–present day)

- 4.5.32 The 1909-1910 OS map (**Figure 6A**) shows that the Site continued to be situated within agricultural land, though late 19th or early 20th century gravel pits are also depicted in the north-western and south-eastern corners of the Site.
- 4.5.33 In 1917, after the outbreak of the First World War, North Stoneham Farm was requisitioned by the War Office and much of the Site's subsequent history is dominated by the development of Southampton Airfield/Airport (Eastleigh Borough Council 2014, 21).
- 4.5.34 Whilst the airfield and the main structures from which it operated were located to the south-west of the Site, historic mapping indicates that associated structures were constructed

within the area adjoining North Stoneham Farm, in south-western part of Plot 2. This primarily consists of a group of narrow rectangular buildings, spaced in a regular but dispersed pattern and enclosed by multiple boundary features (likely fences). These were constructed in multiple phases, south to north throughout the early- to mid-20th century, and reached their maximum extent as mapped in the 1951 OS map (**Figure 6B**). The shape and layout of these structures indicates that they were likely some of the living quarters constructed from 1918 onwards, consisting of 'solid wooded huts', or hutments (Ashworth 1985, 95).

- 4.5.35 The hutments appear to have been occupied by the American Northern Bombing Group during the First World War and by various RAF and RNAS units both as part of interwar demobilisation and during the Second World War (*ibid.* 94-99). Wooden military hutments often leave only a very limited below ground impact, and any such remains within the Site may have been largely truncated by later ploughing. However, the presence of below-ground archaeological remains or artefactual debris associated with these structures and their internal divisions cannot be ruled out.
- 4.5.36 Further to this, an aircraft dispersal site is also depicted on the historic mapping to the immediate north of the hutments (HHER 39844). The 1951 mapping (as also mapped by the NMP, **Figure 4**) depicts a collection of small structures centred around a taxiway, connected to the airfield via a track running beyond the south-western Site boundary.
- 4.5.37 Both the hutments and the dispersal site are visible on aerial photography dating to 21st September 1946 (Historic England Aerial Photo Explorer Ref: RAF/CPE/UK/1749). Whilst the structures are not visible in detail, this photo is consistent with their interpretation as relatively slight buildings which would have left only minor below-ground remains, especially if the area was later subject to agricultural cultivation.
- 4.5.38 The use of the airfield by the RAF and RNAS during the Second World War also included the construction of multiple defences within and surrounding it, including within the Site. Defences constructed within the Site consisted of a barrage balloon base (HHER 58286), located in the south-eastern corner of Plot 2. No. 924 Ballon Barrage Squadron arrived at the airfield in June 1940, aiding the defence of the airfield through the use of large, tethered balloons and suspended cables, to make bombing raids more difficult and less successful (Ashworth 1985, 97). However, this also resulted in an accidental collision for one of the RAF Operational Training Unit's Hudson aircraft (*ibid.*).
- 4.5.39 Barrage balloons often leave very little behind in the way of below-ground archaeological remains (Osborne 2010, 176-7). Such remains are generally limited to their associated hangars, which do not appear to have been located within the Site, as their tethering bases generally consisted of relatively shallow concrete slabs set on or only lightly dug into the surface. The recorded position of the balloon base could not be accessed during the site visit, to confirm whether there are any surviving traces of it, due to dense undergrowth. However, the Defence of Britain Database records it as having been removed.
- 4.5.40 Data from the Defence of Britain Database, dated to 2002, also records a pair of Type FW3/22 pillboxes (Ref: S0012717; S00012718) flanking the barrage balloon base. During the site visit, only small amounts of concrete debris was recorded observed at the location of the western of the two pillboxes (S0012717; **Photo 10**) and the location of the eastern pillbox was inaccessible due to dense undergrowth (S00012718; **Photo 11**).

- 4.5.41 The updated data available on their eDOB Online map³, and dated to 2019, records their positions approximately 170 m to the south-west, in the same locations as pillboxes recorded in the HHER (HHER 25934; 25935). These lie outside of the Site and their condition could not be assessed as part of the Site visit. However, aerial imagery dated 15th April 2014 and 9th of April 2020 appear to show at least the western of the two pillboxes in the locations recorded by the HER (Google Earth).
- 4.5.42 Further to this, aerial photography dated to 21st September 1946 (Historic England ref: RAF/CPE/UK/1749) does not appear to show anything resembling pillboxes in the 2002 locations. Instead, this area appears to be rough, open ground and aligns with the 'Old Gravel Pit' depicted on historic mapping (**Figure 6A, 6B**). The concrete debris/demolition rubble likely derives from material dumped into the old gravel pit to help partially infill it.
- 4.5.43 Southampton Airfield was subject to multiple bombing raids during the Second World War (Ashworth 1985, 97). Whilst these appears to have been concentrated on the main structures, well to the south-west of the Site, there is still a potential for unexploded ordnance (UXOs) to be present within the Site boundary.
- 4.5.44 Historic mapping also shows that North Stoneham Farm and the structures to the north of it were demolished in multiple phases during the later 20th century. As discussed above, multiple structural elements of the main farmyard are still present within the southern end of the Site, albeit in a heavily ruined state (**Photos 8 – 9**). Basic observations undertaken during the Site visit identified a floor/yard surface and the lower courses of several walls, with one corner of a structure still standing to head height. These appeared to be roughly late-19th to early-20th century in date.
- 4.5.45 Beyond the military defences and North Stoneham Farm, the mapping shows that the remainder of the Site continued to be used as farmland, with the remaining field boundaries eventually removed.
- 4.5.46 Aerial photography dating to between 1945-1946 (Historic England Aerial Photo Explorer Ref: RAF/106G/UK/649/RV/6111; RAF/CPE/UK/1749/RP/3307; RAF/CPE/UK/1749/RP/3307; RAF/106G/UK/649/RV/6110) shows that at least the north-western part of the Site, through which the access route runs, was under arable cultivation, with the majority of the Site used as pasture. Subsequent 20th and 21st century aerial imagery dating between 1999 and 2024 shows the fields forming Plots 1 and 2 being cultivated, likely as improved grassland/meadow (Google Earth).

LiDAR

- 4.5.47 Assessment of multiple visualisations of the 2020 1 m resolution National LiDAR Programme DTM imagery (**Section 3.3**) highlights three features of possible archaeological origin within the Site. These are best identified through the simple local relief visualisation reproduced in **Figure 7**. They consist of three curvilinear features, expressed as slight depressions between 8 m and 22 m wide, within Plot 1 and the northern end of Plot 2. These do not align with any features seen in historic mapping or aerial imagery and could relate to below-ground archaeological remains.
- 4.5.48 However, these may equally relate to geological or other natural features. In particular, the feature within Plot 2 appears to follow the natural topography, likely influenced by the

³ <https://edob.mattaldred.com/map/S0012718>

underlying gravel terrace. Only the central of the three features follows a shape which suggests any reasonable potential to be archaeological in origin, potentially marking the location of a former trackway. Alternatively, it is also possible that it marks the location of a palaeochannel, which could continue into Plot 2. This could have corresponding below-ground remains which could contain significant palaeoenvironmental material.

4.6 Historic Landscape Character

- 4.6.1 The HHER records the Historic Landscape Character (HLC) of the majority of the Site (Plots 1 and 2) as medium Parliamentary Fields and the HLC of the access route as Communications.
- 4.6.2 Medium Parliamentary Fields represent a relatively common HLC type within Hampshire, representing the remains of 19th century enclosures, with limited heritage value (Hampshire Lambrick and Bramhill 1999, 26). What heritage value they have is largely derived from the form of the fields, as represented by the surviving boundaries. The only 19th century boundaries which the Site retains form the Site boundary around Plots 1 and 2.
- 4.6.3 The Communications HLC of the remainder of the Site represents its association with the modern airport. The access road and car park which form these parts of the Site do not have any heritage value.

4.7 Assessment of archaeological survival and previous impacts

- 4.7.1 The only evidence of previous development within the Site comes from the southern tip of Plot 2, the VOR building at the eastern edge of Plot 2 and the western end of the access route, in addition to the disused railway siding embankment separating Plots 1 and 2.
- 4.7.2 Development at the southern end of Plot 2 consists of the development of North Stoneham Farm from at least the early 19th century, the development of what appear to be military hutments in the early to mid-20th century and the construction of a Second World War aircraft dispersal site. These have the potential to have resulted in disturbance or truncation of any archaeological remains present within their footprint, however, both the military hutments and the aircraft dispersal site are likely to have had very limited ground disturbance. The structures were likely constructed on concrete raft foundations with minimal excavation and the taxiway would likely have only required minimal topsoil stripping. However, as the specific details of these features are not fully understood, deeper levels of disturbance cannot be discounted.
- 4.7.3 The VOR building, located along the eastern Site boundary in Plot 2, has been built into a reduced ground level. This lies approximately 0.5 m below the level of the surrounding area and is not much larger than the extent of the structure itself. The actual level of disturbance can be expected to be deeper than 0.5 m bgl and further to this, ground disturbance will have occurred as part of the construction of the VOR itself and the associated services. These sources of ground disturbance will have caused substantial disturbance and/or truncation to any archaeological remains present within their footprint, however, the lower sections of any deeply cut features could still potentially survive below the depth of truncation.
- 4.7.4 The western end of the access route has been developed as a vehicular access route and car park as part of the development of Southampton Airport. This is likely to have resulted in some ground disturbance through landscaping and the insertion of services, such as drainage. Any archaeological remains present within this end of the Site may have been subject to substantial disturbance or truncation, however, the depths and extent of the likely

disturbance is not known, and there remains a potential for archaeological remains to be present, at least at deeper levels.

- 4.7.5 The vast majority of the Site appears to have been in use as agricultural land from at least the late post-medieval period onwards. Below ground disturbance caused by its agricultural use is expected to be limited to ploughing and other cultivation. The 1842 North Stoneham Tithe apportionment data indicates that most of the Site was then under arable cultivation, and it is likely that other areas were under cultivation at other points at least during the 19th and 20th centuries. Modern aerial imagery (Google Earth) also shows that the main body of the Site has been continually kept as improved grassland/meadow and has been subject to some form of cultivation (possibly harrowing). Both ploughing and harrowing will have caused widespread but shallow disturbance across the Site. Based on the depths of topsoil recorded during previous works undertaken along the northern edge of the Site (Cotswold Archaeology 2022), this is unlikely to have caused any substantial disturbance or truncation of any archaeological remains cut into the underlying superficial geology.
- 4.7.6 The construction of the railway embankment running between Plots 1 and 2, along the northern edge of the access route and in the south-western corner of Plot 1 is unlikely to have resulted in ground disturbance. The embankments may have sealed and protected any archaeological remains present within their footprint from the limited extent of 20th century disturbance seen across most of the Site. It is unknown whether this material was important or derives from ground reduction within the Site.
- 4.7.7 Finally, 20th century mapping shows gravel pits having been excavated in the south-eastern corner of Plot 2 and at the northern end of the access route. Both of these will have caused substantial truncation of any archaeological remains present within their footprint, and will, by their nature, have been excavated into the underlying River Terrace deposits, removing their upper surfaces.

4.8 Summary of known and potential historic environment resource

Summary

- 4.8.1 The presence of River Terrace deposits has been confirmed within the Site from depths as shallow as 1 m bgl. These deposits have an intrinsic geoarchaeological potential in addition to a potential to include both artefactual and palaeoenvironmental material dating from the Middle to early Upper Palaeolithic. In particular, the potential for artefactual material to be present is higher within the upper layers.
- 4.8.2 The very limited nature of the previous archaeological investigations undertaken within the Site mean that the exact nature and extent of the archaeological resource within it is not currently known. However, the available information assessed in the above baseline allows for a reasonable estimation of the potential archaeological resource present.
- 4.8.3 Based on the available information, there is a clear potential for late prehistoric archaeological remains to be present within the Site. This is primarily includes features representing the continuation of the Bronze Age field system already partially excavated on the airfield to the south-west. There is also a potential for associated settlement activity to be present within the Site, which was not located during the previous investigations. The presence of a substantial Iron Age boundary ditch to the immediate north of the Site also indicates a possibility for Iron Age features to be present.
- 4.8.4 The references to Romano-British archaeological remains within the Study Area are poorly located and have not been the subject of systematic archaeological excavation.

Consequently, whilst they highlight a general potential for a high-status Romano-British site (potentially a villa) to be located in close proximity to the Site, this potential is not well understood. However, this has the potential to include associated agricultural features (namely ditches forming field systems) and a potential more significant satellite activity, such as extra mural burials.

- 4.8.5 It appears likely that the Site was exploited for pasture or meadow through much of the Anglo-Saxon, medieval and post-medieval periods. This may translate to a potential for further agricultural features to be present within the Site, including multiple isolated features mapped by the NMP.
- 4.8.6 Historic mapping suggests that North Stoneham Farm, located at the southern end of the Site, has its origins at least in the mid-18th century. Whilst the above ground remains still extant within the Site appear to date from the 19th century onwards, there is a potential for archaeological remains of earlier iterations of North Stoneham Farm to be present in the area immediately surrounding them. Further to this, it is likely that below ground archaeological remains of the 19th and 20th century outbuildings which do not have any above ground presence will be present in this area.
- 4.8.7 Late-19th to early 20th century railway siding embankments are present within the Site, dividing Plots 1 and 2, forming the south-western boundary of Plot 1 and running along the northern edge of the access route. The earth banks from which these are formed appear to be largely intact, with some localised areas of collapse. The tracks appear to have been removed, with the only built infrastructure left being a modern concrete tank (between Plots 1 and 2).
- 4.8.8 Whilst multiple buildings and features were constructed within the southern end of the Site as part of the military development of Southampton Airfield (namely troop hutments and an aircraft dispersal site), these are expected to have had little to no below ground impact. However, it cannot be ruled out that some below ground archaeological remains may be present. The presence or absence of the barrage balloon base recorded within the Site could not be confirmed during the Site visit.
- 4.8.9 Whilst assessment of the location of two pillboxes, as recorded in 2002, could not be fully investigated during the Site visit, the updated locations, approximately 170 m to the south-west and outside of the Site, is considered to be more accurate.

Significance

- 4.8.10 The significance of any archaeological remains present within the Site would be derived primarily from their archaeological interest, due to their ability to contain information relevant to the study of past human activity. Any remains related to features which are already well understood (i.e. 19th century and modern field boundaries, the railway embankments and elements of North Stoneham Farm and the 20th century military features) would likely have a lower archaeological interest.
- 4.8.11 Some archaeological remains which may be present within the Site may also derive their significance from a historic interest, due to a demonstrable connection with specific individuals, groups and events. This includes remains associated with the railway sidings, North Stoneham Farm and the 20th century military features within the Site. Any archaeological remains of features associated with the First and Second World Wars may have an elevated significance through this historic interest, due to their association with nationally significance events (though it should be noted that this would not mean that any such remains would be nationally significant in and of themselves).

- 4.8.12 Finally, the standing remains of North Stoneham Farm also derive their significance from an architectural interest. However, as the remains are in a heavily ruined state and as they appear to represent the remains of very common and well understood architectural elements (namely late-19th to early-20th century farm buildings), their architectural interest would be limited .

5 SETTING OF HERITAGE ASSETS

5.1 Introduction

- 5.1.1 This section presents an assessment of the potential effects of the proposed development in relation to the settings of heritage assets, carried out in accordance with the methodology detailed in **Section 3.6**.

5.2 Scoping exercise

- 5.2.1 This scoping exercise is intended to identify any heritage assets where the proposed development is likely to result in a change in their setting. The assessment was initially undertaken using GIS software, and then through observations made during the Site visit, and supplemented by the research undertaken whilst compiling the historic and archaeological baseline, laid in **Section 4**.
- 5.2.2 Only heritage assets located within the 1 km Study Area have been considered as part of this scoping exercise. Heritage Assets located outside of this Study Area were not considered as there are no extensive view lines into or out of the Site, the Site does not form part of a thoroughfare or other axis of movement which might connect it to any other heritage assets and it has no meaningful historic relationship with any other heritage assets located beyond this area.
- 5.2.3 The following heritage assets have been scoped in for further assessment on the basis of the potential for visual changes within their setting:
- Campbell Road (locally listed buildings)
 - Eastleigh to Fareham line viaduct (HHER historic building 55196)
 - Rotor House, Southampton Airport (locally listed building); and
 - Pillboxes (HHER 25934; 25935).
- 5.2.4 The remaining heritage assets located within the Study Area have not been scoped in for further assessment as the Site makes no contribution to their significance as an element of their setting and does not function as a space from which their interest can be appreciated. The flat landscape and the surrounding urban development substantially limit any potential intervisibility with the surrounding area. If there was any intervisibility with any heritage assets located beyond those scoped in for further assessment, the Site would be experienced at the very periphery of their setting as a commercial/industrial development within a wider area at the periphery of Eastleigh, already characterised by industrial development (namely the Maintenance Depot, Chickenhall WTW, Tower Lane industrial estate and Barton Park industrial estate).

5.3 Campbell Road (locally listed buildings)

Description and significance

- 5.3.1 Cambell Road locally listed buildings consist of a linear group of early 20th century houses fronting Campbell Road, Eastleigh, between 65 m and 605 m north-west of the Site (**Figure 1; Photo 13**). The buildings are not nationally designated but have been recognised as holding some local heritage significance by Eastleigh Borough Council, and have been included on the local list.
- 5.3.2 They comprise two rows (fronting either side of the road) of railway workers housing, constructed by the London & South Western Railway throughout the early 1900s (Eastleigh Borough Council 2014, 20). They were completed by 1933, having utilised a temporary railway track running down the centre of what is now the road and were named after the company's chairman (Bishopstoke History Society 2015). They were constructed in an Edwardian cottage style and were some of the first houses in Eastleigh to include private bathrooms, which was reflected in their high rental costs (paid by the railway company) (*ibid.*).
- 5.3.3 The houses appear to have been sold off by the railway company in the 1970s and they are now in private residential use (record of sale held by the national Archives, ref: AN 169/490).
- 5.3.4 The significance of the locally listed buildings is derived from their historic and architectural interest. Their historic interest comes from their connection to the wider railway works but more specifically from their construction and use as early 20th century railway workers housing. This includes both their progressive design, which was relatively luxurious for urban workers' housing, and from their designed isolation, which allowed some degree of control over the occupants. Their architectural interest also comes from their construction as railway workers' housing, with a typical railway uniform design, which included gabled principal elevations with stepped brick corbels to the eaves, ground floor bay windows and continuous slate covered canopies. It is interesting to note that the central blocks of housing along the road do not include bay windows, exhibiting some variation in the design. In addition, the interest is also derived from the buildings' overall location and layout of the group, and their plan form.

Description of setting and contribution of setting to significance

- 5.3.5 The Campbell Road locally listed buildings' setting is dominated by the railway works which surround them. Campbell Road forms a dead-end, separated from the rest of Eastleigh by South Western Main railway line and by the Eastleigh Train and Rolling Stock Maintenance Depot. It is accessible only by the narrow 19th century bridge which connects it to Southampton Road and the houses are surrounded on all sides by railway works and lines. Within this isolated area, the houses, road, street furniture and park (at its south-eastern end) form a residential microcosm within this industrial area.
- 5.3.6 The Campbell Road locally listed buildings' setting makes a substantial contribution to their significance. Whilst there have been changes to both the houses and the railway works since the early 20th century, the isolation of the houses, their general uniformity and the visual, spatial and auditory dominance of the surrounding maintenance depot is still clearly experienced both from along Campbell Road and during the journey into the area. All of these elements form tangible parts of both the historic and architectural interests from which the buildings' significance is drawn, in addition to providing a context and space in which this significance can be experienced.

Effects of the proposed development on significance

- 5.3.7 The proposed development would introduce large commercial/industrial buildings into the area running from 65 m south-east of Campbell Road. This would be separated from the locally listed buildings by the Campbell Road play area, the existing railway sidings which surround it, the disused sidings which form the north-eastern Site boundary and by the treelines which run along the Site boundary. As finalised proposals were not available at the time of writing, the exact visibility of the proposed development is not known, however, it is likely that some glimpsed views of large commercial/industrial buildings would be visible from the south-eastern end of Campbell Road.
- 5.3.8 The Site, in its current form, makes a neutral contribution to the significance of Campbell Road as a part of its setting. Whilst the Site was formed of agricultural land during the early 20th century, this was incidental to the construction and use of the railway workers' housing and has no relationship with the interest from which their significance is derived.
- 5.3.9 The introduction of commercial/industrial buildings into the Site would not detract from the dominance of the railway maintenance depot in the character of Campbell Road's setting, or the contribution of the depot to the locally listed buildings' significance. The proposed development would not introduce any new points of access which could alter how Campbell Road is accessed or the sense of isolation within the maintenance depot, which contributes to its significance. The dominance of the maintenance depot would not be challenged, and the proposed development would be experienced only as a peripheral area of modern development, as with the Chickenhall WTW and Tower Lane industrial estate, which would only serve to further emphasise Campbell Road's isolated position within an industrial zone peripheral to Eastleigh's main residential areas. The introduction of additional industrial development within the already predominantly industrial area would not fundamentally alter the way in which the buildings' significance is experienced and appreciated.
- 5.3.10 Consequently, this assessment concludes that the proposed development would not result in any harm to the significance of the Campbell Road locally listed buildings, despite a change in their setting.

5.4 Eastleigh to Fareham line viaduct (HHER historic building 55196)

Description and significance

- 5.4.1 The heritage asset consists of a 19th century brick railway viaduct over the River Itchen and Itchen Navigation, located 200 m south-east of the Site. The viaduct was likely constructed as part of the Eastleigh to Fareham line in 1841.
- 5.4.2 Its significance is derived from its historic and architectural interests. Its historic interest comes from its links to the development of the railway lines through the 19th century, in particular in its part in forming the junction where Eastleigh Station is now located and around which the modern town of Eastleigh developed. Its architectural interest comes from its physical form and fabric, as an example of a mid-19th century railway viaduct.

Description of setting and contribution of setting to significance

- 5.4.3 The setting of the viaduct is defined by both the railway line and the River Itchen and the existing and dried up navigation channels over which it runs. Both make a substantial contribution to its significance as the defining aspects of its construction and use and therefore its historic and architectural interests. The continued operation of this railway line also contributes to the significance of the viaduct by providing a context which allows for a greater appreciation of these interests.

Effects of the proposed development on significance

- 5.4.4 The Site is separated from the viaduct by woodland along the route of the Itchen Navigation and by the existing railway embankment. However, it is still possible that the proposed development would result in glimpsed views of industrial/commercial buildings from the area south-west of the viaduct and whilst travelling along it.
- 5.4.5 The Site in its current form makes no contribution to the viaducts' significance, as it has no meaningful relationship with the construction or use of the railway line or the viaduct itself. Whilst the Site was formed of agricultural land when the viaduct was constructed, this did not have any bearing upon its design or function, which was entirely informed by the route of the railway line, the river and the navigation channels.
- 5.4.6 Whilst the proposed development may result in a visible change within the viaduct's setting, this would not have any impact on the viaduct's relationship with the railway line, river or navigation channels and would not impact on the ability to appreciate its significance. Consequently, this assessment concludes that the proposed development would not result in any harm to the significance of the viaduct, despite potential visual changes in its setting.

5.5 Rotor House, Southampton Airport (locally listed building)

Description and significance

- 5.5.1 The Rotor House is a locally listed building located 910 m south of the Site, at the south-eastern edge of Southampton Airfield. The rotor house was a helicopter rotor testing building constructed around 1951, as part of an expansion of the Saunders-Roe helicopter division factory. It was used during the development of multiple prototype helicopters until production moved to another site in Hayes. The rotor house is the last remaining part of the former helicopter division factory.
- 5.5.2 The Rotor House's significance is derived from its historic and architectural interests. Its historic interest comes from its construction and use as a rotor testing facility, associated with the Saunders-Roe helicopter division factory, located on Southampton Airfield during the 1950s and from its association with the specific prototypes which were developed there. Its architectural interest comes from the physical form and fabric of its construction and how they relate to its very specific function. The HHER states that it may be the last surviving example of its type in the county, which elevates both of these interests and its significance more generally.

Description of setting and contribution of setting to significance

- 5.5.3 The Rotor House is located at the south-eastern edge of Southampton Airfield, close to the chain-link fence and the band of trees which separates it from the River Itchen. Whilst all other elements of the Saunders-Roe helicopter division factory have since been demolished, its position on the still operational airfield provides a context in which its historic and architectural interests can be experienced, and therefore the setting enhances the ability to appreciate its significance.

Effects of the proposed development on significance

- 5.5.4 The Rotor House lies at the far end of the airfield from the Site and is partially screened from it by the oblique line of the woodland bordering the River Itchen and its navigation channels. However, it is still possible that the proposed development would result in glimpsed views of industrial/commercial buildings from the area immediately surrounding the Rotor House and would be more clearly visible from more central areas of the airfield from where the Rotor House can also be viewed.

- 5.5.5 The Site, in its current forms, makes no contribution to the significance of the Rotor House as a part of its setting. During the construction and operation of the Rotor House, the Site would have been primarily formed of agricultural land, with structures related to both North Stoneham Farm and the former military hutments then still present at its southern end. However, these all represent a peripheral part the Rotor House's setting with no meaningful relationship with its construction and use or the interests from which its significance is derived.
- 5.5.6 Whilst the proposed development may result in a visible change within the wider setting of the Rotor House, this would only be experienced as a peripheral development which would have no impact on the relationship between the airfield and the locally listed building and would not encroach on any of the areas from which the Rotor House's significance can be appreciated. Consequently, this assessment concludes that the proposed development would not result in any harm to the significance of the Rotor House, despite potential visual changes in its setting.

5.6 Pillboxes (HHER 25934; 25935)

Description and significance

- 5.6.1 As discussed in **Section 4.5**, these two heritage assets have not been accessed as part of the Site visit. This assessment has been undertaken on the assumption that both pillboxes still survive in their full extent, as recorded in 2019 by the Defence of Britain Database. However, it remains a possibility that the physical fabric of one or both of the pillboxes has been damaged to a greater or lesser extent since then. The two pillboxes have been assessed as a pair due to the similarity in their description, significance, setting and the impact of the proposed development on their significance.
- 5.6.2 This group of heritage assets consists of a pair of Second World War Type FW3/22 pillboxes constructed in order to defend the RAF/RNAS airfield, and potentially a former area of military accommodation around North Stoneham Farm, within the Site.
- 5.6.3 The significance of the pillboxes is derived from their historic and architectural interests. Their historic interest comes from their construction and use as Second World War defences and their association with the wider military infrastructure of Southampton Airfield, the possible troop accommodation and a wider network of defences. Their architectural interest comes from their design, physical form and fabric. Type FW3/22 pillboxes are a common but highly varied type of Second World War defensive structure (Osborne 2008, 92-109), and these examples include specific architectural details which highlight part of this variable character (namely, the mixture of concrete and brickwork and the design of the stepped rifle loopholes).

Description of setting and contribution of setting to significance

- 5.6.4 The pillboxes are located within woodland just beyond the eastern boundary of Southampton Airfield. They are largely hidden and do not appear to be visible from afar.
- 5.6.5 The pillboxes are the only surviving elements of a wider network of defences, which included additional pillboxes, anti-aircraft gun emplacements, barrage balloons and decoy structures. During the Second World War they were located within the north-eastern corner of the airfield, in the area surrounding North Stoneham Farm, which had been requisitioned by the War Office (Eastleigh Borough Council 2014, 21). North Stoneham Farm formed part of an area which extended into the Site and appears to have been used as military accommodation during the Second World War, and also contained a barrage balloon base (HHER 58286) and an aircraft dispersal site further to the north (HHER 58285).

- 5.6.6 This historic setting has been substantially altered, namely through the demolition of all the other Second World War Defences, the hutments and other structures at North Stoneham Farm, the conversion of the airfield into a commercial airport and its extension to the north. However, the pillboxes are still clearly associated with the airfield, which allows for a greater appreciation of the historic and architectural interests from which their significance is derived.
- 5.6.7 Whilst the other elements of Southampton Airfield's Second World War defences have all been demolished, the survival of these two pillboxes provides group value, with each pillbox enhancing the ability to appreciate the significance of the other.
- 5.6.8 Whilst the pillboxes are now located outside of the airfield, they are only divided from it by a chain-link fence which does not prevent a clear visible association with it, and their spatial relationship remains. This allows for the primary context of their construction and use to be appreciated. However, the demolition of all the former structures within the area surrounding North Stoneham Farm (with the exception of some partial structural remains of farm buildings within the Site) and the growth of the surrounding woodland means that any association with the southern end of the Site is no longer evident. As the former association between the military accommodation and the pillboxes can only be appreciated through historic and cartographic sources, the southern end of the Site makes a neutral contribution to the pillboxes' significance.

Effects of the proposed development on significance

- 5.6.9 Whilst the pillboxes are divided from the Site by an area of woodland, it is still possible that the proposed development would result in glimpsed views of industrial/commercial buildings from the area immediately surrounding them. This would not impact the relationship between the pillboxes and the airfield and therefore would not result in any change to this relationship's contribution to their significance.
- 5.6.10 The proposed development would also have no impact on the group value of the two pillboxes, as the Site boundary does not run between them.
- 5.6.11 As discussed above, the former relationship between the pillboxes and the military accommodation around North Stoneham Farm is no longer evident as a physical element of their setting and can only be appreciated through historical and cartographic sources. Therefore, the proposed development would have no impact on this neutral element of the pillboxes' setting. Consequently, this assessment concludes that the proposed development would not result in any harm to the significance of either pillbox despite potential visual changes in their setting.

6 POTENTIAL DEVELOPMENT EFFECTS

6.1 Introduction

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

6.2 Statement of potential impact

Archaeological remains

- 6.2.1 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
- piling and/or excavation of new foundation trenches
- installation of services, drainage and other infrastructure
- establishment of new car parking areas, roads and access points
- hard landscaping works (levelling, remodelling); and
- soft landscaping and environmental enhancement works, including planting.

6.2.2 These sources of ground disturbance have the potential to result in the disturbance or truncation of any archaeological remains present within their footprint. This could in turn result in a total or partial loss of their significance.

6.2.3 Whilst these works have the potential to cause such disturbance to the River Terrace deposits expected to be present across the Site, the significance of these deposits is spread across a large area and consequently the potential loss of significance is generally lower than for individual archaeological features. However, if discrete areas of archaeological interest (i.e. lithic scatters present on the upper surface of the deposits) are present, these would be more at risk to loss of significance as a result of the proposed development.

Historic Landscape Character

6.2.4 The proposed development would change the fundamental character of the main body of the Site, from medium parliamentary fields to a commercial/industrial area. However, this represents a relatively common HLC type with limited heritage value. Further to this, the design proposals available at the time of writing indicate that the surviving field boundaries which make this HLC type legible (the majority were removed through the 19th and 20th century) will be retained, still allowing some degree of legibility.

Non-designated built heritage

6.2.5 The proposals at the time of writing indicate that none of the surviving structural elements of North Sotneham Farm, located at the southern edge of Plot 2, would be impacted by the proposed development.

7 CONCLUSIONS

7.1 General

7.1.1 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.

Archaeological remains

- 7.1.2 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 spanning multiple periods.
- 7.1.3 Mapping by the British Geological Survey and the previous archaeological works undertaken within the Site have confirmed the presence of River Terrace Deposits within the Site, at depths as shallow as 1 m bgl (and potentially shallower to the east). These deposits are expected to be present at varying depths across the Site and have an intrinsic geoarchaeological interest, in addition to a potential to contain deposits and artefactual material with archaeological interest, especially on their upper surface.
- 7.1.4 Previous archaeological works undertaken in the area immediately adjoining Mitchell Way have also identified a Bronze Age field system, which is likely to extend to within the Site. Further to this, there remains a possibility that archaeological remains of associated settlement activity could be present within the Site.
- 7.1.5 The historic and archaeological baseline laid out above (**Section 4.5**) has also identified a general background potential for archaeological remains dating from the Iron Age to the post-medieval period to be present within the Site. These would most likely be related to agricultural features (i.e. field boundaries), although other types of remains could also be present.
- 7.1.6 Historic mapping, aerial imagery and historical sources indicate that archaeological remains of 19th century field boundaries are likely present across the Site. Further to this, they demonstrate the likely presence of archaeological remains of elements of North Stoneham Farm to be present within the southern end of the Site. Historic Mapping indicates origins predating the mid-18th century, though the surviving structural remains present within the Site appear to date from between the late-19th and early-20th century.
- 7.1.7 These sources also demonstrate the former presence of structures, thought to be 20th century military hutments, and a Second World War aircraft dispersal site, within the southern end of the Site. Whilst these are not anticipated to have created much below-ground impact, the presence of archaeological remains of these features cannot be categorically ruled out.
- 7.1.8 Any loss of buried archaeological features as a result of the implementation of the development proposals would be permanent and irreversible in nature. This potential harm could be reduced through the implementation of an appropriate scheme of archaeological mitigation, in accordance with national and local planning policy.

Pillboxes

- 7.1.9 The location of two pillboxes previously thought to be located within the Site (Defence of Britain Database S0012717; S0012718) could not be fully investigated during the Site visit due to dense undergrowth. However, what could be seen indicates that they were erroneously recorded as within the Site, and that their updated location (HHER 25934; 25935) is correct. Further to this, the potential survival of part of a Second World War barrage balloon base could not be investigated during the Site visit, again, due to dense undergrowth. However, no physical remains of the feature are expected to remain.

Settings

- 7.1.10 The settings assessment undertaken as part of this report (**Section 5**) identified that the proposed development may result in visible changes to the settings of multiple heritage

assets (Campbell Road locally listed buildings; Eastleigh to Fareham line viaduct HHER 55196; Rotor House Southampton Airport locally listed building; Pillboxes HHER 25934, 25935). However, the assessment concluded that these changes would not result in any harm to the significance of any of these heritage assets or the ability to appreciate their significance.

7.2 Recommendations

Pillboxes

- 7.2.1 If an appropriate opportunity is available, the exact location of the two pillboxes recorded at the southern end of the Site and their relationship with the Site should be confirmed. Additionally, the presence or absence of the barrage balloon base within the Site (HHER 58286) should also be confirmed. The findings of this report should be updated accordingly.

Buried archaeological remains

- 7.2.2 The presence, location and significance of any buried archaeological remains within the Site can currently only be estimated, on the basis of the historical and archaeological baseline laid out above (**Section 4.5**). As such it is likely that additional investigations may be required by the archaeological advisor to Eastleigh Borough Council.
- 7.2.3 In the first instance, a programme of archaeological evaluation trenching would enable a better understanding of the presence, location and significance of any buried archaeological remains. This could potentially be preceded by a programme of geophysical survey, which would allow a more targeted approach for any trenching.
- 7.2.4 In the meantime, sharing of the results of any ground investigation works would allow for a more accurate assessment of the likely stratigraphy of the Site, including the approximate depths at which River Terrace deposits might be encountered.
- 7.2.5 The need for, scale, scope and nature of any further archaeological works should be agreed through consultation with the statutory authorities.

Unexploded ordnance

- 7.2.6 The proximity of the Site to Southampton Airfield, which was targeted during multiple bombing raids during the Second World War, indicates a potential for UXOs to be present within the Site. The client should take appropriate measures to mitigate this risk.

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1791 Thomas Milne's map of Hampshire (The National Archives: MR 1/686)

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1842 North Stoneham Tithe Map (The National Archives IR 30/31/239)

1872 6" OS map

1896 25" OS map

1897 6" OS map

1909 25" OS map

1911 6" OS map

1933 25" OS map

1935 6" OS map

1945 6" OS map

1946 6" OS map

1951 1:1250 OS map

1951 1:2500 OS map

1963 1:10,560 OS map

1963 1:1,250 OS map

1968 1:10,560 OS map

Online resources

<https://www.bgs.ac.uk/map-viewers/bgs-geology-viewer/> – BGS Geology Viewer

<https://opendomesday.org/> – Domesday survey information



<http://www.historicengland.org.uk/listing/the-list> – information on designated assets

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https://archaeologydataservice.ac.uk/archives/view/terps_eh_2009/ - ADS: The English Rivers Project (TERPS)

https://archaeologydataservice.ac.uk/archives/view/pamela_2014/overview.cfm - ADS: Palaeolithic and Mesolithic Lithic Artefact (PaMELA) database

All URLs Accessed on 07/11/2024

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	970,000–10,000 BC	Romano-British	AD 43–410
Mesolithic	10,000–4000 BC	Anglo-Saxon	AD 410–1066
Neolithic	4000–2400 BC	Medieval	AD 1066–1500
Bronze Age	2400–700 BC	Post-medieval	AD 1500–1800
Iron Age	700 BC–AD 43	19th century	AD 1800–1899
		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. 200	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. 201	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. 203	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. 205	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. 206	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 exceptional⁷². ⁷² 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. 207	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. 208	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. 209	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. 211	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 accessible⁷³. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. ⁷³Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository.
Para. 212	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. 213	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 207 or less than substantial harm under paragraph 208, 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. 214	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.



Appendix 3: Gazetteer

HHER records located within the 1 km Study Area

HHER No.	Name	Period	Easting	Northing
25882	Pits, Barton Peveril College, Southampton	Undated	444730	118330
25900	Roman Pottery	Romano-British	446000	118000
25901	Roman Coins Contained Within A Jar	Romano-British	446000	118000
25906	Neolithic Chipped Celt	Neolithic	446000	118000
25907	Site Of Possible Roman Villa	Romano-British	446680	118290
25908	Coffin	Romano-British	446680	118290
25910	Roman Coin	Romano-British	446660	118000
25917	Small Socketed Spear Head	Bronze Age	446000	118000
25925	Conegar Lock	Post-medieval	446530	118830
25934	Pillbox	Modern	445636	117307
25935	Pillbox	Modern	445760	117250
37722	Aa Battery	Modern	446300	118600
38988	Site Of Decoy Pond	Modern	445950	116850
54938	Site Of Two Scotch Kilns, High Hill Row	19th century	446654	116549
55194	Site Of Lockhouse Lock, Itchen Navigation	19th century	446279	117455
55195	Site Of Lock House, Lockhouse Lock, Itchen Navigation	19th century	446277	117444
55196	Viaduct, Nr Southampton Airport	Modern	446597	117774
55201	Site Of Sandy Lock, W Of Itchen Valley Country Park	19th century	445462	116402
55202	Site Of Decoy Pond Lock, Decoy Covert	19th century	445571	116840
55643	Sluice In Itchen Valley Country Park	Modern	446217	117084
55979	Eastleigh Sewage Works	19th century	446547	118145
56008	Eastleigh Locomotive Works	Modern	445909	118322
56009	Railway Housing, Campbell Road	Modern	445959	117968
57239	Site Of Atlantic Park Hostel, Wide Lane	Modern	444843	116822
57495	General Office, Eastleigh Locomotive Works	Modern	445713	118552
57496	Pay Office, Eastleigh Locomotive Works	Modern	445712	118513
57497	Dining Room, Eastleigh Locomotive Works	Modern	445697	118485
57498	Gatehouse, Eastleigh Locomotive Works	Modern	445696	118518
58128	Archaeological Strip, Map And Sample At Mitchell Way, Southampton Airport	Bronze Age	445241	117586



HHER No.	Name	Period	Easting	Northing
58187	Watching Brief At Chicken Hall Sewage Works	Undated	446599	118268
58243	WWII Pillbox	Modern	445268	117402
58270	Post Medieval Water Meadow	Post-medieval	446924	117622
58273	WWII Military Structures And Buildings	Modern	445471	116564
58275	WWI/WWII Firing Range	Modern	445540	116850
58276	WWI/WWII Military Structures And Buildings	Modern	445558	117129
58278	WWII Gun Emplacements	Modern	445059	117250
58279	WWII Military Buildings And Structures	Modern	445156	117405
58283	Buildings And Structures Pre-Dating Eastleigh Airfield	Modern	445410	117669
58284	WWII Barrage Balloon Site	Modern	445607	117474
58285	WWII Aircraft Dispersal Site	Modern	445731	117588
58286	WWII Barrage Balloon Base	Modern	445806	117403
58287	WWII Bomb Craters	Modern	446128	117775
58288	Medieval/Post Medieval Field System	Medieval	445999	117683
58289	WWII Barrage Balloon Base	Modern	446111	117940
58290	WWII Zig Zag Trenching	Modern	446036	118071
58291	Medieval/Post Medieval Field System	Medieval	446295	118121
58314	WWII Barrage Balloon Base	Modern	445221	116726
58359	Site Of WWII Pillbox	Modern	444743	116922
58360	WWII Temporary Fuel/Water Storage Structure	Modern	444805	116873
58361	Site Of WWII Military Base	Modern	444925	116864
59599	Evaluation At Lakeside, Eastleigh	Undated	444676	117921
59788	Medieval/Post Medieval Field System	Medieval	445492	116360
69110	Eastleigh Educational Annexe, Formerly Cranbury Road School	Modern	445299	118634
69245	Chickenhall Lane, Eastleigh	Iron Age	446500	117900
69333	Rotor House	Modern	445408	116437
70001	Chickenhall Lane	Undated	446631	117903
70238	Air raid shelter	Modern	445212	118427
71000	Air raid shelter	Modern	445223	118184
71299	Building to rear of 156 Desborough Road	Modern	445386	118583
71471	Firebrick Shop	Modern	445811	118220
71472	Stores	Modern	445847	118157



HHER No.	Name	Period	Easting	Northing
71897	Eastleigh Railway Gas Works	Modern	445900	118500
72105	Former Co-op dairy and store	Modern	445134	118429
72207	Animal burial	Undated	446500	118500
72625	Southampton Airport runway extension	Undated	445543	117784
72924	Chickenhall WTS	Palaeolithic	446485	118187



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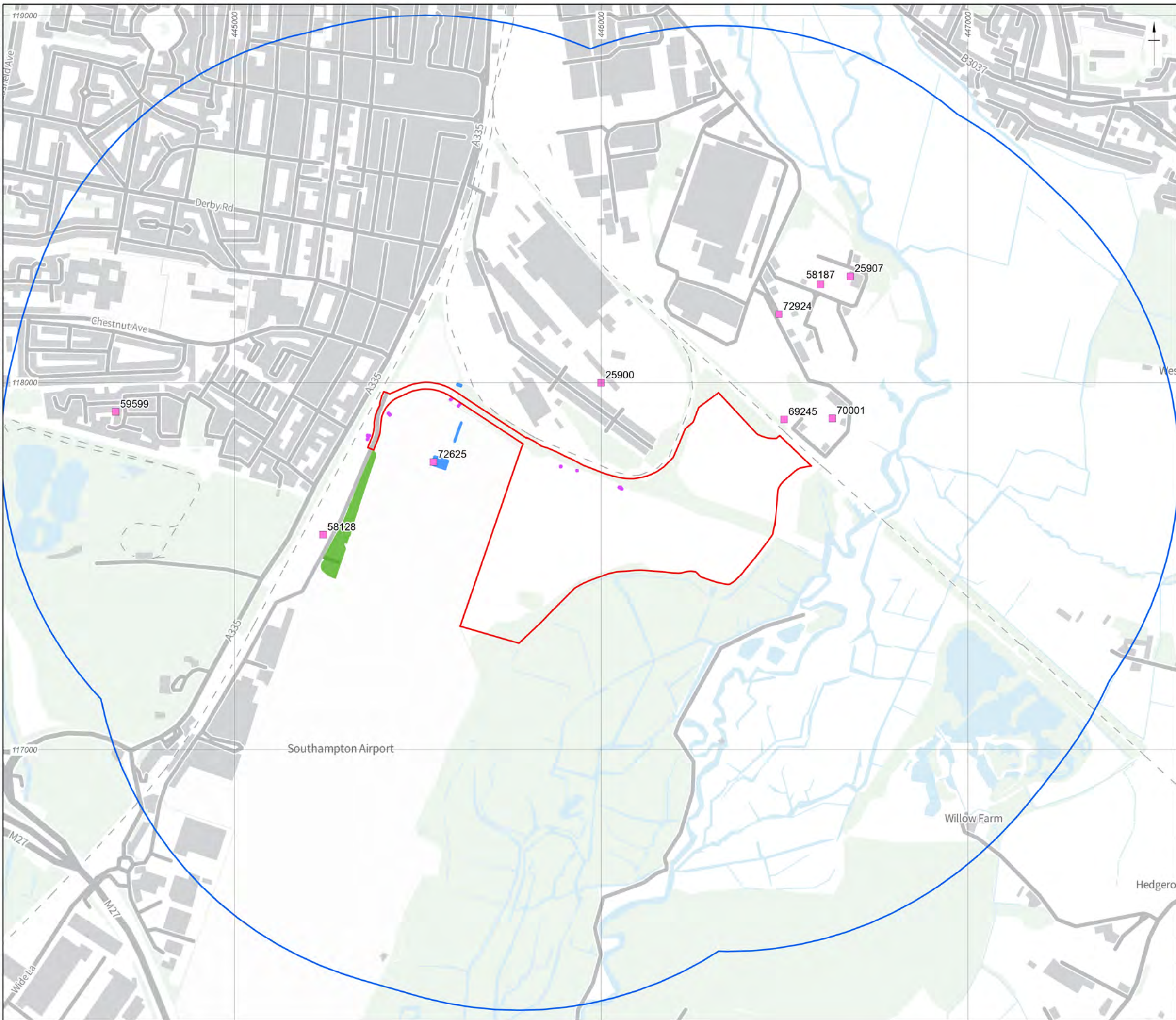


Scale: 1:10,000 at A3

Revision: 0

Figure 1: Site location and locally listed buildings within the 1 km Study Area

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- Site Boundary
- Study Area
- Previous Archaeological Investigations
 - HHER Records
 - Foundations Excavation (58128)
 - Cotswold Archaeology Watching Brief
 - Wessex Archaeology Watching Brief (72625)

0 500 m

Extent of Foundations excavation after Sulikowska J. 2010.
Extent of Cotswold Archaeology watching brief after Cotswold Archaeology 2022.
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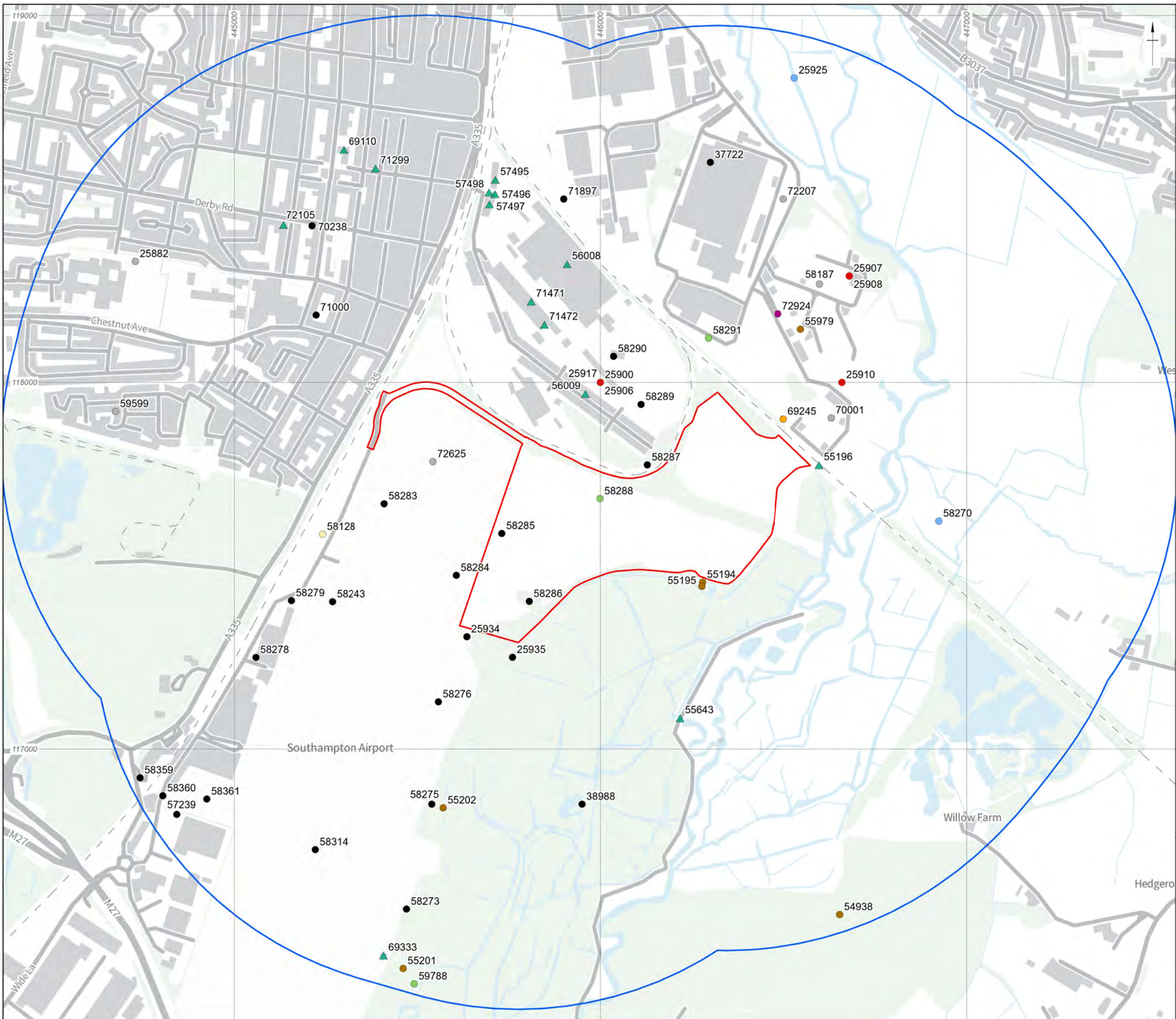
Date: 30/10/2024 Created by: AG

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Figure 2: Previous archaeological investigations undertaken within the 1 km Study Area

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- Site Boundary
- Study Area
- HHER Archaeological Records**
 - Palaeolithic
 - Neolithic
 - Bronze Age
 - Iron Age
 - Romano-British
 - Medieval
 - Post-medieval
 - 19th century
 - Modern
 - Undated
 - HHER Historic Buildings

0 500 m

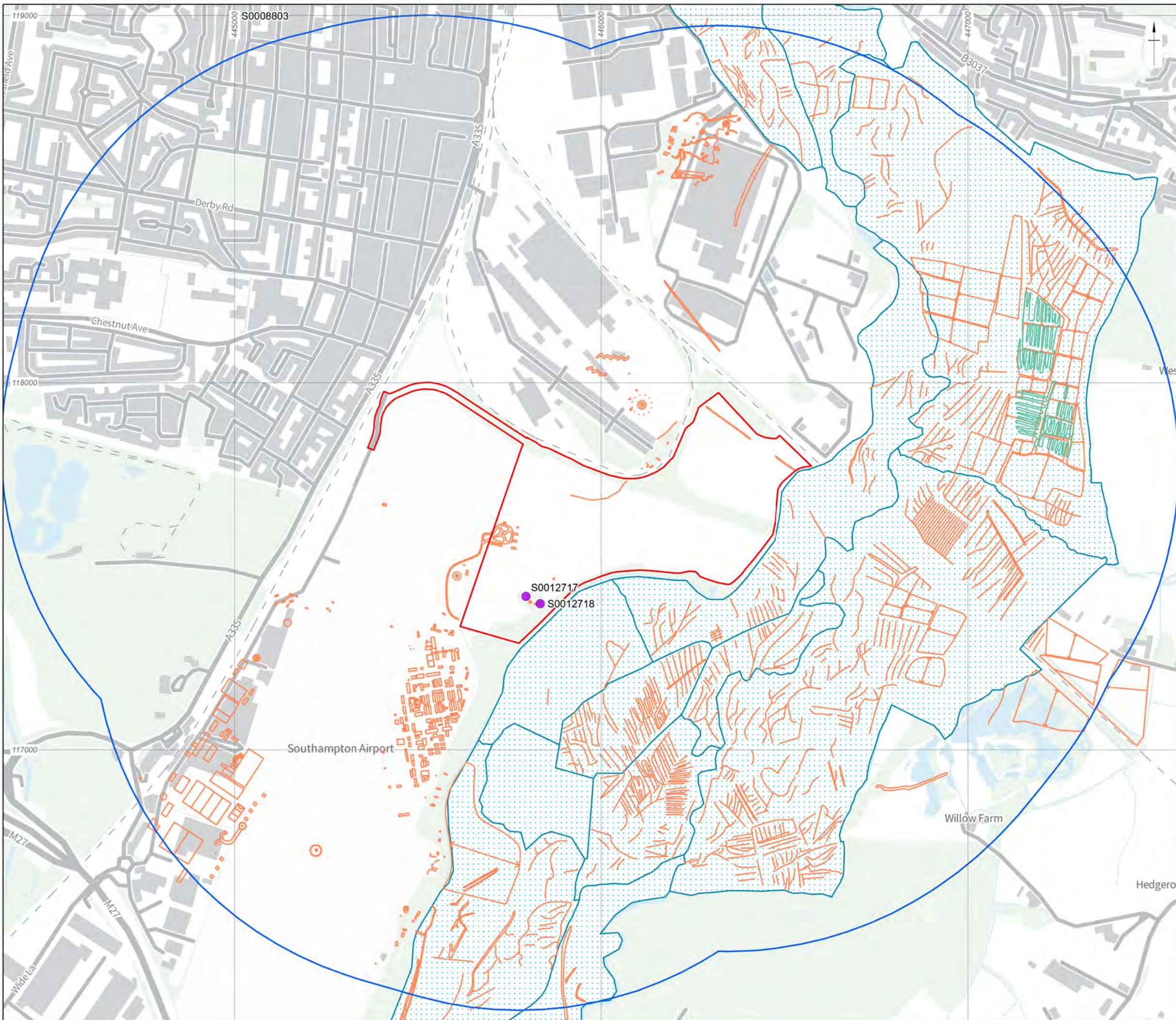
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Figure 3: HHER archaeological records within the 1 km Study Area

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- Site Boundary
- Study Area
- Hampshire Water Meadows Survey
- NMP Cropmarks
- HHER Cropmarks
- Defence of Britain Records

0 500 m

Defence of Britain records reproduced after Council for British Archaeology 2002.

NMP data and Hampshire Water Meadows Survey data provided by the HHER.

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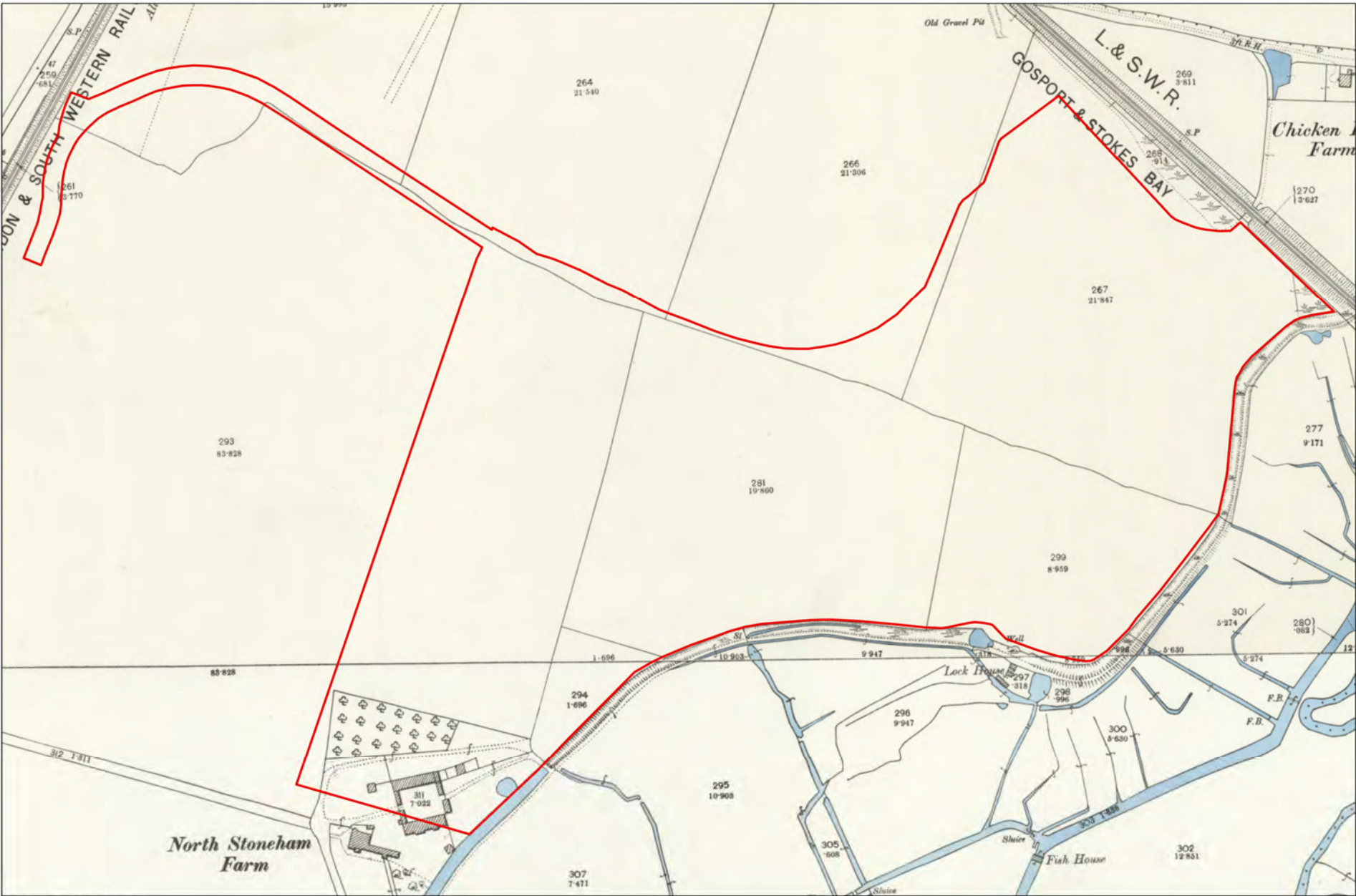
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Figure 4: Additional archaeological records within the 1 km Study Area



A) 1806 OS Bishops Waltham drawing



B) 1896 OS 25" map

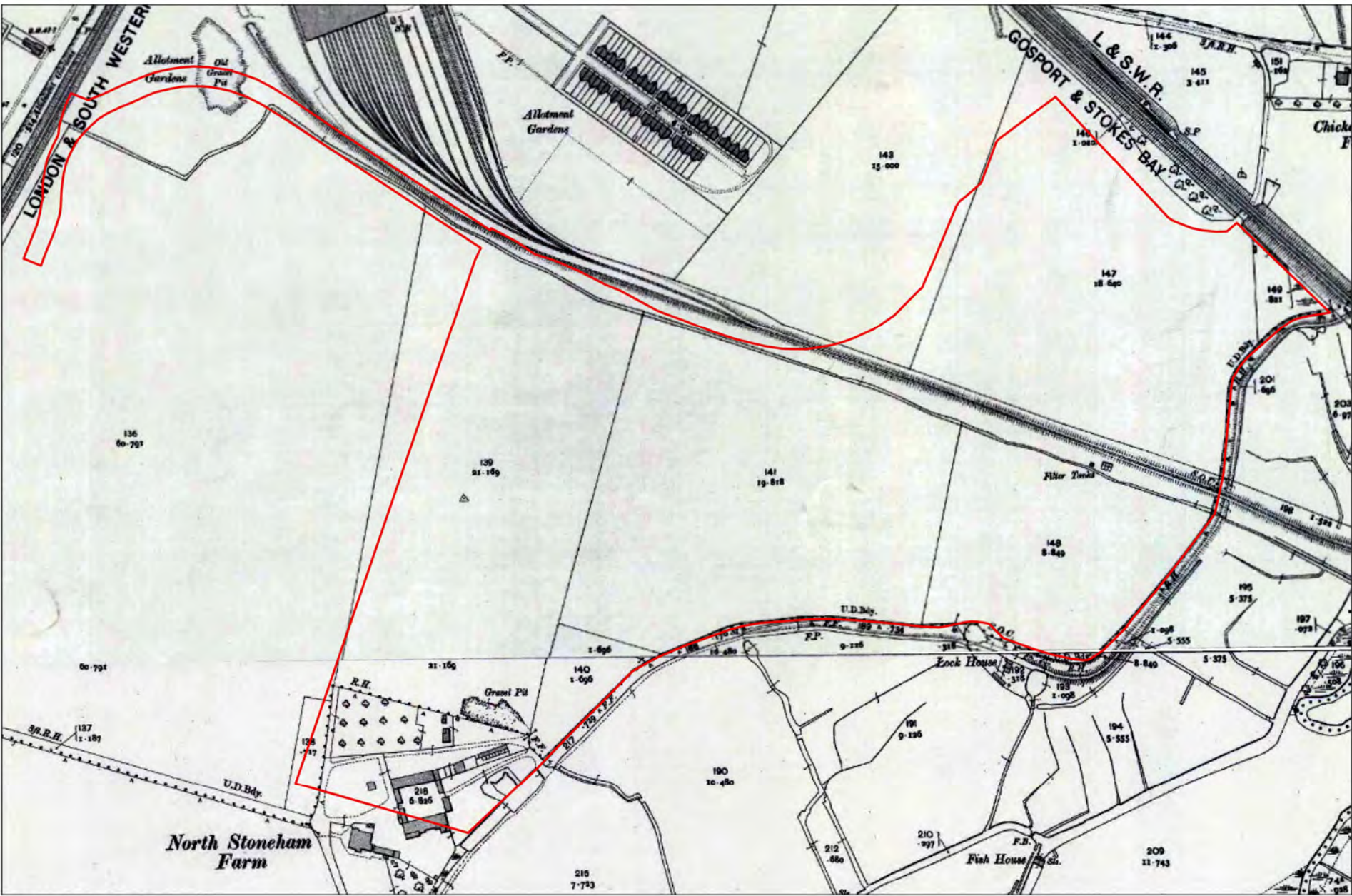


Site Boundary

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Scale:	A) 1:15,000 B) 1:5,000	Illustrator:	Naomi_B

Figure 5: 19th century historic mapping



A) 1909-1910 OS 25" map



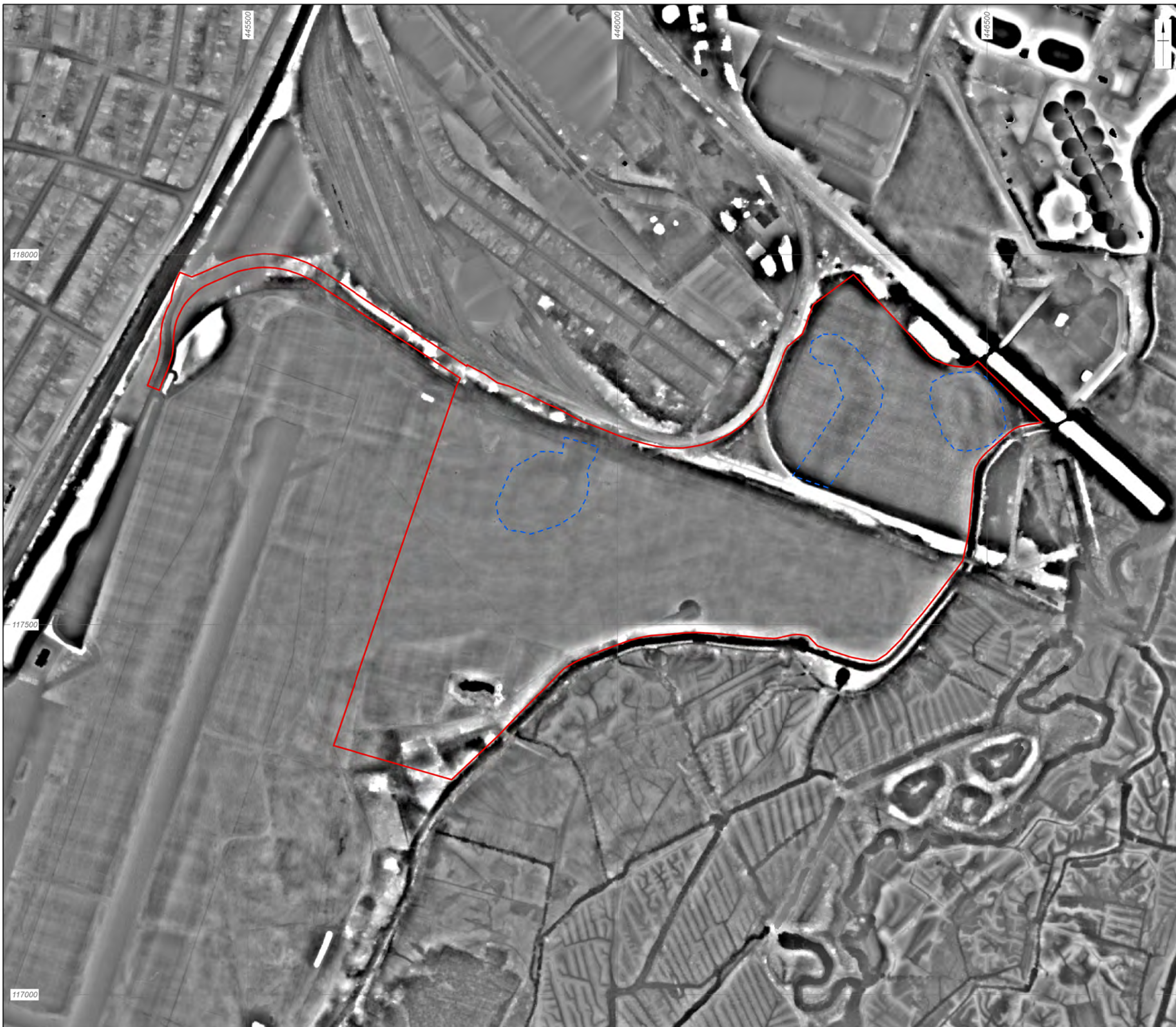
B) 1951 OS 1:1,250 map



Site Boundary

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Figure 6: 20th century historic mapping



- Site Boundary
- Features discussed in the text

0 250 m

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Photo 1) View looking north-west across Plot 1 (north field) towards the maintenance depot



Photo 2) View looking north-east across Plot 1, towards Chickenhall WTW

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Photo 3) View looking south-west across Plot 2 (south field), towards Southampton Airport



Photo 4) View looking northwards across Plot 2, towards the maintenance depot

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Photo 5) View looking north-west along the access route, from the north-eastern corner of Plot 2



Photo 6) View looking north-east across the car park adjoining Mitchell Way

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Photo 7) Disused railway siding embankment dividing Plots 1 and 2



Photo 8) Structural remains of North Stoneham Farm at the southern edge of Plot 2

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Photo 9) Surviving North Stoneham Farm floor/yard surface at the southern edge of Plot 2



Photo 10) Previously recorded location of pillbox S0012717 at the southern end of Plot 2

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Photo 11) Previously recorded location of pillbox S0012718



Photo 12) VOR building viewed from the north-west

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Photo 13) View looking north-west along Campbell Road



Photo 14) View looking south-east across Campbell Road park, towards the Site

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