



PHOENIX CONSULTING
Archaeological Consultancy

**ARCHAEOLOGICAL DESK-BASED
ASSESSMENT**

**FORMER HAMBLE AIRFIELD
HAMBLE-LE-RICE, HAMPSHIRE**

On behalf of:

Cemex UK Operations Ltd

Doc Ref: PC472a

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1.0 INTRODUCTION

1.1 The commission

- 1.1.1 This report has been prepared on behalf of CEMEX UK Ltd in support of an EIA for a proposed sand and gravel quarry on land at the former Hamble Airfield, Hamble-Le-Rice, Hampshire. The development comprises the:

‘proposed temporary laying out of a site entrance onto Hamble Lane (B3397), erection of new processing plant and related infrastructure, extraction of approximately 1.6 million tonnes of sand and gravel, backfilling with inert waste (approximately 1.9 million tonnes) and progressive restoration of the land to nature conservation and public access over a period of up to 13-14 years’

- 1.1.2 The application area (hereafter termed the ‘Site’) covers c. 62 hectares and is centred on NGR SU 447 078 (Figure 1). The proposals have highlighted the need for an Environmental Impact Assessment incorporating a desk-based appraisal examining the archaeological and historical elements of the Site’s immediate and wider landscape. This baseline assessment forms part of the application submission.

- 1.1.3 Using a 500m study radius, this document assesses the extent of known archaeology and historic landscape development in and around the proposed development area and discusses the likelihood for further archaeological remains within ‘the Site’. It presents the information required by the curatorial authority in order to allow for the initial assessment of the proposed development on archaeological grounds.

1.2 In connection with the commission

- 1.2.1 All records of archaeological and historic sites and finds that relate to the proposed development site and its immediate vicinity were obtained from the Historic Environment Record (HER) maintained by Hampshire County Council. Reports on previous archaeological work in the area contained in the HER files and online were also consulted.

- 1.2.2 A search was made for all readily accessible manuscript and printed maps and plans and other relevant documents in the Hampshire County Record Office in Winchester. Further research of published material has been undertaken to an extent appropriate to this desk-based assessment. A list of all sources is provided in the Reference section at the end of this report.

- 1.2.3 A Site visit was undertaken on the 17 May 2018, during which, observations and notes were made on the Site’s topography, current land use and any visible archaeological or historical features surviving on the Site or in the immediate landscape.



Figure 1 Site Location: former Hamble Airfield, Hamble-Le-Rice, Hampshire.

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1.3 Methodology

1.3.1 This desk-based assessment has been carried out in such a way as to allow the report to be structured as follows:

Introduction:

1.3.2 The introduction provides a summary of the physical characteristics of the area. The proposed development site is placed in its topographical and land-use context.

Known and Potential Archaeology:

1.3.3 The known archaeological and historic landscape interest of the proposed development site and its surrounds is presented and interpreted. Using a 500m study radius, an assessment is thereafter made of the archaeological potential of the Site for all periods, taking into account features of the physical environment and other factors that may enhance or reduce the opportunities for the presence and survival of archaeological remains.

Impact of the Development:

1.3.4 An assessment is made of the likely effect that the proposed development would have on any surviving archaeological and historical remains.

2.0 LOCATION, TOPOGRAPHY AND LANDUSE

2.1 Location and current land-use

2.1.1 Hamble-Le-Rice is a Civil Parish located on a peninsula between the River Hamble and Southampton Water, with the River Hamble lying some 300m to the east. Formerly part of the Ancient Parish of Hound, part of the Site was incorporated into Hamble-Le-Rice in 1902 and the remainder in 1925 (Corney 2010, 5).

2.1.2 Hamble developed as a small trading- and ship-building port on the River Hamble. The village itself, which lies to the south of the proposed development site, is situated on a low wooded hill on the west bank of the river, approximately 10-15m above the alluvial river deposits. The name of Hamble-Le-Rice is derived from the Norman French ‘*en le rys*,’ indicating that it stood on a low hill.

2.1.3 The proposed development area is a 62-hectare former grassland airfield (Hamble Airfield), built in the early 1900s and disused since the mid 1980’s. The Site is currently under rough grazing partly colonised by dense scrub. It is bounded by Hamble Lane to the west, Satchell Lane to the east, a PROW to the south and a rail line to the north. Apart from the southern edge, most other boundaries are framed by moderately dense woodland belts, affording a contained and secluded character to the Site.

- 2.1.4 The field visit did not identify any visible aspects of archaeological or historical interest on or in the immediate vicinity of the Site.



Plate 1

View across the Site looking south. Fawley Oil refinery can just be seen over the horizon

2.2 Geology, soils and topography

- 2.2.1 The British Geological Survey identifies the Site's superficial horizons as Quaternary River Terrace deposits (sand and gravel). The Bedrock geology is Marsh Farm Formation (clay, silt and sand) – a sedimentary bedrock.
- 2.2.2 A number of geotechnical test-pits excavated on the Site in 2013 identified a continuous sequence of fluviially-deposited flint gravel overlying colluvium, which in turn was overlain by made ground. The gravel consisted of sub-angular flint clasts intermixed with dark orange/brown sand/sandy clay matrix.
- 2.2.3 At the time of the visit, the Site comprised heavy scrub and dense shrubs, with no visible remnants of the former airfield. It forms part of a relatively flat, moderately elevated landscape with a broadly open character that is contained on most sides by almost continuous tree belts and dense hedgerow vegetation. Indeed, the only views out of the Site from within are those to the south, across playing fields, and (in places) to the east across the Hamble Valley. The Site lies at between 15 and 20m aOD.

3.0 ARCHAEOLOGICAL AND HISTORICAL FEATURES

3.1 Introduction

Numbers in bold text refer to entries on Figure 2, Appendix A and Appendix B.

3.1.1 Any assessment of the archaeological potential of a site depends not only on an understanding of known archaeological features within it, but also an awareness of the deficiencies in the archaeological record, the archaeological and historical context of the locality in which the proposed development site is situated, and also an understanding of the Site's land-use history, geology, soils and topography.

3.1.2 This section describes the known archaeological remains and historical features within the proposed development site and its surrounds. The information was sourced from the Hampshire County Council HER, from information held by the Local Record Office and from observations made during the field visit. Figure 2 illustrates the distribution of known sites and features.



Plate 2 View across the Site, looking south

3.2 The proposed development site

3.2.1 In 2013, a total of 23 geotechnical test pits (GTPs) and boreholes were excavated along the proposed route of a water pipeline, of which three GTPs were excavated within the Site and were archaeologically monitored. From the observations, a single prehistoric flint hammer flake [A1] was recovered from test-pit 65752, excavated on the very western edge of the Site. If from an *in situ* context, the presence of the flint could potentially suggest Palaeolithic activity in the wider landscape. Also recovered from test-pit 65752, was an Iron Age kiln bar, which could suggest the presence of an Iron Age kiln nearby.

- 3.2.2 A previous desk-based study of the Site by Corney (2010, 7, & cf. fig. 1), reports the recovery of two Lower Palaeolithic handaxes from the vicinity Site's SE boundary. It is probable that these artefacts were recovered from adjacent, historic gravel pits located just east of the Site (see [A21]).
- 3.2.3 A pipeline watching brief conducted on the Site in 2001 recorded the undated remains of a possible oven [A2]. Unstratified Medieval and post-Medieval pottery sherds were recovered from the same location. The oven is perhaps associated with the field name of *Kiln Ground* in that area, shown on the 1838 Tithing Map and as detailed in the accompanying apportionment (see 3.3.29 and Figure 4 below).
- 3.2.4 Historic maps suggest that the Site may encompass part of the Medieval open-field system of Satchell, although this is not mentioned on the HER. Satchell was first recorded in 1251 AD as *Shotteshale*, meaning 'the nook of land of Sceot(t)', or 'the Scot' (Coates 1989, 144). Late 18th and early 19th-century maps suggest that the focus of this settlement may have been close to Satchell Lane on the Site's eastern boundary, to the north of the later Satchell Farm.
- 3.2.5 The remaining eight HER records contained within the Site boundary relate to post-Medieval *Monuments*. These include two WWII pillboxes [A3] and [A4] on the eastern side of the Site; one being a type-26 pillbox built on a bank. Two former WWII aircraft hangars are also located on the Site, one [A5] being on the NW Site boundary; the second, possibly a Super Robin Hanger [A6] is recorded in the Site's SW corner.
- 3.2.6 The first aviation use of the Site was in 1912, when a 'water plane' did a promotional flight. In 1916, land on the Site was purchased for Hamble South Airfield [A7]; and in 1917, further land was acquired for a new north airfield. It was still in operation as a grass airfield during WWII, and some parts of the infrastructure and defense, such as the pillboxes, still survive (see [A3] & [A4] above). The airfield, which extended across the whole of the Site redline (and beyond it to the south), closed in 1933, although a further (associated) airfield to the north continued in use until 1984.
- 3.2.7 On the central-western edge of the Site are the remains of a concrete and brick-built structure [A8]. Research carried out in 2014, during the Hamble to Bursledon water-pipeline evaluation, suggests that the structure is an underground WWII Battle Headquarters.
- 3.2.8 A circular soil mark, c.45m in diameter [A9] was identified from RAF APs (Ref.: CPE/UK/1749/ 4088-89) during a 1969 survey. Nothing was visible on the ground and the mark has interpreted as a bomb crater.

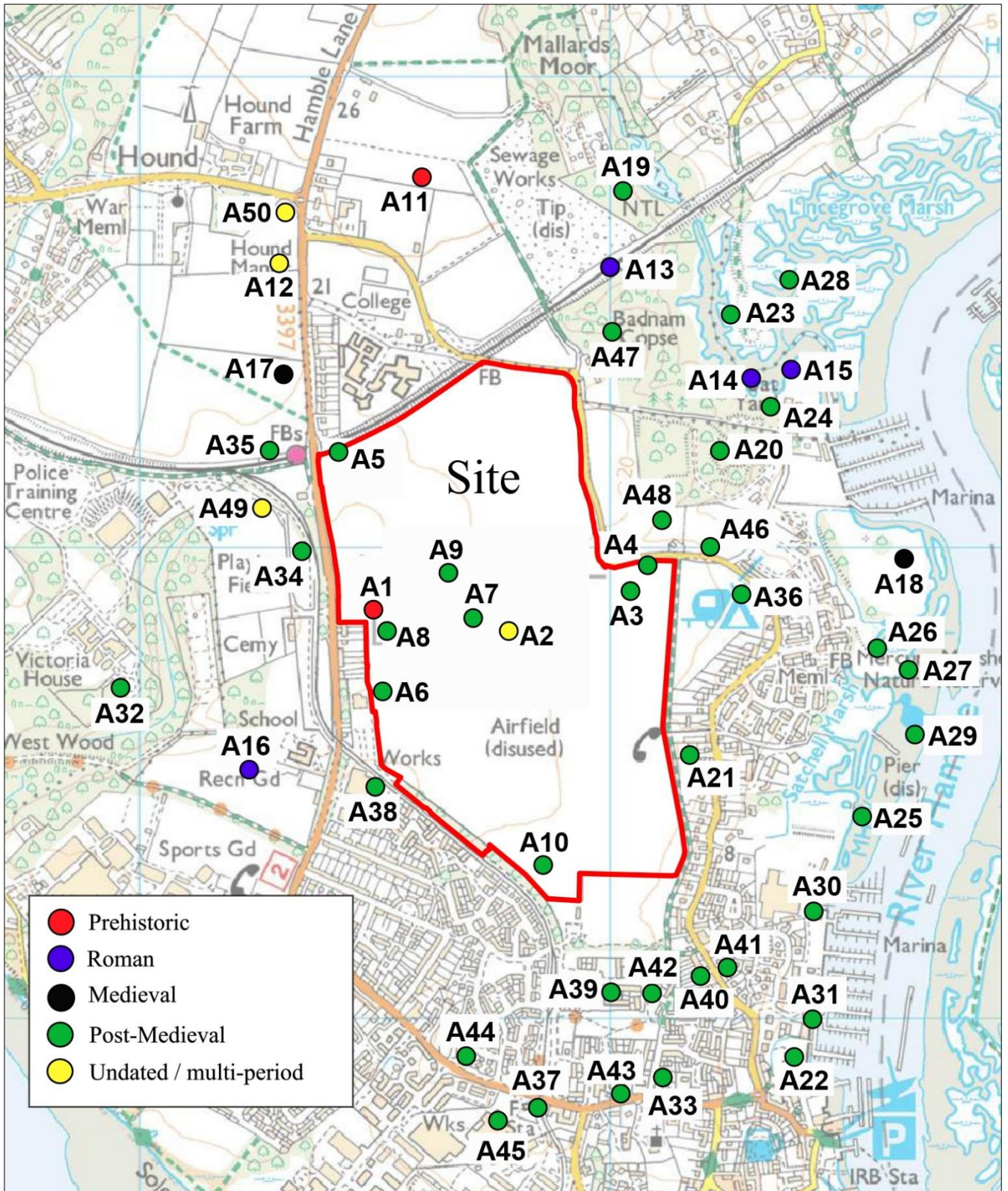


Figure 2 HER data within 500m of the Site (Information supplied by Hampshire HER).
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- 3.2.9 The final HER record within the Site's redline boundary is a 19th -or 20th-century brick structure [A10] found during the water-treatment plant evaluation. The nature of the structure is unknown: it does not appear on Epoch 1-4 mapping, which suggests that its construction and demolition took place prior to 1870-71. A small U-shaped ditch was also identified.



Plate 3 View from the Site, looking east, across the Hamble Valley

3.3 The regional context & the surrounds of the proposed development site¹

- 3.3.1 The boundary of the Grade II listed (Registered Park & Garden) Royal Victoria Country Park (formerly the Royal Victoria Military Hospital) is located c.300m due west of the site. Occupying the area between the settlements of Netley and Hamble-Le-Rice and fronting Southampton Water, the park contains the surviving buildings of Netley Hospital and groups of parkland trees, notably pines. The present Country Park was established within the curtilage of the former hospital grounds in 1980.
- 3.3.2 The former hospital was the British Army's first purpose-built military hospital. It was Queen Victoria who, following a visit to Fort Pitt, being the primary hospital for wounded soldiers, generated the support for the building of a new hospital. In January 1856 the site in Hamble was brought and later that year Queen Victoria laid the foundation stone. In 1863 the hospital starting caring for patients and the Army Medical School moved onto the site. The hospital functioned through both WWI and WWII. Gradually the historic building became more rundown and

¹ Nos. in bold text refer to entries on Figure 2 and as detailed in Appendices A & B

was demolished in 1966 following a fire in 1963. Today, only the impressive chapel is left.

- 3.3.3 There are no Scheduled Monuments (SMs) or Historic Battlefields recorded within 500m of the proposed development site. The closest SM is St Andrews Castle situated c.900m to the south of the Site. This includes a large Iron Age enclosure at the mouth of the Hamble.
- 3.3.4 There are 19 'Historic Building Records' identified within the 500m study radius (*see* **B1 – B19**, Appendix B), 16 of which are Listed Buildings (all Grade II). The latter are all clustered in the historic town centre of Hamble, some 400-500m to the south of the Site, around The Square and the High Street. The closest historic building record to the Site (which is not listed) is B19, being the aircraft-factory workers' cottages located on Sydney and Verdon avenues, c. 150m SW of the Site. The nearest Grade I building to the Site is the Church of All Saints, Fawley, 4.3km to the SW. The nearest Grade II* building is the Church of St Andrew, Hamble, 0.53km to the south. Sydney Lodge is also Grade II* and is at 0.55km to the SW. The nearest Grade II building is Copperhill Terrace, Hamble, at 0.46km to the south.
- 3.3.5 There are several Conservation Areas in the vicinity. Hamble Conservation Area, which is extensive, covers Hamble village and focuses on the High Street leading down from The Square to The Quay and the River Hamble. The northern limit of the designation encompasses the Crowsport Estate (2008 extension), located c. 200m south of the Site. Less than 100m NE of the Site, adjacent to Satchell Lane, is the SW boundary of Old Bursledon Conservation Area. Designated in 1982, this incorporates Burslesdon settlement, Badnam Copse, Mallard Moor and Hackett's Marsh along the west bank of the Hamble. Further to the NW, beyond Hound, is the Netley Abbey Conservation Area. The village of Netley Abbey grew up around the gates of the Royal Victorian Hospital that was established in 1856 and is visible on mid-19th-century and later maps (*see* Figures 5-9). Further afield are the Conservation Areas of Sarisbury, Lower Swanwick and Warsash, all on the eastern side of the Hamble.
- 3.3.6 Aside from the aforementioned single flint flake recovered from the very western edge of the Site in 2013 (*see* [A1] above), there are no records of **Palaeolithic** date (*c.* 500,000 to 8,500 BC) within the study area.
- 3.3.7 The **Mesolithic** (*c.* 8,500 to 3,500 BC) period marks the end of the last Ice Age with a period of climatic amelioration. As the climate improved, human groups colonised new areas along river valleys and coastal areas for the purposes of hunting, fishing and gathering. There are, however, no Mesolithic sites recorded within the wider study area.

- 3.3.8 The **Neolithic** period (c. 3,500 to 2,000 BC) is a time generally associated with the introduction of agriculture to the British Isles. The beginnings of agriculture led to a more sedentary existence, being evidenced by domestic crops and animals and the clearing of tracts of woodland for farming activities. As for earlier periods, however, there are no Neolithic sites recorded within the study area.
- 3.3.9 There is one **Bronze Age** record (c. 2,000 to 1,000 BC) within the study area: this relates to possible burnt mounds [A11] located c. 400m due north of the Site, where large concentrations of burnt flint and a few flint tools were found in association with unstratified Bronze Age pottery. Few other Bronze Age sites are recorded for the wider surrounding landscape.
- 3.3.10 The **Iron Age** (1,000 BC to AD 43) represents a time when farming settlements became more widely established and human groups created a substantial reduction in the level of woodland cover with the creation of fields for pasture and arable. Approximately 1.3km south of the Site, overlooking Southampton Water and the mouth of the River Hamble, is a Scheduled Iron Age promontory fort. The earthwork comprises a 1m to 2m high linear bank and a 5m wide ditch, c.300m long, which crosses from near the shore at the south-western side of Hamble Common to an inlet of the River Hamble on its northern side.
- 3.3.11 Apart from the aforementioned kiln bar recovered from the western Site boundary in 2013 (*see* [A1] above), the only other possible Iron Age record in the study area is a pit [A12] of 'Iron Age to post-Medieval' date recorded near Hound, during the water-treatment plant evaluation.
- 3.3.12 The **Roman** period (43 to 410 AD) equates with a massive increase in the material record. Existing settlements expanded in size and number to cope with the increased demands for produce, and new areas of land were exploited as population levels increased. There are no Romano-British settlements in the study area, but five Roman findspots are recorded: three at Badnam Creek to the NE, where Samian pottery sherds [A13] were found during the building of the Railway in 1887. In 1982, a 4th-century AD lead 'defixio' plaque [A14] was found on Hamble foreshore by metal detector, close to the historical discovery of Roman pottery [A15]. To the SW of the Site, a 4th-century AD coin hoard and single coin [A16] were found in close proximity in nearby playing fields. The evidence suggests Roman activity in the surrounding landscape.
- 3.3.13 There are no records of **Anglo-Saxon** (410 to 1066 AD) activity within the study area, although some of the settlements in the wider landscape are likely to have had their origins within the Saxon period.
- 3.3.14 At the start of the **Medieval** (1066 - 1560) period, the Domesday Book of 1086 provided a detailed statement of lands held by the king and his tenants-in-chief (landholders), and of the resources that went with those

lands. The survey is an invaluable record of settlements already in existence at the time of the Norman Conquest. The manor of *HOUND* appears as '*Hune*' in the Survey in Meonstoke Hundred, and as belonging to Hugh de Port's Manor of Warnford (Page 1908).

- 3.3.15 The settlement of Satchell, which lay to the east of the Site, was first recorded in 1251 AD, when Henry III granted the abbot and convent of Netley Abbey *free warren* in their demesne land of *Shotteshal* (Satchell), together with those of Netley, Hound and Sholing (Coates 1989, 144; Page 1908). Hound remained in the possession of Netley Abbey until the dissolution of the smaller monasteries in 1536, when Hound manor and other lands in Satchell and Sholing, were granted by the Crown to the first Marquis of Winchester (ibid).
- 3.3.16 The Medieval field systems of Satchell would have been associated with the open-field system of strip-farming, which resulted in the formation of ridge and furrow earthworks - one of the most recognisable features of the English historic landscape. Today these earthworks are often visible in pasture fields as undulating, corrugated lines. They essentially preserve the final ploughing episode before a *township* was enclosed. Most townships were enclosed in the period 1730 - 1840, with examples known as late as 1901. No enclosure maps exist for Hound, Satchell or Hamble-Le-Rice, but the 1838 Hound tithe map covers the Site (*see* below and Figure 4).
- 3.3.17 There are numerous Medieval ditches, pits and postholes [A17] recorded on the HER close to Hamble Lane, north of the Site. East of the Site, on the banks of the River Hamble is a probable Medieval Saltern, known as Satchell Saltern [A18].
- 3.3.18 The remaining HER records within the study area (nos. [A19] to [A50]), are all of post-Medieval date. They include numerous gravel pits located to the north [A19], NE [A20] and immediate east [A21] of the Site. The latter appear on late 19th and early 20th-century maps (*see* Figure 6 below). An oyster-shell midden [A22] is recorded beside the Hamble river.
- 3.3.19 The HER lists an incredible number of *Maritime* records within the 500m study area. These take the form of shipwrecks, abandoned hulks, slipways and jetties located all along the western bank of the river, to the east of the Site. These wrecks and other structures, which have no bearing on the Site's archaeology, have been grouped geographically for convenience. They include the hulks of numerous river-barges on the western bank of Badnam Creek [A23]; six historic wrecks and historic slipways and jetties identified in an air photo survey [A24]; 10 wrecks identified along the western bank of the River Hamble near Port Hamble Marina [A25]; an 18th-century mud dock [A26]; and further wrecks at Satchell Marsh [A27]. Similar records described as *Monuments*, rather than *Maritime*

records, include parallel lines of large timber posts at Lincegrove Marshes [A28]; and, much further south near Hamble, an old jetty [A29]; and two landing stages [A30] and [A31].

- 3.3.20 The remaining HER records are all *Monuments* of 20th-century date, and the majority are of a military nature. These include two War Department hospitals [A32] and [A33], located on the western and southern edges of the study area. In addition to the two pillboxes recorded in direct association with the Site (*see* [A3] & [A4] above), there are a further four WWII pillboxes ([A34], [A35], [A36] & [A37]) within the study area. These disused structures effectively surround the Site. Three of them (nos. [A34]-[A36]), are situated on the periphery of the former Hamble Airfield and are probably associated with it.
- 3.3.21 In addition to the two aforementioned aircraft hangars associated with the Site (*see* [A5] & [A6] above), there are a further four recorded WWII hangars within the study area, all located to the south. The first, [A38], is an extant structure that has been considerably altered, extended and modified for commercial use. The others, [A39], [A40] & [A41], have now been destroyed, with the sites being developed for housing. In the same locality was Hamble Airfield's former control tower [A42]. To the south of these monuments, close to the settlement of Hamble, are three WWII air-raid shelters in relatively close proximity: [A43], [A44] & [A45]. Beyond the NE Site boundary is a WWII bomb crater [A46] and an unspecified military site [A47] north of Satchell Lane.
- 3.3.22 The remaining records within the study area are a few insignificant features located around the Site. To the east is an historic field boundary [A48] of possible Medieval to post-Medieval date. West of the Site is a small, undated V-shaped ditch [A49]; and to the far north at Hound Manor are a series of undated low earthworks [A50].
- 3.3.23 All 19 Historic Building records within the 500m study radius relate to post-Medieval buildings and structures (*see* Appendix B). These include 16 Grade II buildings located in Hamble's historic core. None of these buildings have any direct bearing on the below-ground archaeology of the proposed development site, although two un-listed records (B17 & B19), outside the Site, are historically associated with its former airfield.

Cartographic Evidence:

- 3.3.24 The most useful source of information regarding the development of the area around and including the Site during the post-Medieval period is from historic maps. The following presents a map regression of the Site and its surrounds allowing for changes in the area to be traced from the early 18th century onwards.

- 3.3.25 The earliest detailed map of the Site is a 1725 Survey of the Manor of Hound (Fig. 3). This shows the site largely sub-divided by rectangular fields, which are under the ownership of numerous land owners or 'copyholders'. Those associated with the Site are *Widow Lamb, John Lamb, George Churchor, Farmer Bell, Wi—(?) F---(?), Grebsmith, Mrs Frances, James Carter and Willm. Allen*. All of the copyholders' fields are interspersed, suggesting that these are in fact strip fields associated with an open field system. This is with the exception of the SW corner, which appears to include part of an L-shaped road or lane and an undivided field. This feature is also visible on the OS 1-inch 1st series of 1810 (*see* Corney 2010, 18; fig. 5).
- 3.3.26 The NE corner of the Site was bound by the un-named Satchell Lane, which survives today. A number of properties, possibly associated with the settlement of Satchell are located to the east of the Site, but do not encroach onto it.
- 3.3.27 Two subsequent late-18th-century maps: Isaac Taylor's map of 1759, and Thomas Milne's 1791 map (not reproduced here), are both produced at very small scales and do not reveal any informative Site detail. They do, however, both name the settlement of Satchell/Satchel, which is located on the Site's eastern boundary, beside Satchell Lane (*cf.* Corney 2010, 17; figs. 3 & 4).



Plate 4

View across the Site, looking SE.
This shows the dense tree and shrub belts that surround the site on most sides.

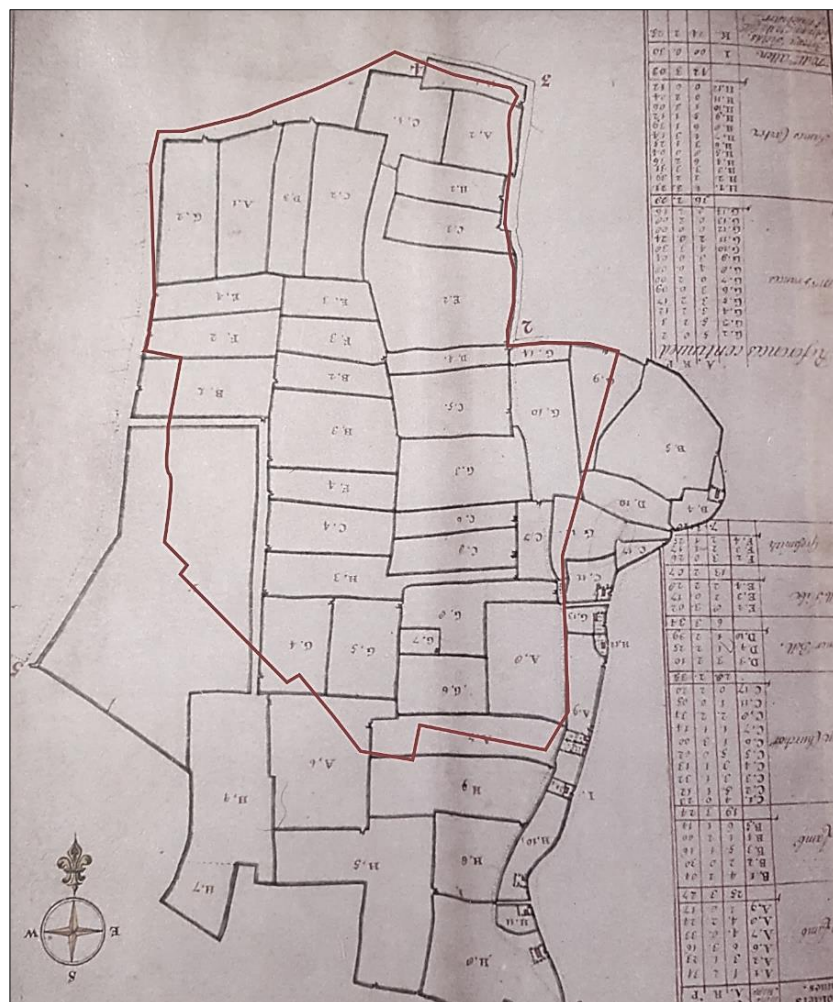


Figure 3 The Site in 1725, from the Survey of Hound Manor

- 3.3.28 Two early 19th-century maps (not reproduced here), are also produced at small scales. The 1810, 1-inch Ordnance Survey (OS) map shows the L-shaped road in the Site's SW corner, as first shown on the 1725 survey (*see* Fig. 3). An 1826 map of Hampshire by Greenwood also details Satchell settlement on the western side of Satchell Lane, north of Satchell Farm.
- 3.3.29 Historically, and until 1925, the area of the Site formed part of Hound Parish, which covered an area of 4,271 acres, of which 301 were foreshore and 458 tidal water. The Parish, which had a population of 4,548 inhabitants, was situated on the peninsula formed by the Southampton Water and the Hamble River with its tributary Badnam Creek. Page (1908, 472-478), describes Satchell as a 'tithing in the extreme south of Hound Parish'.

3.3.30 The 1838 Tithe Map (Figure 4) and associated apportionment for the Parish of Hound show that the Site no longer contained strip fields, but instead encompassed the following whole or part allotments, which were separated by field boundaries and/or ditches: 300: *Broomfield*; 301: *Titts Mead*; 302: *Home Ground* 312: ?; 313: ?; 335: *Stoney Lands*; 336: *Kiln Ground*; 337: *North Field*; 338: *Satchell Common Field*; and 340: *Peals*. The name ‘kiln field’ could suggest the presence in this location of a former brick or tile kiln. The only visible feature on the map is a small area of woodland or copse at the Site's northern tip. The early 18th-century L-shaped lane within the SW part of the Site now appears as just a field boundary.



Figure 4 The Site in 1838, Hound Tithe Map

3.3.31 The 1870 1st edition OS map (Figure 5) shows the Site as undeveloped fields derived from the boundaries established at the time of the 1838 Tithe survey. A number of field boundaries have been removed by this time, namely those associated with *Broomfield/Kiln Ground* and *Satchell Common Field/Peals/North Field*. The NE part of the Site contains a footpath, which cuts the corner of Satchell Lane. Another footpath runs along the line of the SW Site boundary. Beyond the Site, *Satchell Farm*

and *Sydney Farm* are shown to the south; *Badnam Coppice*, *Badnam Creek* and *Satchell Lane* to the east; *Badnam Coppice* to the NE; and *Hound* to the NW. *Hamble Lane*, first shown on Milne's map of 1798, runs along the western side of the Site. The Royal Victoria Military Hospital had been established by this date to the west of the site, with its associated 'hospital cemetery'.

3.3.32 The 1898 2nd edition OS map shows the London and South Western (L. & S. W. R.) Railway (Netley & Fareham) Line, delineating the NW corner of the Site for the first time. A gravel pit and cutting have been made through *Badnam Copse*, as the line continues NE (Figure 6). Within the Site, the footpath cutting across *Satchell Lane* has disappeared, due to the intervening railway. In the SW corner of the Site, it appears that the L-shaped boundary – a possible former lane or track has been reinstated. To the east of the Site is a new gravel pit (*see* [A21] above); and the Naval Training School with the static training ship, *TS Mercury*, founded in 1885 and closed down in 1968.



Figure 5 The Site in 1870, Ordnance Survey 1st edition

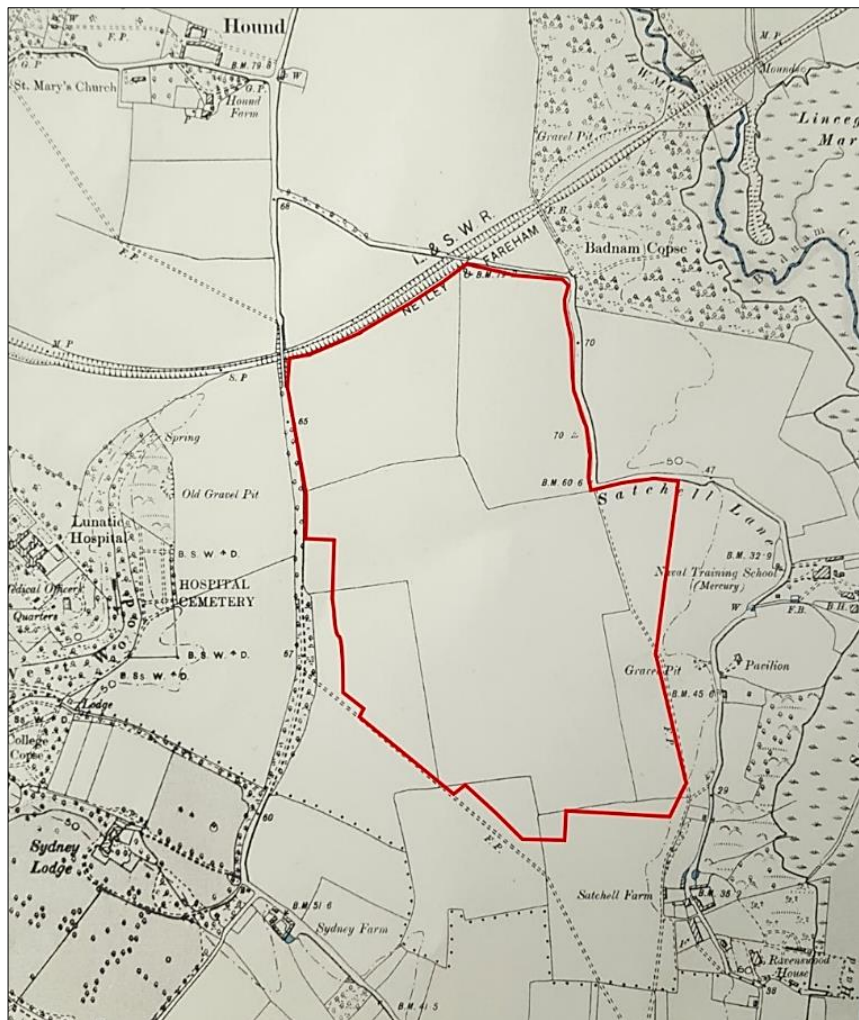


Figure 6 The Site in 1898, Ordnance Survey 2nd edition

- 3.3.33 The 1910 Ordnance Survey revised edition (Figure 7) shows no major changes to the Site since the 2nd edition OS map of 1898. There is the notable addition of part of a Parish boundary that coincides with the Site's existing southern field boundaries, but this is not shown on any earlier or later maps. For the first time, this map also shows residential development to the immediate west of the Site, fronting onto Hamble Lane. The only other feature of note is the enlarged gravel pit to the east, beside Satchell Lane.
- 3.3.34 The 1932 Ordnance Survey 25-inch 4th series (Figure 8) shows extended residential development to the immediate west of the Site along Hamble Lane. To the SW, between the Site boundary and Sydney Farm / Hamble Lane, whole streets of aircraft factory workers' cottages have been built on Sydney Avenue and Verdon Avenue; together with factories (probable airfield infrastructure). The Site at this time was largely an airfield,

established in 1916, although this is not clear on the OS mapping, no doubt due to the confidential nature of the location of military sites.

3.3.35

The airfield was associated with an aircraft factory through into the 1920's, but when production moved to Manchester, the site was used just for the testing of experimental aircraft. Following 1932 the site became the responsibility of the Air Service Training Ltd (AST) and was used for their amphibians and floatplanes. Soon after all flying ceased, although to the north of the Site, where another airfield existed, flying continued until the mid-1980's. In addition to the aircraft factory workers' cottages is new development to the immediate east, along Satchell Lane (north and south of the old gravel pit). Also of note is a single-track railway line running south along Hamble Lane and incorporating the route of the former footpath at the Site's SW boundary. The track leads to a sidings or factory south of Hamble Lane.

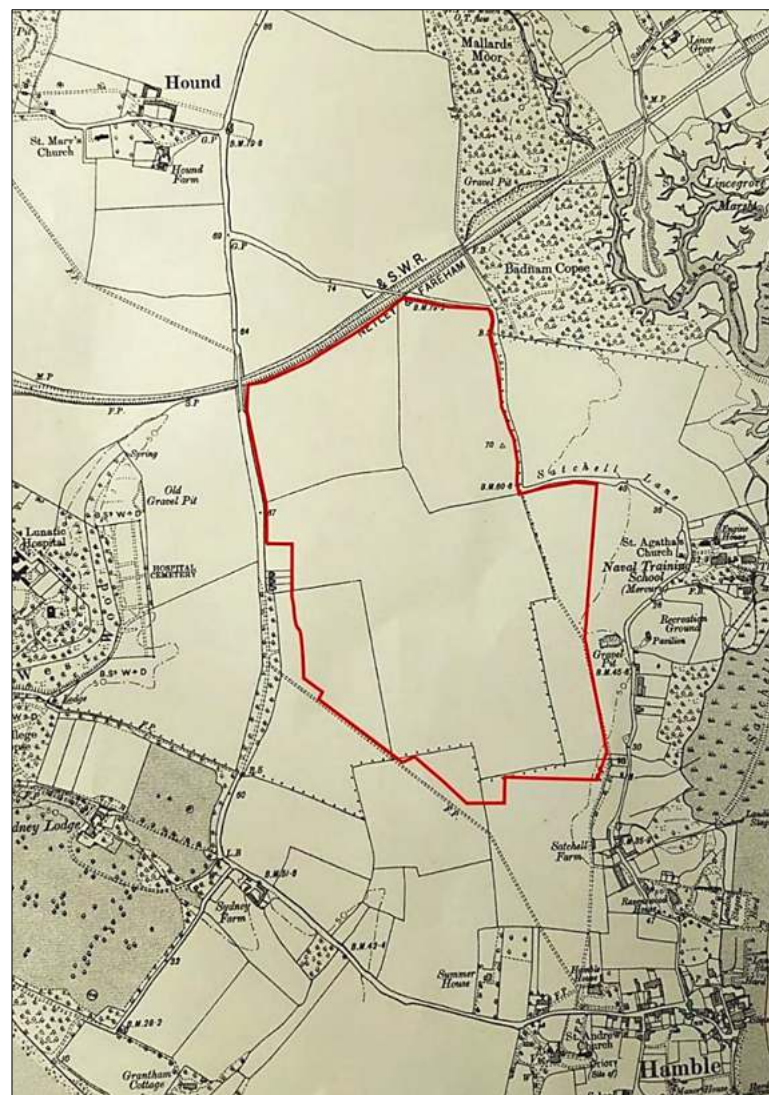


Figure 7 The Site in 1910, Ordnance Survey revised edition

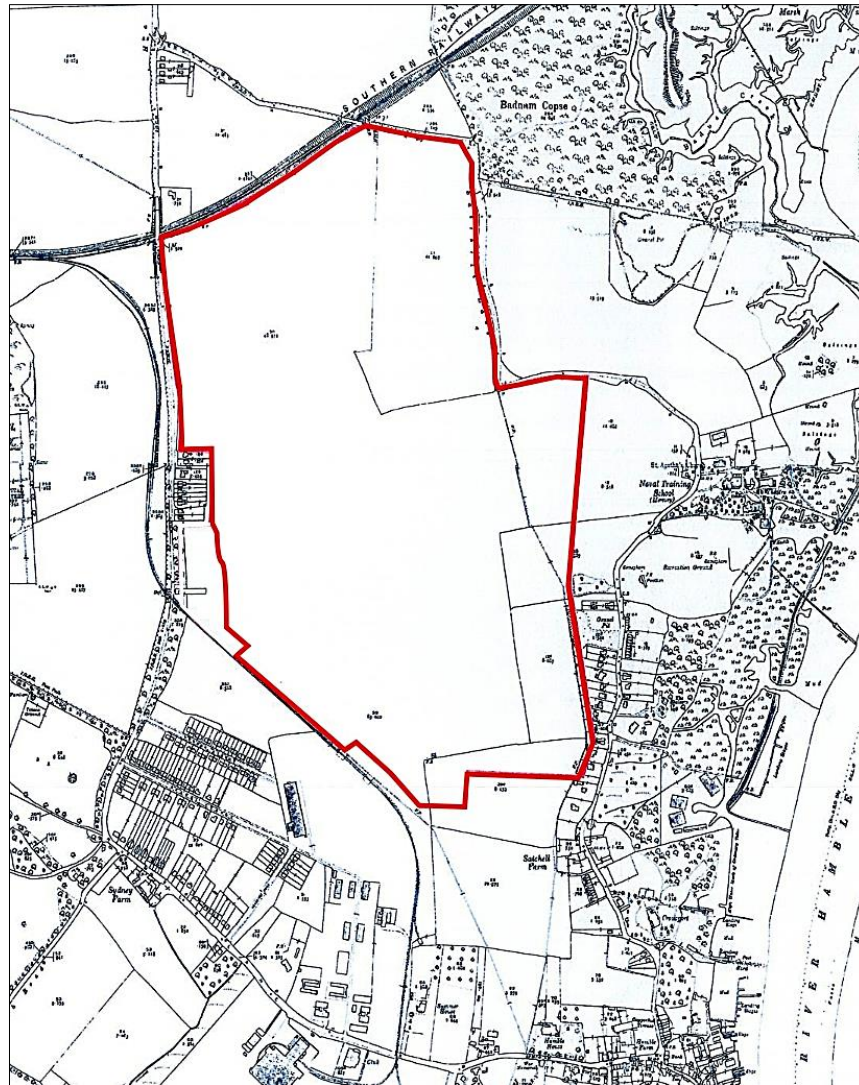


Figure 8 The Site in 1932, Ordnance Survey

3.3.36

By the time of the 1962 OS map (Figure 9) there had been further residential development to the south and east of the Site. This map shows the Site as an *Airfield* for the first time, although it had been established in 1916 as an aircraft factory with associated airfield. No field boundaries are detailed within the site curtilage, which had probably all been removed prior to 1916. Large hangers are shown to the south, which are known to have been associated with the former airfield, but which had been decommissioned by this date. Today, only one of these hangers remains. A school had been built to the north of the Site, beyond the railway line, and a property built close to the NE corner of the Site, within Badnam Copse.

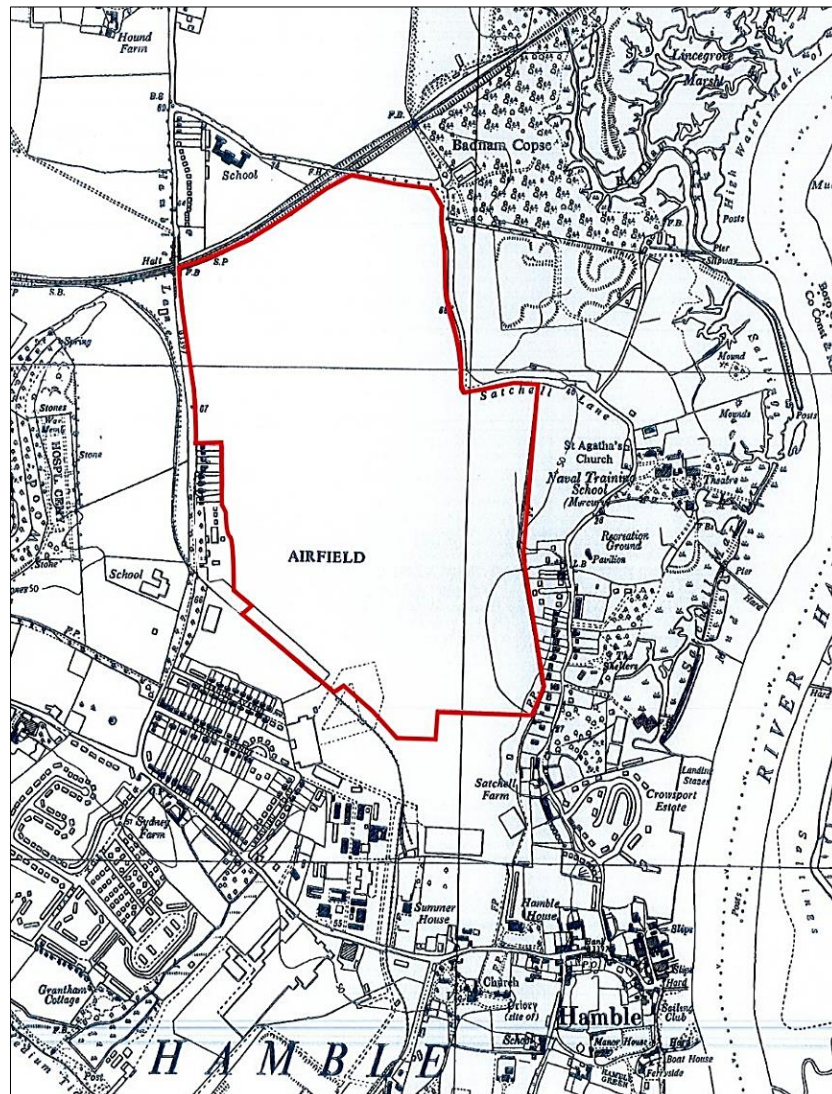


Figure 9 The Site in 1962, Ordnance Survey

4.0 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL

4.1 Archaeological and historical potential

4.1.1 On the basis of the available evidence, the proposed development site can be assumed to have a **Moderate potential** for the recovery of archaeological remains. The reasons for this are detailed in the following paragraphs.

4.1.2 The Site itself incorporates 10 archaeological 'Monument Records' that are recorded on the HER (*see* Figure 2: [A1]-[A10]). Two test pits excavated within the Site as part of a water-pipeline evaluation recovered a single prehistoric flint flake, an Iron-Age kiln bar and the remains of an

undated oven associated with unstratified Medieval and post-Medieval pottery. The remaining monument records are all of post-Medieval date and are primarily associated with the former Hamble Airfield. They include the sites of former WWII pillboxes, WWII hangars, an underground Battle Headquarters and an unknown 'military' structure. A soil mark identified in the centre of the Site is a possible bomb crater.

- 4.1.3 In addition to the 10 HER Monument Records within the Site, there are an additional 40 Monument, Findspot and Maritime records and 19 Historic Building Records within the 500m study radius. A summary of their significance in relation to the Site is present chronologically below.

Designated heritage assets

- 4.1.4 There are no Scheduled Monuments or Historic Battlefields recorded within the 500m study radius. The closest Scheduled Monument is St Andrews Castle situated c.900m to the south, which includes a large Iron Age enclosure at the mouth of the Hamble.
- 4.1.5 The nearest Registered Park and Garden to the Site, is that of the Royal Victoria Country Park which is located c.300m to the west. The parkland covers the footprint of the British Army's first purpose-built military hospital built in the late 1850s. The hospital functioned through both WWI and WWII but was demolished in 1966 following a fire. Today, only the impressive chapel is left.
- 4.1.6 There are 19 'Historic Buildings' identified within the 500m study radius (*see* B1 – B19, Appendix B), 16 of which are Grade II listed buildings located in Hamble's historic core on the southern edge of the study radius. The closest historic buildings to the Site (which are not listed), are former aircraft-factory workers' cottages and a former airfield building, located c. 150m and c. 300m south of the Site respectively. The nearest Grade I building to the Site is the Church of All Saints, Fawley, 4.3km to the SW. The nearest Grade II* building is the Church of St Andrew, Hamble, 0.53km to the south. Sydney Lodge is also Grade II* and is at 0.55km to the SW. The nearest Grade II building is Copperhill Terrace, Hamble, at 0.46km to the south.

Non-designated heritage assets

- 4.1.7 The 500m study radius contains 50 non-designated HER records, composed of 42 Monument Records, four Findspots and four Maritime records. Many of these contain multiple records that have been grouped geographically for ease of reporting. Three records are of unknown date.
- 4.1.8 Aside from the aforementioned single flint flake recovered from the very western edge of the Site in 2013 (*see* above), there are no records of Palaeolithic, Mesolithic or Neolithic date within the study area. Bronze

Age archaeology is similarly elusive, although suggested Bronze Age burnt mounds are recorded c. 400m north of the Site, where large concentrations of burnt flint and a few flint tools were found in association with unstratified Bronze Age pottery. Approximately 1.3km south of the Site, overlooking Southampton Water, is a Scheduled Iron Age promontory fort. Additional Iron Age evidence is minimal, although a pit recorded near Hound, during an evaluation may be of this period.

- 4.1.9 There are no Romano-British sites or settlements recorded within 500m of the Site, but five Roman findspots of pottery, coins and a lead plaque are detailed to the NE of the Site at Badnam Creek and to the SW near Victoria Park.
- 4.1.10 There are no Anglo-Saxon sites recorded within the study radius. During this period the Site probably comprised open fields associated with the Ancient Parish of Hound. There is no evidence for the existence of the settlement of Satchell, prior to the mid-13th century.
- 4.1.11 Historic maps suggest that during the Medieval Period, the Site formed part of the open fields of the small settlement of Satchell, owned by Netley Abbey. Satchell was first recorded in 1251, when it was granted ‘free warren’. The focus of Satchell was probably located east of the Site close to Satchell Lane, north of the later Satchell Farm.
- 4.1.12 The majority of HER records (nos. [A19] to [A50]), and all of the historic buildings within the 500m study radius are of post-Medieval date. They include a very large number of *Maritime* records (shipwrecks, abandoned hulks, slipways and jetties), located all along the western bank of the Hamble River. These wrecks and other structures have no direct bearing on the Site's archaeology.
- 4.1.13 The remaining HER *Monument* records are all of 20th-century date and the majority are of a military nature. They include two hospitals and a number of records directly and indirectly associated with the former Hamble Airfield (the Site). The latter include six former WWII pillboxes, and six WWII aircraft hangars, of which one still survives. There are two possible bomb craters recorded – one on the Site and one to the NE; and three WWII air-raid shelters on the southern edge of the study area.

5.0 CONCLUSION

5.1 Concluding statement

- 5.1.1 A wide range of sources was consulted for this study, including the Hampshire County Historic Environment Record, published articles and books and manuscript documents. In addition, the Site was visited for a

visual appraisal. It is clear, however, that the archaeology of this coastal hinterland landscape is not well understood. This perhaps reflects the extensive areas of modern development across the coastal plain which were built at a time that archaeological survey did not take place. Consequently, modelling of the archaeological potential of the area is difficult. Nevertheless, there is evidence to suggest under-utilisation of the landscape, and perhaps slower evolution here than upon the Downs.

- 5.1.2 Pre-modern artefacts and records directly associated with the Site are a Palaeolithic flint flake, an Iron-Age kiln bar and the remains of a Medieval or post-Medieval oven. Interestingly, the same part of the Site where the oven feature was identified was recorded as 'Kiln Ground' in 1838.
- 5.1.3 During the Medieval Period, the Site formed part of the open fields and/or warren lands of the small settlement of Satchell, owned by Netley Abbey. As late as 1725 the Site was still divided up into Medieval type strip-fields, farmed by various copyholders. This use of the Site probably continued for the next 100 years, although at some point the Site was 'Inclosed' and divided up into new fields or allotments, as illustrated on the 1838 Tithe map. The only changes to the Site prior to 1912 were the removal of numerous field boundaries, the introduction of various footpaths and the construction of the railway line to the NE.
- 5.1.4 The Site was developed as a grassland airfield in the early 20th-century. It was associated with an aircraft factory through into the 1920's, but when production moved to Manchester, the site was used just for the testing of experimental aircraft. Following 1932 the airfield was used for the testing of amphibians and floatplanes. Soon after all flying ceased, although to the north of the Site, where another airfield existed, flying continued until the mid-1980's. Military structures that were once present on the Site potentially include defensive pillboxes and hangars, an underground Battle Headquarters and an unknown brick structure. A soil mark identified in the centre of the Site is a likely bomb crater.

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APPENDIX A. HISTORIC MONUMENT & MARITIME RECORDS WITHIN THE STUDY AREA

Abbreviations used in listing below:

NGR	National Grid reference	
HER	Historic Environment Record (reference)	
LB	Listed Building	
PAS	Portable Antiquities Scheme	
Unk	of unknown date	
Pre	Prehistoric	<i>c 500,000- AD 43</i>
Pal	Palaeolithic	<i>c 500,000-10,000 BC</i>
Meso	Mesolithic	<i>c 10,000-3,500 BC</i>
Neo	Neolithic	<i>c 3500-2000 BC</i>
BA	Bronze Age	<i>c 2000-800 BC</i>
IA	Iron Age	<i>c 800 BC - AD 43</i>
RB	Romano-British	<i>AD 43-410</i>
Sx	Saxon	<i>410-1066</i>
Med	Medieval	<i>c 1066-1500</i>
PMed	Post-medieval	<i>c 1500-present</i>

[A] No. on Fig 2	Period	HER No.	Record Type	Name: Description
<i>HER records within the Site boundary</i>				
1	Pre (Pal & IA)	65752 - 65754	Monument	Geotechnical test pits (GTPs): geotechnical works carried out by ASE prior to development of a water-treatment plant pipeline found a single flint flake, suggesting Palaeolithic activity in the wider area. A kiln bar suggests presence of a later Prehistoric kiln in the area. GTPs 5, 6 & 7 identified a continuous sequence of fluviially deposited flint gravel overlying colluvium, which in turn was overlain by made ground. The fluviially derived gravel consisted of sub-angular flint clasts intermixed with dark orange/brown sand/sandy clay matrix.
2	Unk (Med-PMed?)	57404	Monument	Possible Oven: observed during a watching brief. No stratified finds recovered, but Med & PMed pottery sherds recovered from the site.
3	PMed	25796	Monument	Pillbox: type 26. Close to airfield. some outer shuttering gone. T-shaped blast wall. 9 Corbels on each loophole. Built on bank.
4	PMed	64637	Monument	Pillbox: WWII pillbox visible on aerial photographs.
5	PMed	38849	Monument	Former Aircraft Hangar at Hamble Halt: Former aircraft hangar.
6	PMed	38853	Monument	Aircraft Hangar: Former aircraft hangar, possibly a Super Robin.
7	PMed	39494	Monument	Hamble Airfield: World War II airfield. First used for aviation in 1912 when a 'water plane' did a promotional tour.

				In 1916 land was purchased for Hamble (south) airfield & a factory built at SE end of the site. In 1917 land acquired for new north airfield. The airfield closed in 1986.
8	PMed	67096	Monument	WWII Battle Headquarters: remains of a concrete and brick-built structure were uncovered. Preliminary research suggests the structure was well-preserved remains of a below ground WWII Battle Headquarters.
9	PMed	25765	Monument	Circular Soil Mark: Air photographs (RAF AP's CPE/UK/1749/ 4088-89) revealed circular soil mark, c.45m in diameter, but nothing seen on the ground. Possibly a bomb crater.
10	PMed	65751	Monument	19th/20th Century Structure: during evaluation of water treatment plant a small U-shaped ditch and a 19th/20th century structure was identified.
HER records beyond the Site boundary				
11	Pre (BA)	57405	Monument	Possible Burnt Mounds: concentration of large amounts of burnt flint and some flint tools may indicate local Prehistoric activity, possibly associated with now highly disturbed burnt mounds. Unstratified Bronze Age pottery also found in the vicinity.
12	Pre (IA) PMed; RB; Med	65729; 65730	Monument	Ditches and pits identified during water treatment plant evaluation included an Iron Age to Post-Medieval pit. A Roman ditch (65730) on a NNW/SSE alignment; a single post hole containing a small sherd of probable Medieval pottery, and two undated post holes (65729).
13	RB	25779	Findspot	Roman Findspot: Samian fragments found in the alluvium at Badnam Creek, during the building of the Railway in 1887. Fragments of tiles and pottery, now in the Hartley Institution, were found at Badnam Creek in 1888.
14	RB	25798	Findspot	Roman Findspot: lead 'defixio' found on Hamble foreshore by metal detector in 1982. Probably a plaque attached to wall of a structure, normally inscribed with a dedication to a particular god, in this case Neptune. The tablet dates from 350-400 AD and depicts a curse.
15	RB	55482	Findspot	Findspot At Badnam Creek: Roman pottery found. Identified from reference in Victorian County History.
16	RB	25766; 25791	Findspot	Findspots of Roman coin hoard & single coin: In 1968 during extensions to playing field c. 2580 bronze coins (25766) of c. 350 AD, deposited in small grey-ware pot, were found. The earliest coin is 313-5 AD. In 1993 a single Roman bronze coin (25791) was found in nearby playing fields. Dated 330 AD and dedicated to Constantinople. Issued from Rome. Depicts a helmeted head and personification of Roma-wolf, Romulus & Remus. Coin was minted in Trier.
17	Med	65747; 65748; 67094; 67095	Monument	Features found during water-treatment plant evaluation: undated pit filled with silty-clay, rich ash and charcoal. Associated with group of 57 post holes dated by a small assemblage of medieval pottery. A medieval ditch with a V shaped profile on E/W alignment was identified; & three gullies (67094) running N-S parallel to Hamble Lane – 1 contained a small amount of medieval pottery.

18	Med	25763	Monument	Saltern (Satchell Marsh): site of probable medieval Saltern, known as Satchell Saltern. Area now under saltmarsh, and nothing of significance can be seen except number of small mounds that appear composed of black earth, and may have connection with a salt-working industry (could be the resultant dumping of burnt soil after it had been roasted with the salt).
19	PMed	64604	Monument	Gravel Extraction Pit: linear Banks (Interpretation by South East RCZAS), possibly associated with the adjacent Saltern.
20	PMed	64606	Monument	Gravel Extraction site: modern gravel extraction site (Interpretation by South East RCZAS).
21	PMed	64610; 65219	Monument	Gravel pits: Gravel Pits identified during the South East Rapid Coastal Zone Assessment.
22	PMed	56050	Monument	Shell Midden, RAF Yacht Club: Site of oyster shell midden.
23	PMed	42498; 42510; 42515	Maritime	Hulks on the western bank of Badnam Creek: a hulk of wooden construction (42498) located during field survey at Lincegrove Marshes. It survives in poor condition, with the stem, stern & ribs protruding from the mud. The abandoned hulks of The Five Sisters Thames barge (42510) and a Gosport Ferry called the Sandringham (42510). An abandoned wood and iron hulk with a river barge/boat design (42515).
24	PMed	64589- 64595; 64601	Maritime	Historic wrecks, slipway & jetty: Six historic wrecks, a possible historic slipway (64601) & a possible historic jetty (64595), identified in an air photo survey.
25	PMed	64615 – 64621; 64636; 56061; 62849	Maritime	Wrecks: 10 wrecks identified along the western bank of the River Hamble near Port Hamble Marina during the South East Rapid Coastal Zone Assessment. They include the site of a wreck (56061), removed prior to construction of the port & the wreck of a mid-19th - early 20 th century barge (63849), most likely a chine-built, flat-bottomed, wooden vessel. May have been sail powered. Historic wreck 64636 is visible on aerial photographs.
26	PMed	56074	Monument	Dock, Satchell Marsh: Dock shown on 1783 Murdock-Mackensie chart at N end of Satchell Marsh. May be a mud dock. On WNW alignment from river's edge.
27	PMed	55516; 56040	Maritime	Hulk / wrecks at Satchel Marsh: one a wrecked PMed Hulk (55516), the other (56040), an obstructive feature shown on chart but not labelled. An AP from 1951 shows a 10m long wreck in this location.
28	PMed	42500	Monument	Channel Between Lincegrove Marshes & Badnam Creek: Parallel lines of large timber posts of unknown function line one of the waterways.
29	PMed	56039	Monument	Jetty, Mercury Yard: Old jetty belonging to Mercury Yard. Scrubbing piles also marked on chart.
30	PMed	65216 65217	Monument	Landing Stages, West Side of River Hamble: Site of landing stage shown on historic mapping.
31	PMed	65211; 65212	Monument	Hard, Slipways and Landing Stages on Hamble River: shown on historic mapping.
32	PMed	65278	Monument	War Department Lunatic Hospital, NE of Royal Victoria Hospital: Site of lunatic hospital shown on historic mapping.

33	PMed	68491	Monument	Site of Hamble House: Listed as an auxiliary hospital during WWI - no further information given.
34	PMed	38850	Monument	Pillbox: set into the bank of a shallow cutting for disused railway line to Hamble jetty. It is situated on the periphery of the Hamble airfield & may be associated.
35	PMed	38893	Monument	WWII Pillbox: Second World War pillbox near Hamble Halt Railway station. Brick structure on concrete base, mainly in hedge bank.
36	PMed	38894	Monument	Pillbox: Square, brick pillbox overlooking field next to Hamble airfield.
37	PMed	64661	Monument	WWII Pillbox: visible on aerial photographs.
38	PMed	38854	Monument	Former WWII Aircraft Hangar: type unknown. Considerably altered, extended and modified for commercial use.
39	PMed	39495	Monument	Hangar: Glover Webb/Gkn Defence Ltd. Former aircraft hangar in use by Glover and Webb until recently.
40	PMed	64612	Monument	Hangar: Site of modern hanger identified during SE Rapid Coastal Zone Assessment.
41	PMed	38896	Monument	Type A1 Aircraft Hangar: (disused), with single storey outbuildings on either side. Note: NGR may be slightly different. The hangar has now been destroyed - site developed for housing.
42	PMed	39496	Monument	Hamble Airfield: former airfield control tower.
43	PMed	64653	Monument	WWII Air-raid shelter: visible on aerial photographs.
44	PMed	64656	Monument	WWII Air-raid shelters: visible on aerial photographs.
45	PMed	64657	Monument	WWII Air-raid shelter: visible on aerial photographs.
46	PMed	64607	Monument	WWII bomb crater: site of WWII Bomb crater.
47	PMed	64605	Monument	Military site: Military site.
48	Med- Post-Med	64608	Monument	Field boundary: Historic Field Boundary (Interpretation by SE RCZAS), possibly associated with adjacent saltern.
49	Unk	65749; 65750	Monument	Ditch: small V shaped ditch (65749) identified on ENE/WSW alignment; & small U/V shaped ditch (65750) identified on NE/SW alignment during evaluation of water treatment plant.
50	Unk	50230	Monument	Earthworks E of Hound Manor: Low earthworks visible in low sunlight.

Information obtained from Hampshire HER

APPENDIX B. HISTORIC BUILDING RECORDS WITHIN THE STUDY AREA

Building [B]0 no.	Period	HER No.	Name	Description	Listing Grade
1	PMed	261	Henville House	House (1835 -1865): West side 2 storeys with basement and attic. East side is a 3-storeyed tower. Slate roof with gable to west side, pyramid roof to the tower.	II
2	PMed	264	3, The Square	House (1700 -1835): picturesque range of cottages, with massive roofing, including gable to forward projecting centrepiece. Two storeys, windows. Red tile roof with hipped ends, and lower middle section; prominent chimneys.	II
3	PMed	1053	Manor Farm	House (1800 -1835): Early C19 house, with plain street front, but complex prominent side elevations. Three storeys, 2 windows to front, coved eaves, second floor band (forming cills), bracketed first floor cills, plinth. Sashes, in reveals.	II
4	PMed	1211	The Gun House	House (1665 -1835): Two storeys. 2.1 windows with projecting 2-storeyed porch. Red tile roof with end gables and gable to porch. "Tudor" chimney stacks.	II
5	PMed	1485	Copperhill Terrace	House (1765 -1799): No 5 now including former No 6. Late C18, 2-storeyed terrace with higher and older central unit (Nos 3, 4, 5) of 3.1.3 windows; at each end are attached low later units (Nos 1, 2 and 7, 8) of 2.1.1.1 windows. Red tiles to central block, slate to the wings. Brick walling in Flemish bond, red stretchers and blue headers.	II
6	PMed	5739	The Myrtles	House (1800-1835): Early C19, Two storeys, 3 windows. Slate hipped roof with stone coping to parapet.	II
7	PMed	5744	Church Cottage	House (1800-1835): Early C19. Two storeys, 2 windows. Hipped red tile roof. Painted brickwork; cambered arches to ground floor. Sashes in exposed frames.	II
8	PMed	5745	Ye Olde White Harte	Public House (1563 -1799): Sign claims the date 1563, but the front is C18, non-symmetrical 2 storeys, with west side single story of recent date. Red tile roof, hipped at one end, gabled at other; brick dentil eaves. Front wall is brick Header bond to ground floor with Flemish bond to upper floor.	II

9	PMed	5746	Four gun bollards along the roadside boundary of Gun House	Bollard (1800-1835): roadside boundary of Gun House is marked by 4 cast-iron guns, of the smaller size. They are buried muzzles down to various depths, exposing cascades.	II
10	PMed	5763	Copperhill Terrace	House (1765 -1799): See HER No.: 1485.	II
11	PMed	5764	Copperhill Terrace	House (1765 -1799): See HER No.: 1485.	II
12	PMed	5765	Copperhill Terrace	House (1765 -1799): See HER No.: 1485.	II
13	PMed	5766	Copperhill Terrace	House (1765 -1799): See HER No.: 1485.	II
14	PMed	5767	K6 Telephone Kiosk	Telephone kiosk (1935): Type K6. Designed by Sir Giles Gilbert Scott. Made by various contractors. Cast iron. Square kiosk with domed roof. Unperforated crowns to top panels & margin glazing to windows and door.	II
15	PMed	5770	4, The Square	House (1700 -1835): See HER No.: 264.	II
16	PMed	5771	5, The Square	House, 1700 -1835): See HER No.: 264.	II
17	PMed	50086	Former Airfield Building	Former airfield building (1914-1984) within playground - now used as hall. Immediately SW of the playground boundary. Housing development has removed contemporary airfield buildings.	-
18	PMed	50206	Boundary Wall to W of The Gun House	Boundary Wall to W of the GII Gun House (1800-1899).	-
19	PMed	56016	Aircraft Factory Workers' Housing, Hamble	Workers Cottage (1913): in Sydney and Verdon Avenues 25 houses were built to house workers at the AV Roe aircraft factory.	-

Information obtained from Hampshire HER