

Kent Historic Towns Survey

QUEENBOROUGH

Archaeological Assessment Document

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KENT HISTORIC TOWNS' SURVEY

QUEENBOROUGH - KENT ARCHAEOLOGICAL ASSESSMENT DOCUMENT

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1 INTRODUCTION

1.1 Background

Queenborough is a small market town of medieval origin situated on the Isle of Sheppey, at the mouth of the River Medway, separated from the mainland of Kent by an arm of the sea called the Swale. It is some 16km east-north-east of Rochester, 3km south of Sheerness and 8km north of Sittingbourne.

This study aims to provide an evaluation of the archaeological and historical remains of the settlement as a basis for informing decision-making in the planning process where archaeological deposits may be affected by development proposals. The Kent County Sites and Monuments Record (SMR) was checked for information relating to the study area (see below) and this provided twelve entries: two relating to standing buildings, two entries of medieval date, three of the medieval/post-medieval period, and five of post-medieval date. Queenborough is fairly typical of many small towns in England in that there has, as yet, been no significant archaeological research within the town, or in the area of study. Thus most of the history has been compiled from documentary evidence and secondary published sources. Most of the existing standing features date from the eighteenth century and later, although some from earlier periods survive. The town is seen as historically significant because of its built environment and its reasonably well-documented history, rather than because of well-known archaeological deposits.

1.2 Situation

Queenborough (NGR TQ 910725) is located on the west side of the Isle of Sheppey, along the north side of a creek that empties into the Swale immediately south of its confluence with the river Medway. The oldest part of the town lies on a coastal plateau less than 5m O.D. (Figure 1) on a bed of London clay surrounded by alluvial deposits which cover much of the adjacent area, and which once formed extensive marshlands over much of the west and south of the island (Figure 2). Today the surrounding marshes mainly consist of low-lying rough grassland, protected from flooding by an elaborate system of dykes and earthen banks as sea defences.

1.3 Study area

The general area selected for study lies between TQ 9071 and TQ 9273. The area centred on the historic core of the town and its castle lies between TQ 905720 and TQ 915725 and this is where the origins and development of the town can be studied.

2 ARCHAEOLOGICAL DATA

Very few archaeological data exist for Queenborough itself or the area immediately around it. The Sites and Monuments Record (SMR) for the area of study records the following evidence (Figure 3).

2.1 Medieval

TQ 97 SW 1 - Site of Queenborough Castle at TQ 91257215. The castle was built in 1361-67 and destroyed in the seventeenth century. The railway line from the mainland to Queenborough station has cut the eastern area of the moat and a school was built over the western quarter in the nineteenth century. It is now an area of open grassland. A limited excavation by Canterbury Archaeological Trust at the south-east side of the school in 1991 revealed a ditch, which may represent the moat (although not as recorded by the documentary

evidence), a robbed wall, or a previously unknown inner moat. It is a Scheduled Monument (Kent SAM 23030) (Pratt 1991).

TQ 97 SW 2 - An irregularly shaped moat, probably a homestead moated-site, at approximately TQ 91457219, was partially excavated in 1977 by the Kent Archaeological Rescue Unit. An enclosed platform was discovered, covering about 1 hectare and containing a substantial masonry building (Webster and Cherry 1978, 181).

2.2 Medieval/post-medieval

TQ 97 SW 4 - A salt-working mound on Diggs Marshes at c. TQ 9187 7283 (OS 6 inch 1961).

TQ 97 SW 58 - Possible salt-working mound south of Queenborough at TQ 901712.

TQ 97 SW 59 - Possible salt-working mound south of Queenborough at TQ 902 711.

2.3 Post-medieval

TQ 97 SW 46 - Site of Copperas Works. Multiphase industrial site at the west end of Queenborough Creek, to the south and west of West Street, at TQ 90727205. Much of the site has since been redeveloped, although some nineteenth century buildings survive (Preston 1977, 151-152).

3 HISTORICAL RECORDS

3.1 Domesday Book

There is no mention of Queenborough in Domesday Book.

3.2 Foundation charter

Edward III's foundation charter for Queenborough in 1368 states that 'the king out of care for his subjects and realm and their protection has lately founded and fortified in a suitable place in the Island of Sheppey where there is a broad and deep arm of the sea convenient for ships to put in at, a town and castle which he has named the Queen's Borough'. Borough status was granted, giving the right to elect a mayor and two bailiffs, and independence from the jurisdiction of the Cinque Ports.

3.3 Origin of place name

The original place name was *Bynnee*, derived from the Old English *binnan ea* meaning 'within the river' a reference to the old site at the mouth of the West Swale. The following variants of Queenborough are recorded:

1367 <i>Quenesburgh</i>	...	1376 <i>Queneburgh</i>
1610 <i>Queenborow</i>	...	c. 1800 Queenborough

4 HISTORICAL DATA BY PERIOD

4.1 Pre-urban evidence

4.1.1 The Saxon Period

The key factor in the development of Queenborough is the strategic position of the Isle of Sheppey. The island is the first land mass on the south bank of the Thames estuary to be

reached when approached from the open sea and, even more significantly, the island protects riverine access inland. Although Queenborough itself was not founded until the fourteenth century, a small settlement appears to have existed there from at least Saxon times.

The Isle of Sheppey is first mentioned as *Toliapus* in Ptolemy's *Geographike Huphegesis* of AD 161. The Romans called it *Insula Ovinium* (Island of Sheep). The Saxons' name was the Old English version of the same: *scēap ēg*. It is called *Scape* in Domesday Book. The island was settled and fortified during the Saxon period, when it was incorporated into the Hundred of Milton in the Lathe of Scray. Between 664 and 675, Queen Sexburga founded a minster at *Cyningburg*, subsequently renamed *Monasterium Scapeiae* (Minster on Sheppey) and endowed with 77 nuns. Minster was the mother parish of Sheppey and occupied the whole of the western section of the island including the area later to become Queenborough.

In the ninth century the Isle of Sheppey and the Medway were invaded by Danish Vikings who ravaged the island in 835, sailed up the Medway and plundered Rochester in 842, and over-wintered on Sheppey in 855. When they were staying on Sheppey the Danes must have needed a sheltered inlet with a gently shelving beach for berthing their ships; either Queenborough Creek or Windmill Creek would have been suitable. Queenborough Creek is the better positioned for access to and control of the Medway and the Thames and is more strategically placed to withstand attack, but there is no evidence that it was occupied by the Danish encampment.

The Danes remained a threat to Sheppey and the Medway area until the early eleventh century. In their last foray, in 1016, they fled to Sheppey from the advancing Saxon forces.. The next warlike activity on Sheppey was in 1052 when Earl Godwin, banished by King Edward the Confessor, raided and ravaged the island.

4.2 Urban evidence

4.2.1 The medieval period

After the Norman Conquest, William I split Sheppey into separate manors, *Bynnee* (mentioned in the charter of 1368 as a 'little hamlet of fishermen's houses' and the precursor to Queenborough) becoming part of the manor of Rushden (or Rushenden) until the mid-fourteenth century. The preamble to that charter states that *Bynnee* was to be dignified with the title of a royal borough to attract a larger population to the neighbourhood of the newly erected castle of Queenborough.

In August 1361 Edward III purchased land belonging to the manor of Rushenden on which a castle was to be built for the 'defence of the realm'. The years 1360 to 1369 were a time of truce in the Hundred Years' War against the French, so the castle may not really have been intended for national defence. It may have been built primarily as a royal refuge, perhaps from the Black Death, which was ravaging the country at the time. King Edward's cousin the Duke of Lancaster had died in a serious outbreak in London so the king may have been seeking an isolated spot as a refuge from the fatal epidemic.

The castle was completed in 1367, and Edward III and Queen Philippa resided there until her death in 1369. On 10 May 1368 the hamlet called *Bynne* was formally replaced by the Royal Borough of Queenborough (*Burgus Reginae*), laid out to accompany the new castle and named after Queen Philippa. The significance of this cannot be overestimated, as Queenborough is the only English example of a deliberately planted town so late in the

Middle Ages. It is the only town to have been founded by a king between the Black Death and the early seventeenth century, and as such is of national importance. Records of building work on the town (expenditure on ‘building and roofing 11 houses’, for example) even before the charter was granted, appear in the accounts for the castle from 1366 onwards and suggest that the civil town was already appearing alongside the castle.

In 1368 the town was established around the principal street, the High Street. The development included a well-organised arrangement of tenement plots, a castle, a church, a harbour or quay, a water mill, a market and a market house.

4.2.1.1 Markets and fairs

In the foundation charter Edward III granted Queenborough two weekly markets and two annual fairs; a market house for wool exports is also mentioned. The markets were held in the High Street on Mondays and Thursdays and survived at least into the sixteenth century. There are post-medieval references to ‘an ancient market House situated in the middle of the street’, which may refer to the old Court House with an open arcaded ground floor for market stalls and court room above. This was still in use until the late eighteenth century.

The two annual fairs were held from the eve of Lady Day for seven days (that is the 25th to 31st July) and for a week from the feast of St. James (4th to 11th March). They may have been held on the Town Green at the east end of the High Street close to the castle.

4.2.1.2 The manor and royal borough

After the Norman Conquest *Bynnee* was part of the newly created manor of Rushenden under the lordship of Baron De Sauvage. It remained so until Edward III’s purchase in 1361, after which the constable of the castle was the king’s representative as lord of the manor. Through the terms of the borough charter of 1368 the inhabitants of Queenborough were burgesses, or freemen, who elected a mayor and two bailiffs each year; these paid annual allegiance to the constable.

4.2.1.3 The church

Edward III built the parish church of Queenborough in 1366 as a daughter church of SS Mary and Sexburga at Minster. It was originally dedicated to St James but re-dedicated to the Holy Trinity in the fifteenth century. It had a priest but it was not licensed for baptisms, weddings or burials, all of those being performed at the church at Minster until the Reformation.

The church is a parallelogram in plan with neither aisles nor chapels, the nave and chancel being built as one, and with a tower at the west end. No original windows survive. Its churchyard stretches between the High Street and North Street. The west tower appears to be older than the body of the church, perhaps indicating that there had been an earlier church on the site.

4.2.1.4 The hospital

Although the former existence of a hospital of St. John was mentioned in 1798, there is no other evidence for it.

4.2.1.5 The castle

Construction of the castle began early in 1361 with J. H. Yevele as chief architect, a comptroller, four surveyors and a sizeable workforce. At one point there were some 1,600

people working on the site, including masons, carpenters, smiths, carters and labourers, all under the control of John Box the master mason.

The concentrically circular layout of the castle set a new fashion in castle design, anticipating the centrally planned castles of Henry VIII of nearly two hundred years later. It consisted of a circular keep with six external circular towers and, internally, ranges of rooms against the walls to form a circular courtyard with a well (still in use) in the centre. Beyond the main structure was a circular curtain wall with a gatehouse on the west and a postern on the east, all encircled by a moat. It occupied an area of 3 acres (c. 2 hectares) and contained 12 rooms below stairs, 40 rooms (circular in the towers) from the first storey upwards, and some outbuildings. The roofs were covered with lead.

Completed in 1367 and for a while called Sheppey Castle, Edward III and Queen Philippa resided there occasionally until the Queen's death in 1369, but after 1377 Richard granted it to a succession of courtiers. After an earthquake in 1382 major repairs were undertaken, especially to its towers. It was besieged for the only time during the Jack Cade rebellion of 1450 and was successfully defended by the constable and his small garrison. In 1448 Richard III issued a warrant for timber, masons and stores for repair works at Queenborough Castle. In 1545 it was refortified as part of Henry VIII's scheme of defence of the south-east.

4.2.1.6 Industry and trade

Very little is known about Queenborough's early industries and trades. Before the new town was built, the handful of residents of Bynee appear to have been fishermen and farm workers, some of whom may have formed part of the labour force when the town and castle were being built. Most of the 1,600 labourers recorded as working there, however, were brought in from elsewhere, and most of them presumably left when the project came to an end.

In 1368 Edward III transferred the wool staple from Sandwich to Queenborough, hoping to encourage more people to live in his new town. For ten years Queenborough expanded rapidly, but when the staple was returned to Sandwich in 1378 Queenborough no longer thrived, reverting to a population of fishermen, boatmen and oyster dredgers. The town, however, retained its borough status.

In 1450 the occupations of several Queenborough men who took part in the Jack Cade rebellion are recorded in the subsequent court proceedings. They included a merchant, a baker, ten fishermen or boatmen and a yeoman farmer. Sheep farming was very important for the local economy; the sheep were bred for their meat, skins and wool and local ships transported these products.

Mills

A tide mill by the creek close to the castle was built in 1362. Ships unloaded and loaded their cargoes of wool there during the decade when Queenborough held the wool staple.

4.2.2 The post-medieval period

In 1566 Queenborough is recorded as having one main street with 23 inhabited houses and one person homeless, a quay and a landing place. The houses were probably all situated near the market place, in the wide High Street between the church and the quayside. Neither inns nor shops are mentioned.

By 1724 Queenborough was ‘memorable for nothing, but which is rather a dishonour to our country than otherwise. Namely, a miserable, dirty, decay’d, poor, pitiful, fishing town, yet vested with corporation privileges’. At that time Queenborough was declining because of huge debts incurred by the oyster fisheries and fraud on the part of the town officials. Although it had grown to about 120 houses by the end of the eighteenth century, the town was in such a bad state that parliament passed an act designed to help the townspeople out of their poverty. Despite being the only port with a quay and a wharf on the whole of Sheppey, Queenborough’s status and economy had declined rapidly, particularly after the loss of the castle in the Civil War. It did not regain its prosperity until the middle of the nineteenth century after it had diversified into various industries.

4.2.2.1 Markets and fairs

The weekly markets ceased by the end of the eighteenth century although one annual fair was still held, on 5th August. The medieval market house was probably the building known as the court house, demolished in 1794.

4.2.2.2 The manor and royal borough

In 1571 Queen Elizabeth I gave the borough the right to return two members to parliament; this was observed until Queenborough was disenfranchised in 1832. During the second quarter of the seventeenth century King Charles I granted Queenborough a new charter by which the town was governed until 1885, when Queen Victoria granted a new charter of municipal incorporation.

4.2.2.3 The church

After the Reformation, the church became parochial and no longer dependent on the parish church of Minster. The church prospered in the seventeenth century, acquiring a font carved with a schematic depiction of the castle in 1610, a peal of six bells (the earliest dated 1667) and probably its elaborately painted wooden ceiling, although this may have been executed when the church was refurbished in the first decades of the eighteenth century.

Nelson was a regular communicant while stationed at Sheerness and living in a house next to the church, and at that time the church’s annual valuation was £20.2s. 6d. All the windows were renewed in 1885-86 during a major restoration programme, possibly during Queen Victoria’s reputed initiative to restore all the churches on Sheppey, but it later fell into disuse and was used as a boathouse.

4.2.2.4 The castle

In 1545 Henry VIII refortified Queenborough Castle after a review of the local defences. In the late sixteenth century Queenborough was considered to be one of England’s most important coastal defences and there was a great deal of expenditure on the castle. At the same time the defences of the Medway estuary were strengthened by building Upnor Castle, strengthening the fort at Garrison Point in Sheerness, which had been constructed in 1545, and planning (but not completing) a fort at Swaleness opposite Queenborough.

Refortification of Queenborough castle was vital as the harbour was a base for the royal fleet which sailed thence for Berwick in 1579 during the war with the Scots. In April-May 1588 a contingent of warships anchored off Queenborough before joining the fleet at Plymouth to sail against the Spanish Armada.

Although the font given to Holy Trinity in 1610 portrays the castle with cannons in its walls, in the Civil War it was described as having 'no platforms for cannons...not fit to be kept and restored but to be demolished'. Consequently it was sold and demolished in 1650, its stones being used as building materials, some of them as paving slabs in Westminster Palace. Its absence was felt, however, when the Dutch took Sheppey in 1667.

Very little remains of the castle today other than a few low earthworks. The railway line to Sheerness cut through the easternmost limits of its outer circuit in the nineteenth century. In the nineteenth century also, a school was built over the western section of the castle; it is now used as a community centre and library. Most of the surrounding area has been developed for housing in recent years.

4.2.2.5 The court house and guildhall

A court house once stood in the centre of the High Street. It may originally have been the medieval market house, but its date is uncertain. In 1623 it was repaired and a prison consisting of two small dark rooms with a narrow passage and a small iron grill for light, was constructed underneath it. An illustration of 1732 depicts it as a large, square, stone building with arched openings at ground level for stalls and a large square room with latticed windows above, all capped by a decorative pediment containing a clock, a flat roof and a central belfry. It had been demolished by c. 1793, when a guildhall was built on the site.

4.2.2.6 Industry and trade

Fishing, oyster and mussel dredging

Until the nineteenth century the principal activity and main source of Queenborough's wealth was oyster and mussel dredging. Considerable sums of money were spent annually in purchasing oyster brood and spats from other areas and in cultivating the oyster beds, often leaving the town seriously in debt. Oyster dredging increased in importance, so that in 1820 the Company of Free Dredgers numbered 120 oystermen from Queenborough among its members. By the 1830s, however, the debts incurred through stocking and cultivating the oyster beds led to wages falling below subsistence level, and in 1838 the oyster beds at Queenborough were stocked for the last time, leaving outstanding debts of £17,000. A change to fishing for whitebait led to improvements in the livelihood of the fishing community by the end of the nineteenth century

Shipping

In 1566 Queenborough had a town quay and some inhabitants employed in shipping cargoes from port to port. By the end of the eighteenth century 45 men were engaged in oyster dredging, fishing or coastal trading. There were 12 boats, or little ships, of sizes varying from 3 to 16 tons, and in 1796 Queenborough had two merchant ships based at her port, together totalling 40 tons. Some 24 voyages were made to London annually as part of the Kent-London trade. The arrival of the railway in 1860 helped foster maritime links with the Continent, which continued until the early twentieth century.

The copperas industry

In c. 1560, Mathius Falconer, a Fleming from Brabant, discovered large quantities of iron pyrites on the beach at Minster and introduced a new industry to Sheppey. Falconer built a factory at Queenborough for the production of copperas or 'green vitriol', used by tanners, dyers, ink makers and paint manufacturers. It was the first such factory in England and soon

proved to be highly profitable, supplying both the London and local markets, and itself acquiring its raw material from the poor of the town of Minster who collected the deposits of iron pyrites from the beach. The factory operated from c. 1560 until at least 1860, but production had ceased completely by the 1880s when the site was sold by Josiah Hall to the Sheppey Glue and Chemical Works in 1886. The site has recently been redeveloped.

Other industries

The Queenborough Cement Works was opened at Queenborough Creek in 1882 and in 1911 it became part of Portland Cement Manufacturers, remaining active until c. 1915. Other factories in the late nineteenth and twentieth century included a tar works, an iron foundry, a bottle works, a coal-washing plant, potteries, a glass works, a fertiliser works, and other small enterprises.

Mills

Queenborough Mill, a windmill of unknown type standing east of the church is shown on Ordnance Survey maps between 1819 and 1843. The 1864 OS map depicts it as a circular base, the result of destruction by fire sometime before 1860. The Mill House survives today.

Inns

The maritime situation of Queenborough meant that alehouses proliferated, and in 1686 there were 20 guest beds and stabling for 14 horses although the number of inns is unknown. By the mid-nineteenth century there were at least eight hosteries, some of which had been established much earlier. They included The Rose Inn east of the entrance to the churchyard and others clustered round the High Street, i.e. The Hope Inn, The Ship Inn, The Old House at Home, The Castle Inn, and The George Inn. At the extreme east end of the street stood The Railway Tavern, known as The Queen Philippa Inn by 1898.

4.2.2.7 The railways

In 1860 the London, Chatham and Dover Railway Company brought a main line from Sittingbourne to Queenborough via a specially constructed railway bridge over the Swale. The railway station at Queenborough was built on land that had once belonged to the castle, with its old well being used to supply water for the locomotives. The railway track was laid over the eastern side of the remains of the castle. The line was later extended to Sheerness.

In 1876 the Dutch Zeeland Company started a continental rail and ferry service from Queenborough to Flushing, operating from a wooden quay owned by the London, Chatham and Dover Railway Company. The operation was largely successful, although it was seriously disrupted in 1882 when the pier was destroyed by fire. In the early twentieth century, however, the service was transferred to Folkestone and later to Harwich.

In 1901, the Sheppey Light Railway was opened to provide a service around the island from Queenborough to Leysdown. After becoming very popular with Londoners who were discovering Sheppey as a seaside resort, it became uneconomic by 1950, and was closed. The main-line service through Queenborough remains, and recently the old railway station, dating from 1860, has been restored.

4.2.3 The modern town

4.2.3.1 The nineteenth century town

The coming of the railway in 1860 brought prosperity back to Queenborough. In 1861, the census noted that some 200 railway labourers were billeted there, fostering local trade and income by providing lodgings, food and other necessities. The railway link also brought about the England to Flushing boat service which further improved the local economy. During the second half of the nineteenth century new industries also came to the town and the fishing trade picked up. By 1864, new brick-built cottages were constructed by the pier, houses were built along South Street and numerous inns and taverns, a national school, a post office, and two independent chapels were also erected.

By 1900 housing had expanded along the Rushenden Road, and North Street had started to be developed; new wharves had been constructed alongside the Creek each side of the town quay and along the edge of the Swale to the west of the town. A new Coast Guard station was built in North Street, a small park created at the west end of the High Street and the town pond at the east end was filled in and new houses built on the site. The late Victorian and Edwardian industrial expansion greatly changed the fortunes of the town and a surge in the population occurred while employment opportunities grew. In 1888 Local and District Councils were formed, creating Queenborough Urban and Rural District Council.

4.2.3.2 The twentieth century town

During the twentieth century many industries have come and gone, and the town has expanded slightly. Limited housing development has infilled former marsh areas to the north and east of the railway, whilst industry has expanded to the north-west and south-west, with a large industrial estate being developed on the marshes to the south. In 1975 the town finally lost its independent administration and became part of Swale Borough Council, as a result of which the ancient Borough of Queenborough lost its status and its mayor.

Today the centre of Queenborough seems pleasantly quiet despite the surrounding factories. It appears as an authentic eighteenth century seafaring town, from which period most of its more prominent buildings survive. The church is the only building from the Middle Ages.

4.2.4 Population

The 23 inhabited houses and one homeless person noted in 1566 probably represents an overall population of about 105 (using an average of 4.5 persons per household). The population appears to have increased to c. 160 in 1676 and by the end of the eighteenth century this figure had more than trebled, with 545 inhabitants recorded in the first census in 1801. By the 1821 census the population had reached 881 but then declined steadily to 772 in 1851.

The population increase in Queenborough over the first two decades of the nineteenth century followed a pattern typical of the period, but the decline in the 1820s to 1840s is unusual. It can probably be accounted for by the failure of the oyster fisheries and possible emigration by families in search of employment elsewhere; it was a time of extreme poverty in Queenborough. With the coming of the railway in 1860, the population suddenly increased by 25%, perhaps due to the 200 railway labourers who were temporarily residing in the town at the time of the 1861 census. After that the pattern settled again to a small but steady growth, with 1,544 in 1901 and 2,599 in 1921. By 1949 the population had increased to

3,027 and in the 1991 census it was recorded as 3,687 (for the census returns 1801-1921 see VCH III 1974, 368).

5 URBAN CHARACTERISTICS

The following summary of the principal urban characteristics in Queenborough has been divided into those of the medieval and post-medieval periods (ie. pre- and post-dating c. 1540). The summary is not comprehensive, most nineteenth century maps giving details of additional features. Thus an attempt has been made to list only the principal post-medieval features.

5.1 Medieval plan components and urban features (Figures 9 and 10):

There is no visible trace of the supposed settlement of *Bynnee*, the supposed precursor of Queenborough. The present town centre probably preserves the plan of the royal plantation of Edward III, and is thus of great interest. The town respects and curves around the line of the Creek, and from its foundation it consisted of one principal wide street, the High Street, leading to the castle. The various plan components shown on Figure 9 probably became established in the second half of the fourteenth and fifteenth century. The settlement thus comprised the royal castle (PC1), the church (PC2), the High Street (PC3), the market place (PC4), 7 groups of tenement plots (PC5-11), and a quay (PC12). South Street (PC13) provided access to the quayside and the creek (PC14), whilst the High Street provided a direct through route from the castle to the hard or jetty on the Swale (PC15). North Road (PC16) provided access to the rear of the northern tenement plots.

The 1864 1st edition Ordnance Survey map (Figure 6) shows many of the early plan components depicted on Figure 9. The plan is generally in agreement with Andrews, Dury and Herbert's map of 1769 (Figure 4), and Hasted's plan of 1798 (Figure 5), which show the town itself being based along the High Street.

PC1. The site of Queenborough Castle

- a) (MUF2) Now a circular open space with slight earthworks representing the castle and defensive moat. Central area disturbed by modern constructions (Scheduled Monument – SAM Kent 23030).

PC2. The Parish Church of Holy Trinity and its surrounding churchyard.

- a) (MUF1) Holy Trinity parish church and churchyard. Founded as part of the planned town in 1366. An aisleless nave and chancel with a west tower, built in ragstone.

PC3. The High Street.

PC4. The site of the Market.

- a) (MUF 3) Site of Old Court House/Market House, now Guildhall Museum.

PC5. A possible group of tenement plots fronting the north side of the High Street, east of the church.

- PC6.** A possible group of tenement plots fronting the north side of the High Street, west of the church.
- PC7.** A possible group of tenement plots fronting the north side of the High Street, at its western end.
- PC8.** A possible group of tenement plots fronting the south side of the High Street and backing on to South Street.
- PC9.** A possible group of tenement plots fronting the south side of the High Street and backing on to the Creek.
- PC10.** A possible group of tenement plots fronting the south side of the High Street and backing on to the quay.
- PC11.** A possible group of tenement plots fronting the south side of the High Street and east of South Street.
- PC12.** Medieval Town Quay.
 - a) (MUF4) Site of medieval town quay.
- PC13.** South Street providing access from the south side of the High Street to the quay and the Creek frontage.
- PC14.** The Creek providing water-borne access and sheltered harbour facilities.
- PC15.** The Hard or Jetty providing a landing stage/landing beach on the Swale.
- PC16.** North Road providing access around the north side of the town and to the rear of the north tenement plots.
- PC17.** The West Swale.

5.2 Post-medieval plan components and urban features (Figure 11):

During the seventeenth and eighteenth century the essential plan form of Queenborough was retained and no post-medieval plan components map has therefore been produced, but many new buildings were constructed along the line of the High Street, replacing earlier structures and infilling gaps. In the nineteenth century new buildings were constructed at each end of the High Street and some buildings replaced along its length. By the late nineteenth century plots at the eastern and western extremities of the town and along the creek were filled with industrial sites. The areas north of North Road and to the west/south-west of the castle were developed for housing during the twentieth century, and at the same time new industrial plants were built to the south of the Creek and to the north-west of the town on the banks of the Swale.

- PC1.** The site of Queenborough Castle.

- a) (PMUF2) Slight earthworks representing the castle and defensive moat. The castle was demolished in the mid-seventeenth century (Scheduled Monument – SAM Kent 23030).
- b) (PMUF 16) National School (OS 25 inch, 1864). The school was given the site in the nineteenth century. The building now houses the Library and the Community Centre (Pratt 1991, 8).

PC2. The Parish Church of Holy Trinity and its surrounding churchyard.

- a) (PMUF 1) Holy Trinity and churchyard. Church restored in 1885 when all windows were replaced.

PC3. The High Street.

PC4. The site of the Market.

- a) (PMUF 19) Site of the Court Hall (DoE 1978, 17).
- b) (PMUF 4) The Guildhall dated 1794 (DoE 1978, 17).

PC5. A possible group of tenement plots fronting the north side of the High Street, east of the church.

- a) (PMUF 6) The Vicarage, 14 High Street. An eighteenth century building (DoE 1978, 20).
- b) (PMUF 15) The Rose Inn (OS 25 inch, 1864).
- c) (PMUF 21) Mill House and site of Queenborough Town Windmill (OS 25 inch, 1864).

PC6. A possible group of tenement plots fronting on to the north side of the High Street, west of the church

- a) (PMUF 5) Church House, built *c.*1703. Said to have belonged to Lady Hamilton and frequented by Lord Nelson (DoE 1978, 18).
- b) (PMUF 13) The Wesleyan Methodist Chapel (OS 25 inch, 1864).
- c) (PMUF 14) Site of The Hope Public House, now domestic with painted rendering (OS 25 inch, 1864).

PC7. A possible group of tenement plots fronting on to the north side of the High Street, at its western end.

- a) (PMUF 12) Site of the Ship Inn (OS 25 inch, 1864).

- PC8.** A possible group of tenement plots fronting on to the south side of the High Street and backing onto South Street.
- (PMUF 10) Independent Chapel (OS 25 inch, 1864).
 - (PMUF 11) Site of the George Inn (OS 25 inch, 1864).
- PC9.** A possible group of tenement plots fronting the south side of the High Street and backing on to the Creek.
- PC10.** A possible group of tenement plots fronting the south side of the High Street and backing on to the quay.
- PC11.** A possible group of tenement plots fronting the south side of the High Street and east of South Street.
- PC12.** Town Quay.
- (PMUF 22) Town Quay, on medieval site (OS 25 inch, 1864).
- PC13.** South Street providing access from the south side of the High Street to the quay and the Creek frontage.
- PC14.** The Creek providing water-borne access and sheltered harbour facilities to the town.
- PC15.** The Hard or Jetty providing a landing stage/landing-beach serving the town from the Swale.
- PC16.** North Road providing access around the north side of the town and to the rear of the north tenement plots.
- PC17.** The West Swale.
- Not located in a plan component.
- (PMUF3), The Castle Inn, now Queenborough Yacht Club, an eighteenth century building (DoE 1978, 14).
- (PMUF7) Swale House, built in the late eighteenth or early nineteenth century (DoE 1978, 7).
- (PMUF8) Site of Copperas Workings (OS 25 inch, 1864).
- PMUF9) Site of the Oyster Pond (OS 25 inch, 1864).
- (PMUF17) The Railway Tavern (OS 25, 1864). Became the Queen Philippa Inn by 1895 (OS 1895).

(PMUF18) Site of limekilns, now Limekiln Wharf with business units (OS 25 inch, 1864)

(PMUF20) The Old House at Home Public House (OS 25 inch, 1864).

(PMUF23) Site of Town Pond and Village Green, now a nineteenth century terrace of houses (OS 25 inch, 1864).

6 THE POTENTIAL OF QUEENBOROUGH

6.1 Archaeological resource overview

The only archaeological investigations within the town are a very limited excavation in the vicinity of the castle's moat in 1991, and a small one-day rescue excavation on a moated site west of the town and castle in 1977. Thus nothing is known about the extent of surviving sub-surface deposits within the town. There is a good possibility that some sub-surface archaeological deposits may have survived in those areas that have not been cellared, although Medieval and earlier stratigraphy may be comparatively thin and not far below the present ground surface. Water-logged archaeological sub-surface deposits may also exist in the town, given its low-lying coastal position and frequent inundations in the past, but no information as to their extent exists. There would appear, however, to be potential for establishing the evolution and the development of the market town and its related castle, and also for the earlier settlement of *Bynnee* which Queenborough replaced, but this will depend on locating surviving areas of intact Medieval and earlier stratigraphy.

6.2 Research questions

The purpose of this document is to develop policy for Queenborough's urban archaeological deposits, particularly the historic core. With the exception of the castle moat, none of the Medieval and post-Medieval components of the town have been archaeologically investigated and there is virtually no archaeological evidence for the Medieval economic base of the town or its predecessor *Bynnee*.

6.3 Key areas for research

The following need to be investigated:

6.3.1 *The origins of Queenborough*

- the nature, date and extent of the earliest settlement remains at Queenborough;
- the earliest remains which can be classed as urban or proto-urban;
- any evidence for Danish encampment and use of the harbour area at Queenborough.

6.3.2 *The planted medieval town of Queenborough*

- the development of the castle;
- the effect of the castle on the development of the town;
- the morphological development of the town and market place;
- the economy of the town and its trading and commercial contacts with its hinterland and beyond;
- the influence of the wool staple on the economy of the town
- the origins and development of the church and churchyard;
- the origins and development of the quay and quayside facilities;

- the origins and development of the 'hard' or jetty on the bank of the Swale west of the town;
- evidence for the medieval tidal-mill by the creek.

6.3.3 Queenborough in the post-medieval period

- the pattern of settlement and the relationship of individual plots to the settlement framework;
- the nature, extent and chronology of occupation within the urban core;
- the form and character of individual properties
- the Tudor and later development of the castle;
- the economy of the town and its trading and commercial contacts with its hinterland and wider;
- evidence for creekside activities.

6.3.4 General questions

- the evidence of artefactual remains in interpreting the town's urban history;
- the palaeo-environmental history of the town.

The discovery and study of both structures and artefacts would illuminate these topics.. Small-scale archaeological sampling in individual properties in Queenborough could provide answers to specific questions. Consideration should be given, however, to large-scale excavation over a number of adjacent properties, which would provide a wider picture, if desk-top assessment and field evaluation demonstrate the case. The position and importance of Queenborough in the hierarchy of Kent towns can be solved only through excavation, field survey and consultation of historical documentation.

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7.2 References for SMR and urban features

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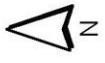
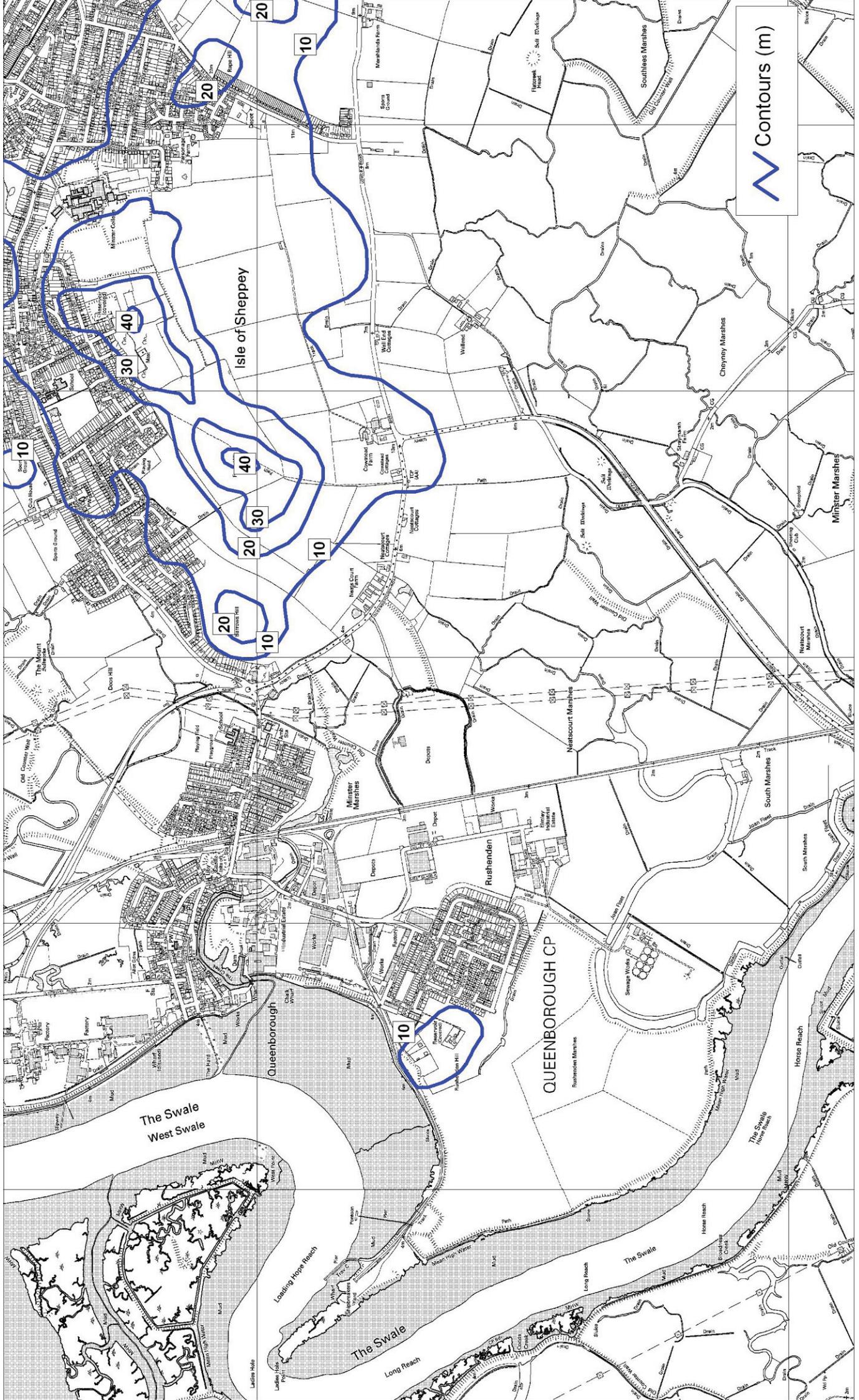


Figure 1. Map of Queenborough showing contours

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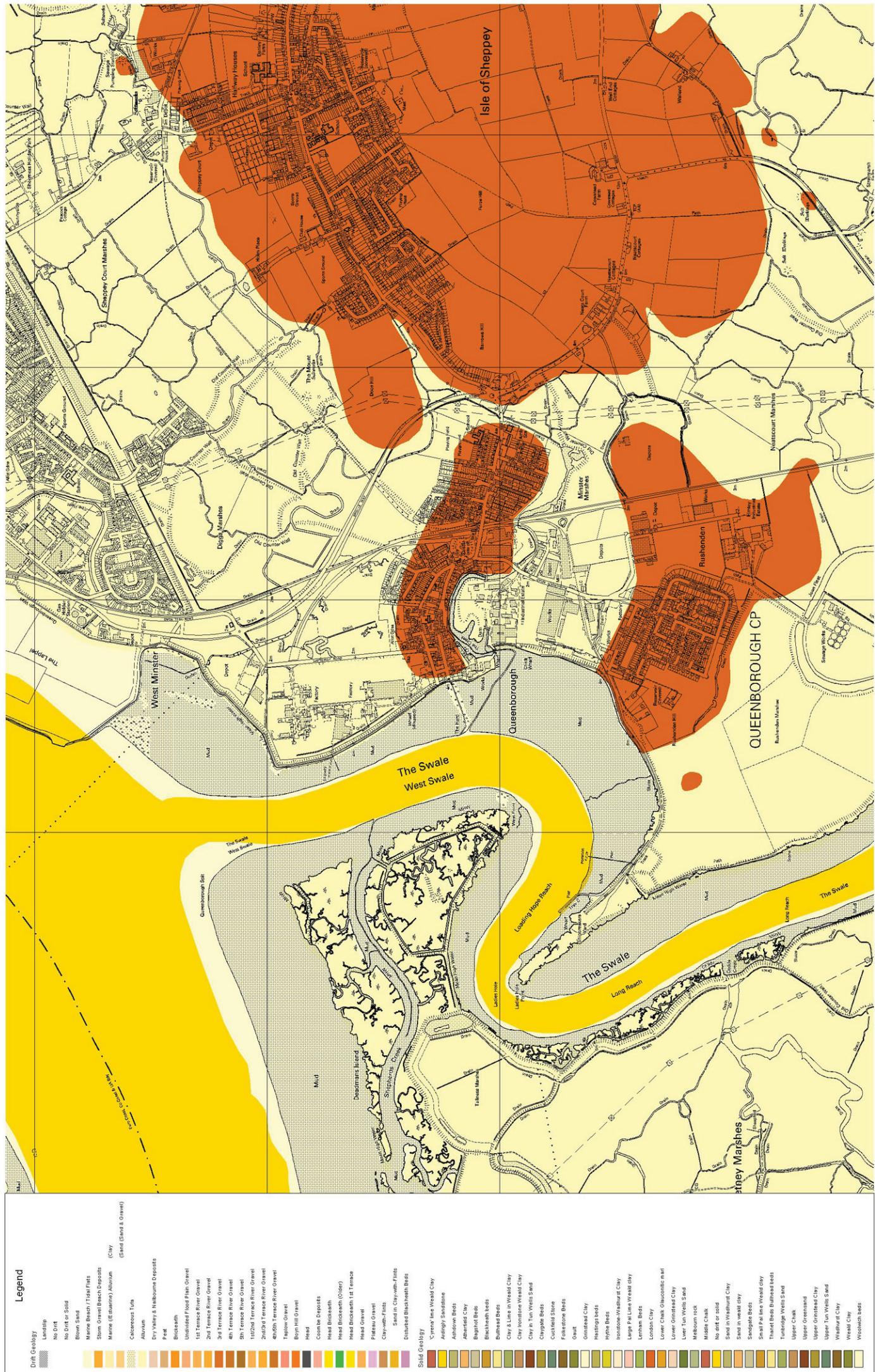




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Figure 2 Map of Queenborough showing geology

Scale 1:15000



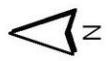


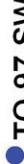
Figure 3. Map of Queenborough showing archaeological remains

1:10809

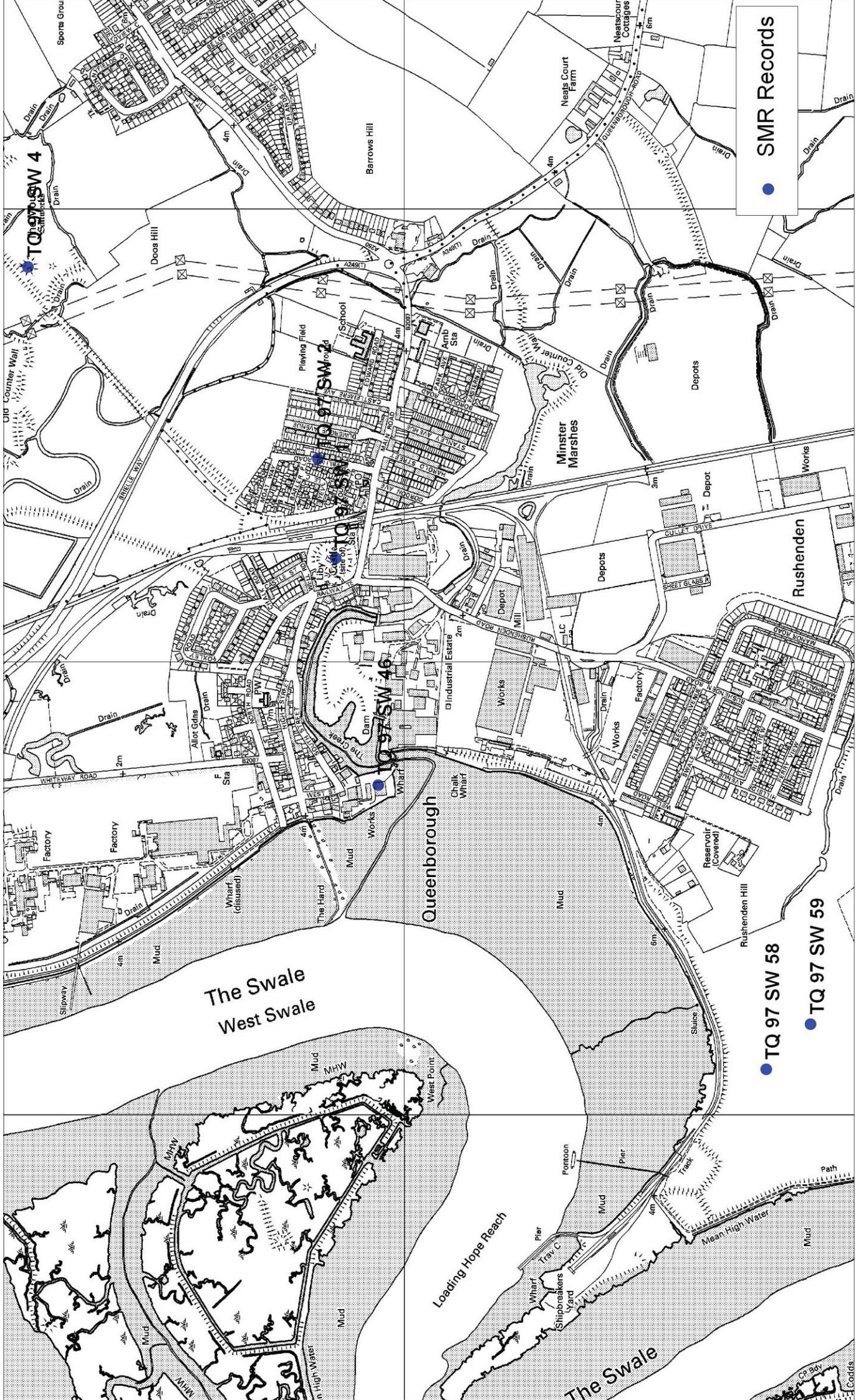
SMR Records



TQ 97 SW 58



TQ 97 SW 59



Scheduled Monuments

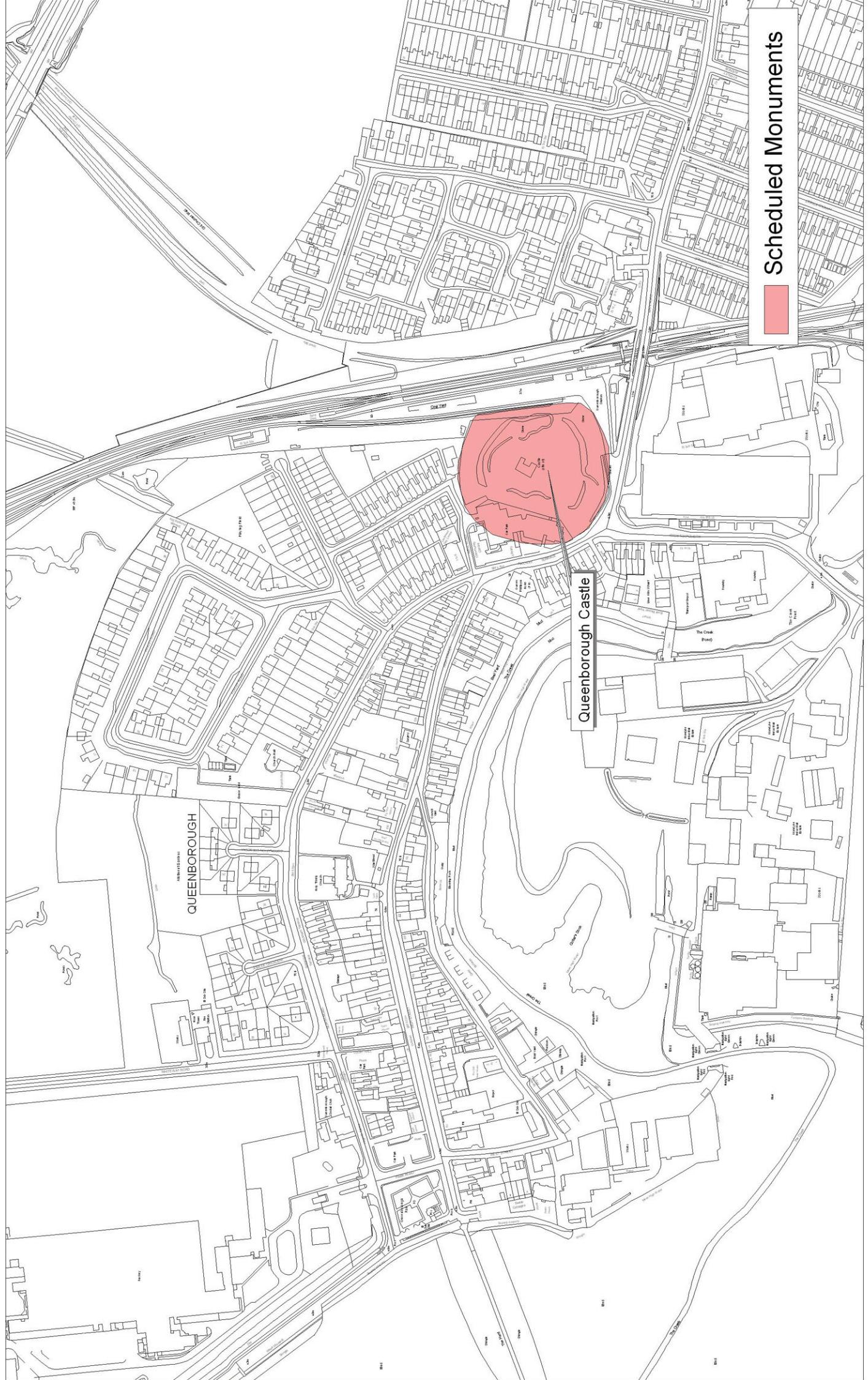


Figure 3a. Map of Queenborough showing Scheduled Monuments

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Figure 4. Andrews, Dury and Herbert's map of Queenborough, 1769

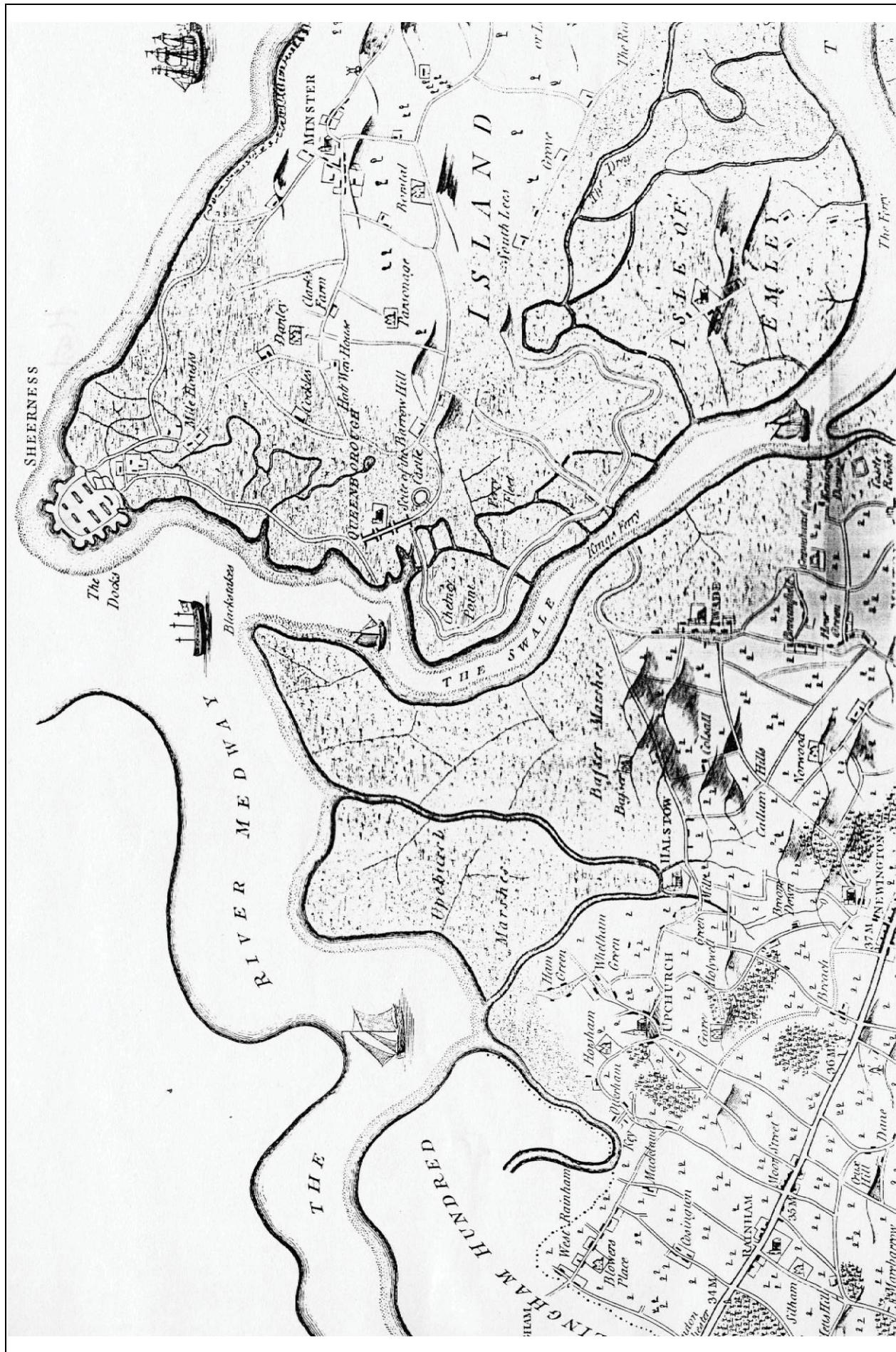


Figure 5. Hasted's map of Queenborough, c.1798

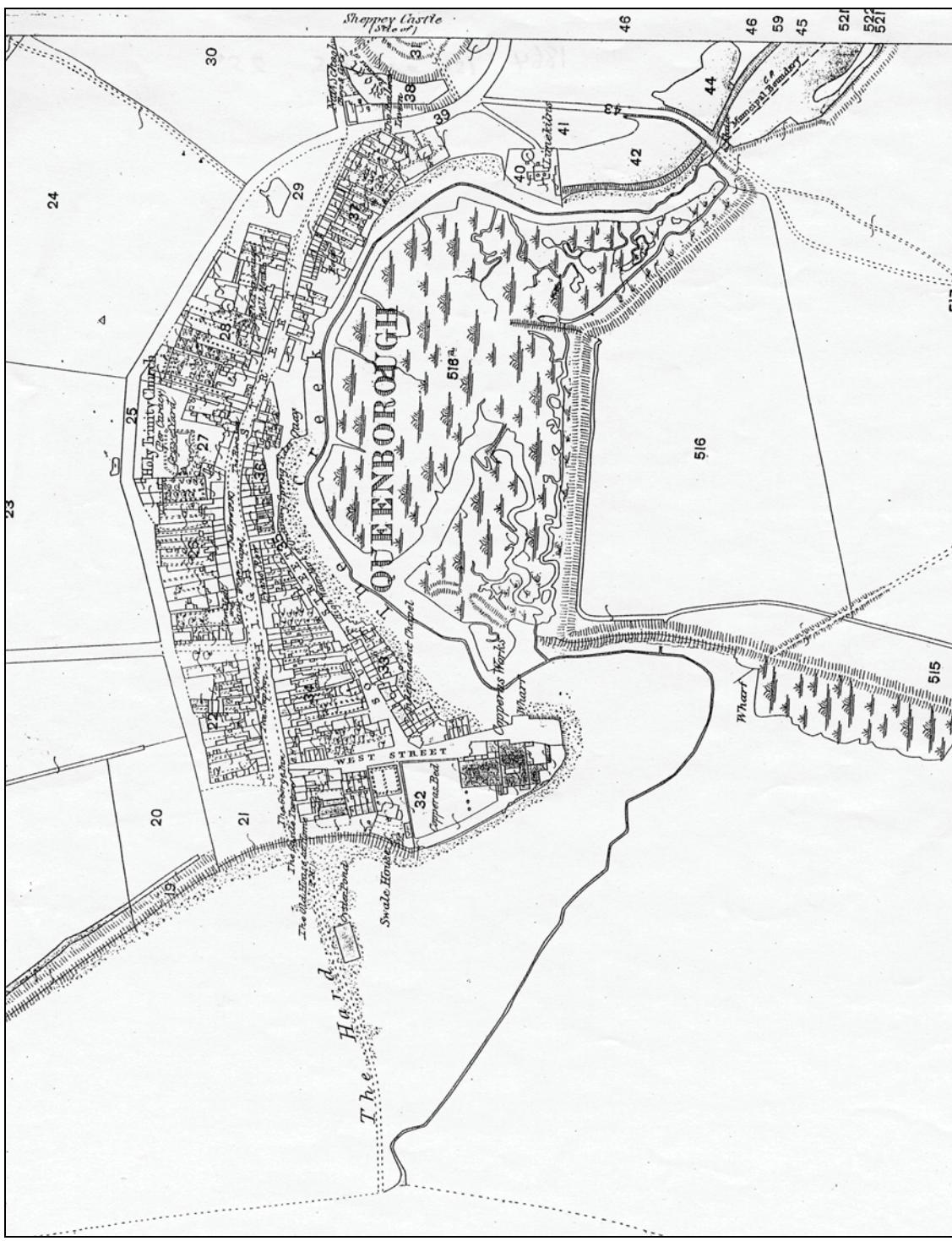


Figure 6. The 1st Edition OS map of Queenborough, 1864

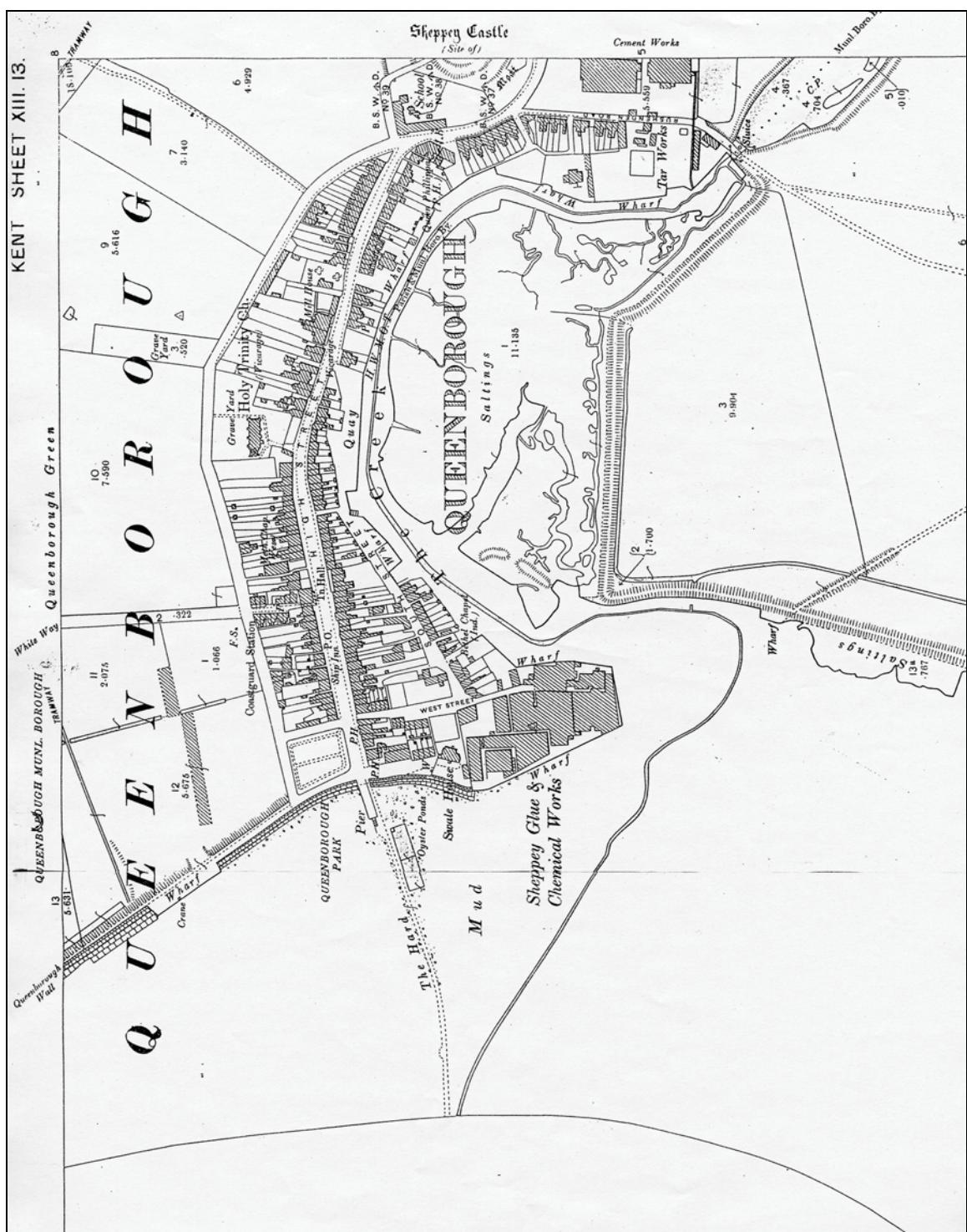


Figure 7. The 2nd Edition OS map of Queenborough, 1898

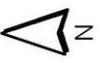
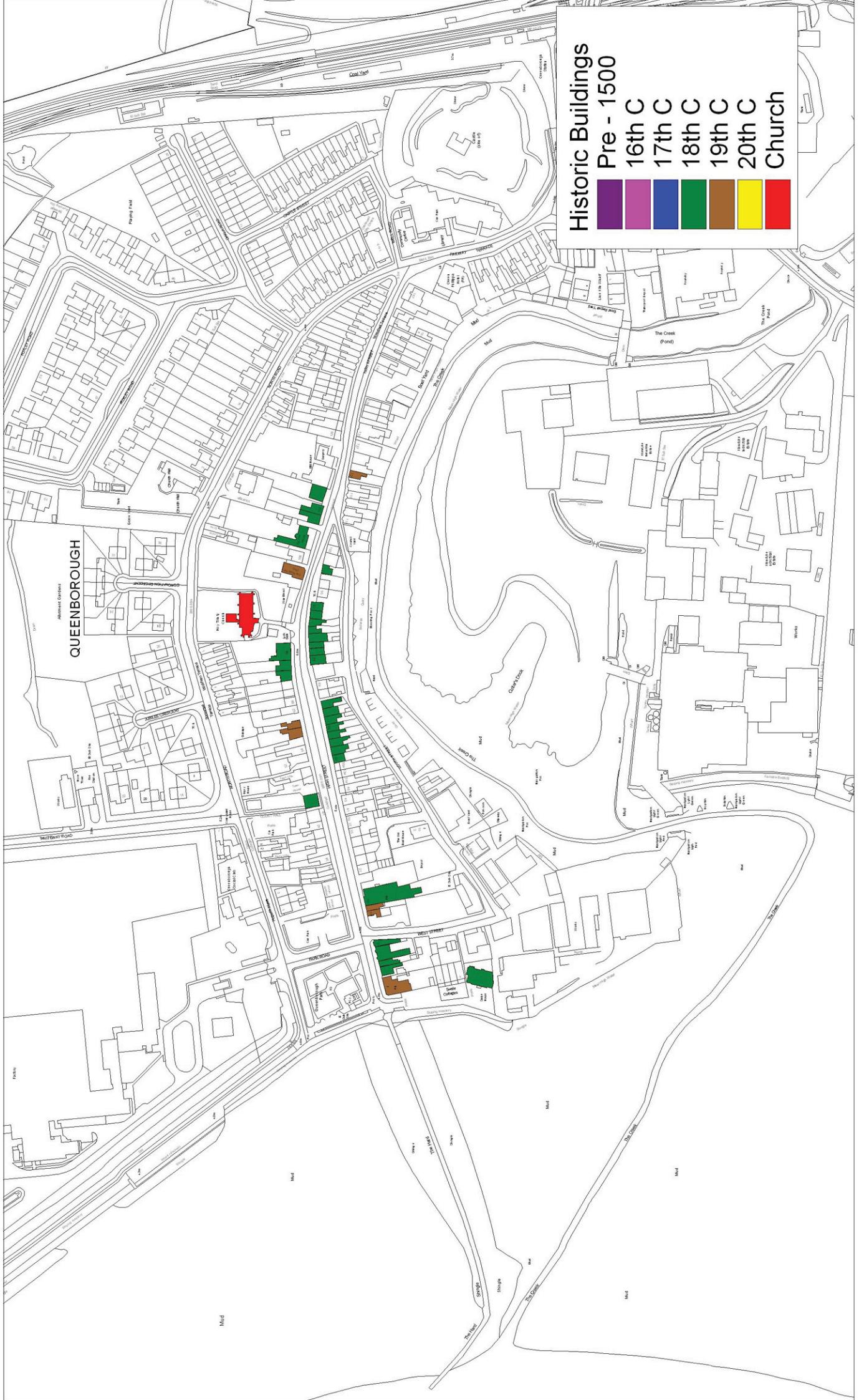


Figure 8. Map of Queenborough showing historic buildings

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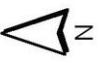


Figure 9. Map of Queenborough showing medieval plan components

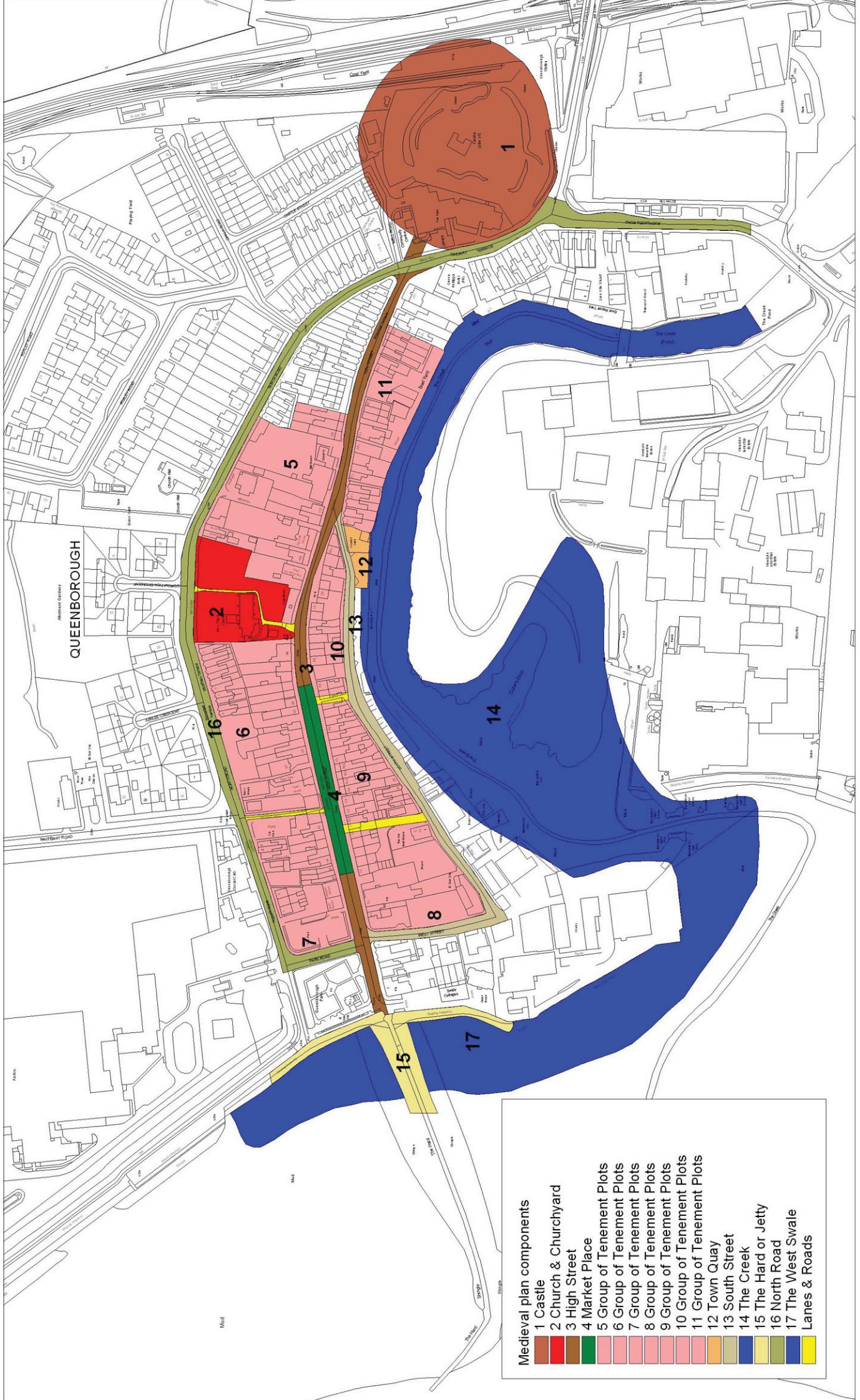
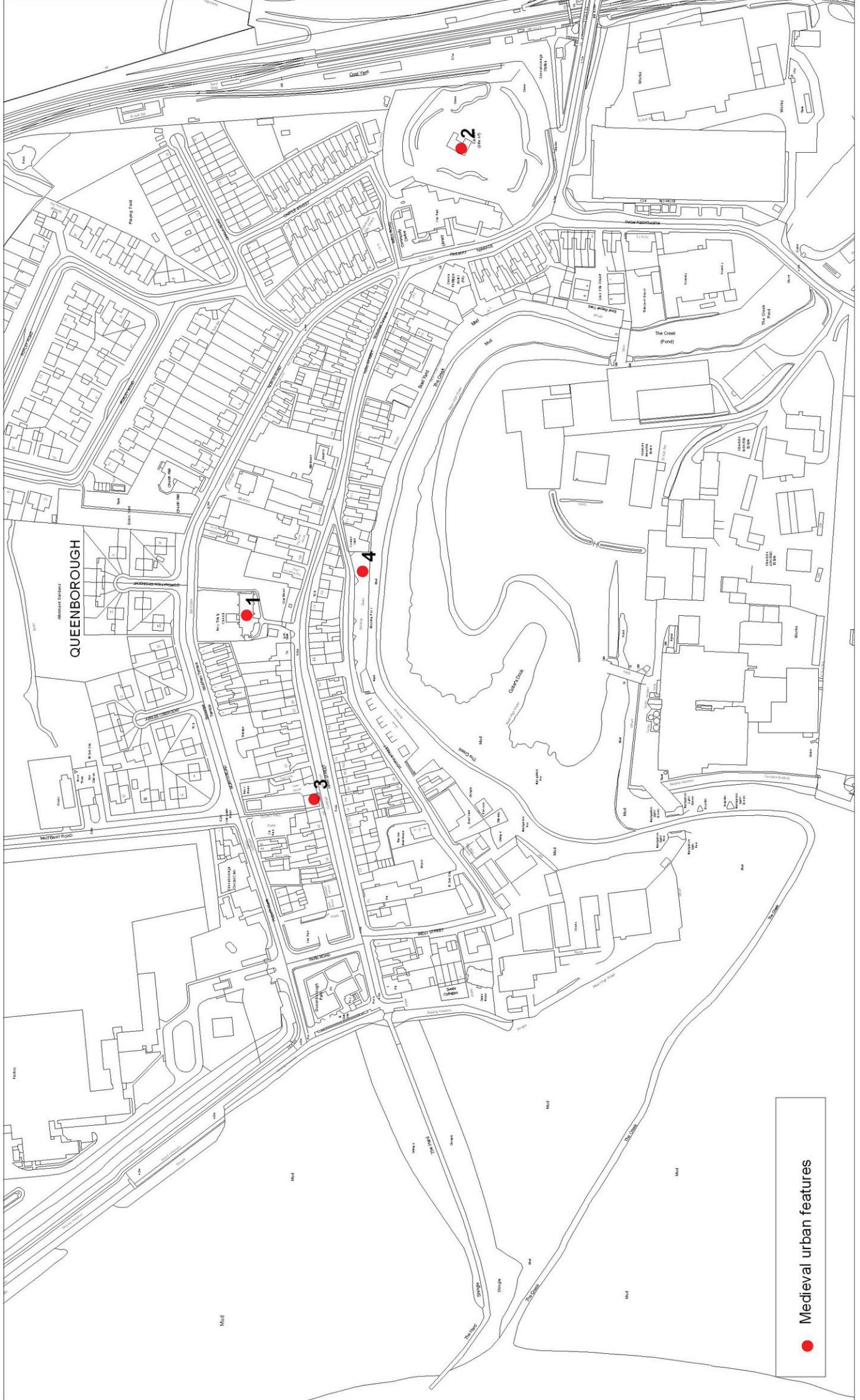




Figure 10. Map of Queenborough showing medieval urban features

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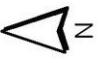
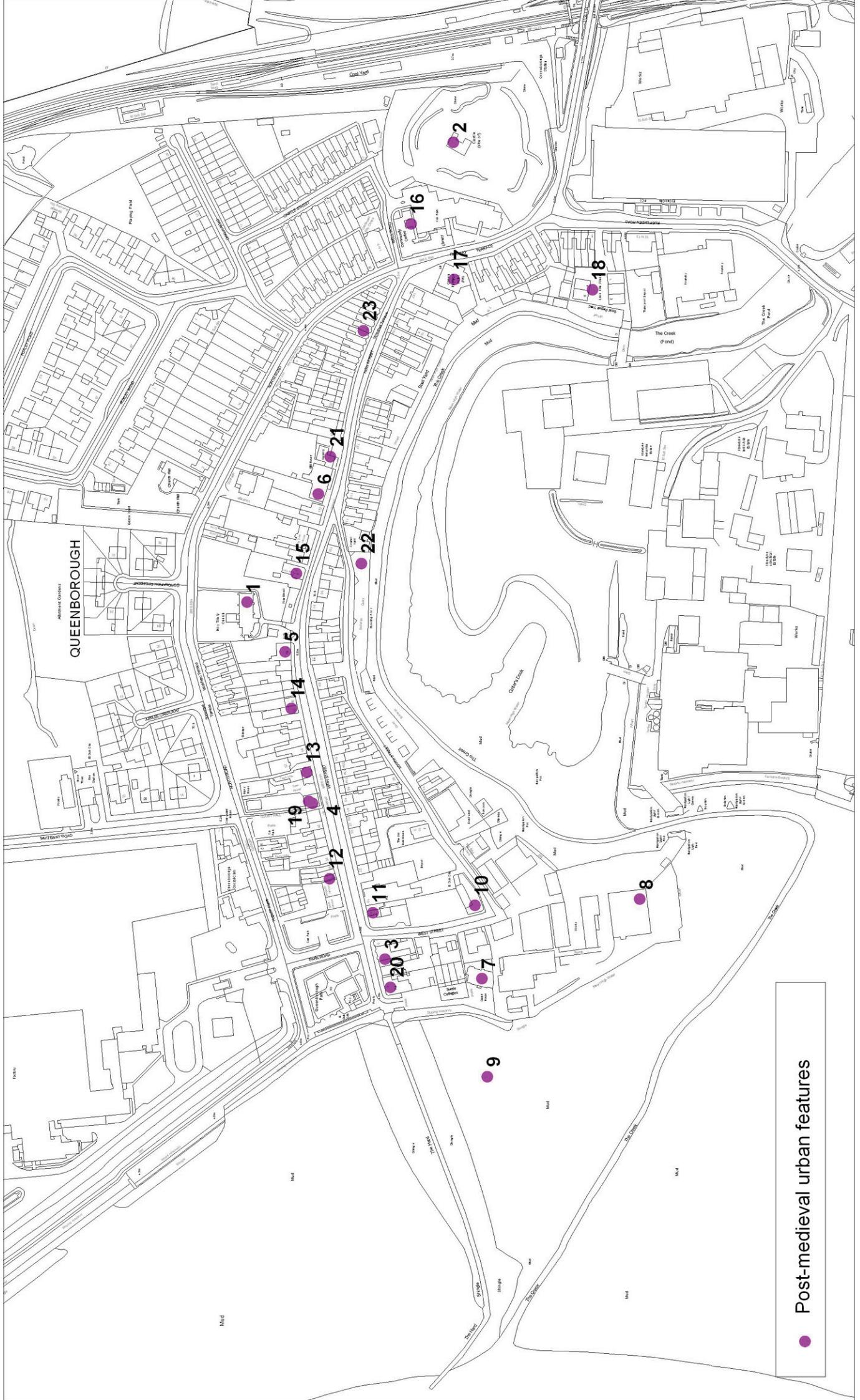


Figure 11. Map of Queenborough showing post-medieval urban features

1:3219



APPENDIX I: KENT AND MEDWAY STRUCTURE PLAN – MAPPING OUT THE FUTURE: DRAFT SUPPLEMENTARY PLANNING GUIDANCE (SPG 3) ON ARCHAEOLOGY IN HISTORIC TOWNS

1. Introduction

1.1 The Extensive Urban Archaeological Survey, undertaken by Kent County Council, assesses the archaeological potential of the historic towns in Kent and Medway, particularly in relation to potential impacts from development. It constitutes draft supplementary planning guidance (as revised following consultation). Following adoption of the Kent and Medway Structure Plan (KMSP) (anticipated in late 2005) this draft guidance will be taken forward as Supplementary Planning Guidance to KMSP Policy QL8 [Archaeological Sites] which sets out the requirements for the conservation and management of archaeological sites and finds. The draft KMSP and the draft supplementary guidance on archaeology (SPG3) were subject to full public consultation in late 2003. The draft supplementary planning guidance has been revised in the light of the responses received to that consultation. Policy QL8 is also the subject of a Proposed Change put forward in 2004 prior to the Structure Plan Examination in Public.

Policy QL8: Archaeological Sites

The archaeological and historic integrity of scheduled ancient monuments and other important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not normally be permitted.

Where important or potentially important archaeological remains may exist, developers will be required to arrange for archaeological assessment and/or field evaluation to be carried out in advance of the determination of planning applications.

Where the case for development affecting an archaeological site is accepted, the archaeological remains should be preserved in situ. Where preservation in situ is not possible or justified, appropriate provision for preservation by record will be required.

Source : Kent and Medway Structure Plan:Deposit Plan September 2003 as amended by Proposed Pre – Examination in Public Changes: June 2004

1.2 Precisely defining what is a town is not straightforward; for the purposes of this study, places that can be seen historically to have fulfilled roles as central places socially and economically, and perhaps with a market, have been included. Inevitably the distinction between village and town is not always clear. The Extensive Urban Archaeological Survey includes some medieval towns that are no longer of urban character and extends to towns which developed in the eighteenth century. Roman towns that now only survive as buried remains in a rural context are not included. The Guidance is concerned with the impact of development on archaeological remains within towns rather than sites in the surrounding countryside. In particular it seeks to raise awareness of areas of archaeological importance

within a town, provide more accurate information on the extent of these areas and establish a consistent approach towards dealing with the impact of development proposals across Kent and Medway¹. Canterbury and Dover have not been included in the Extensive Urban Archaeological Survey, as a more detailed Urban Archaeological Database is being developed for Canterbury and one is proposed for Dover.

1.3 The Guidance is aimed at local planning authorities, developers and their advisers. It may also be of interest to landowners, householders and local historical groups. Pending adoption of the Kent and Medway Structure Plan, this Guidance amplifies Policy ENV18 of the adopted Kent Structure Plan 1996. Local Planning Authorities are encouraged to take the guidance into account in the preparation of their Local Plans/ Development Plan Documents and site specific Supplementary Planning Documents. The Guidance does not apply outside the identified urban areas and should be read alongside existing Local Plan policies on archaeology. The Guidance has been issued both as a Kent and Medway edition containing maps for all the settlements to which it applies and a district edition containing maps only for those settlements falling in the respective district area. There is no difference in the wording or application of the Guidance in either edition.

2. SPG Background

2.1 Kent's historic towns, some of which have been occupied since Roman times or even earlier, contain a wealth of evidence of past ways of life. This may take the form of buried archaeological deposits, standing buildings or structures, such as castles or town walls, or the present street patterns which may reflect past urban forms. At the same time, our towns need to develop as thriving communities. The Guidance aims to reduce conflict between the need for development and the need to preserve important archaeological remains, through the preparation of an ongoing and integrated strategy for conserving the urban archaeological resource.

2.2 The Government's policy on archaeological remains is set out in PPG16: Archaeology and Planning. It states (para. 6) that:

'Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed. They can contain irreplaceable information about our past and the potential for an increase in future knowledge. They are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism.'

2.3 Archaeological remains are not always buried below ground and in many cases historic buildings within a town will contain important archaeological information, irrespective of whether they are Listed Buildings or not. Indeed, as noted in PPG15 (para. 2.15):

¹ Please note that Kent County Council provides an archaeological service for the Medway area on behalf of Medway Council.

'Some historic buildings are scheduled ancient monuments, and many which are not scheduled are of intrinsic archaeological interest or stand on ground which contains' archaeological remains.'

2.4 The means by which provision for archaeological preservation or recording is secured is also discussed in PPG16. In the event that archaeological work may be required prior to a planning decision being taken (para 21):

'it is reasonable for the planning authority to request the prospective developer to arrange for an archaeological field evaluation to be carried out before any decision on the planning application is taken.'

If the planning authority is willing to grant planning permission but requires that preservation in-situ or archaeological recording take place (para 30):

'it is open to them to do so by the use of a negative condition i.e. a condition prohibiting the carrying out of development until such time as works or other action, e.g. an excavation, have been carried out by a third party.'

3. Urban Archaeological Zones and Guidance

3.1 The Guidance relates to 46 towns in Kent and Medway as listed in Section 9. A plan has been produced for each town (for Queenborough here Figure 12) providing archaeological response zones based on the known importance of archaeological deposits in that town, which again derives from the Extensive Urban Archaeological Survey. The boundaries of these zones are related to the possible extent of archaeological deposits rather than modern boundaries. Key documents in assessing the archaeological potential of Kent's towns are the Ordnance Surveyors' Field Drawings of c. 1800 (held by the British Library). These provide consistent, fairly detailed cartography of the various towns before the population explosion of the 19th century. While they do not map the extent and layout of the towns in the medieval period, they nonetheless provide a useful baseline for assessing the extent and layout of the towns in the Middle Ages. In the case of applications for Listed Building Consent or where the building is historic in character, and where the proposal impacts on the historic fabric, then the Local Planning Authority will need to consider whether or not to consult the County Archaeologist in respect of considerations of archaeology or industrial archaeology. Similarly, developers considering proposals in these areas are encouraged to consult the County Archaeologist at an early stage in the design process. Four types of Urban Archaeological Zone have been identified although they will not necessarily be present in all the towns. The zones indicate:

Zone 1 – Areas of known national importance;

Zone 2 – Areas of known archaeological potential where clarification of the nature of this potential is required;

Zone 3 – Areas where archaeological potential is thought to be lower; and

Zone 4 – Areas in which archaeological remains have been completely removed.

Further information detailing the state of knowledge of the archaeology of each of these towns including analysis of their topography and historical development is available in the form of an

Assessment Report. These reports can be purchased from the County Archaeologist (see section 7 for contact details).

3.2 **Zone 1** identifies, as suggested in PPG16 (para 16), archaeological remains of known national importance, and comprises both Scheduled Monuments and unscheduled remains. PPG16 (para 8) states that:

'Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation.'

3.3 Scheduled Monuments (formerly known as Scheduled Ancient Monuments) are protected under Part 1 of the Ancient Monuments and Archaeological Areas Act 1979, and prior consent from the Secretary of State is required for all works affecting such monuments, whether or not those works require planning permission. Local planning authorities should secure, through the development control process, the protection of nationally important remains that are not scheduled.

3.4 Development proposals within Zone 1 that are likely to affect nationally important archaeological remains whether scheduled or not, should include a detailed archaeological assessment of the remains and a mitigation strategy setting out how the remains will be protected. Buildings and foundations may need to be designed and/or located to allow preservation of archaeological remains. Such considerations should be addressed at an early stage in the design process, if possible before a planning application is actually submitted, in order to avoid unnecessary costs.

3.5 The archaeological and historic integrity of sites within Zone 1, together with their settings, should be protected and where possible enhanced. Where development would adversely affect them permission will normally be refused.

3.6 Where permission is granted, conditions will normally be applied, or agreements entered into, to ensure that any necessary mitigation strategy is implemented. Applications for planning permission and other consents that affect the fabric of historic buildings, or other historic structures or earthworks, and/or that disturb the ground, should be accompanied by the following:

- i.) a detailed report on the character and extent of any archaeological remains likely to be affected; and
- ii.) a mitigation strategy detailing how any possible archaeological impacts would be avoided.

3.7 **Zone 2** contains archaeological remains, some of which may be of national importance but whose precise extent, quality or level of importance is currently not clear, and where clarification of potential is required. Early consultation with the local planning authority, preferably prior to the submission of a planning application, will enable the implications of the proposals to be assessed, the appropriate course of action identified, and expensive redesign costs avoided.

3.8 The archaeological and historic integrity of sites within Zone 2, together with their settings, should be protected and where possible enhanced. Further information will be needed in this respect before informed decisions can be made. Therefore development proposals within Zone 2 that affect the historic fabric of buildings, or other historic structures or earthworks, and/or that disturb the ground, should be accompanied by a detailed report on the character and extent of any archaeological remains likely to be affected. Field evaluation may need to be carried out and the results made available prior to the determination of a planning application.

3.9 If significant archaeological remains are found to be affected by the proposals, preservation *in situ* of the remains will normally be sought. In some cases the need to preserve important archaeological remains may result in planning permission having to be refused. If permission is granted, a mitigation strategy detailing how preservation *in situ* is to be achieved should be submitted to and agreed with the local planning authority. Where preservation *in situ* is not justified appropriate provision for archaeological investigation, recording, analysis, publication and archiving will be required, in accordance with a written specification and timetable to be agreed with the local planning authority. Conditions will normally be applied to permissions or agreements sought to implement the mitigation strategy or programme of archaeological work.

3.10 **Zone 3** contains archaeological remains which on current evidence are of lesser importance. Development proposals within Zone 3 that affect the historic fabric of buildings, or other historic structures or earthworks, and/or that will disturb the ground should include provision for archaeological investigation, generally in the form of monitoring and/or borehole investigation, and the recording of finds and information of archaeological interest. If extensive or particularly important archaeological remains are unexpectedly encountered during the development process, there may be a need to arrange for their physical preservation and/or a more detailed programme of archaeological investigation and recording. Where permission is granted, conditions will normally be applied or agreements sought to implement the archaeological work.

3.11 **Zone 4** comprises areas where archaeological remains are known already to have been entirely removed by previous development, or other activity, including archaeological excavation. This Zone is only defined on the plan where it lies within the study area.

4. Outside the Urban Archaeological Zoned Area

4.1 Archaeological remains may be known or thought likely to exist outside the areas covered by the Extensive Urban Archaeological Survey and the Urban Archaeological Zones. Developers considering proposals in these areas are encouraged to consult the County Archaeologist at an early stage in the design process.

5. Updating of the Urban Archaeological Zones

5.1 As new archaeological and historical information concerning the historic towns becomes available, it may be necessary for the County Archaeologist in conjunction with the Local Planning Authority to revise the boundaries of the Urban Archaeological Zones.

6. Glossary of Terms

Scheduled Monument

Under the Ancient Monument and Archaeological Areas Act 1979 the Secretary of State has a duty to compile and maintain a schedule of monuments, such monuments having statutory protection. Monuments on the schedule are by definition of national importance and the appropriateness of addition to the list is assessed against a set of criteria as set out in PPG16 Annex 4.

PPG15

Planning Policy Guidance 15: Planning and the Historic Environment (Department of the Environment and the Department of National Heritage 1994)

PPG16

Planning Policy Guidance 16: Archaeology and Planning (Department of the Environment 1990)

NB PPG15 and PPG16 are currently being revised and consolidated into a new Planning Policy Statement for the Historic Environment – PPS15

Assessment

This is normally a desk based activity bringing together all known evidence relating to the importance or potential of a given site or area.

Evaluation

This is normally supplementary work undertaken in the field (either non-intrusive such as fieldwalking or geophysical survey, or intrusive such as boreholing or trial trenching) to obtain further information on the character, extent, date and potential of a given site or area.

Mitigation

Archaeological mitigation aims to minimise the effects of proposed development and normally consists of either preservation *in situ* of the archaeological remains, and/or archaeological investigation, recording, publication and archiving, where preservation is not justified or possible.

7. Useful Addresses and Contacts

County Archaeologist
Heritage Conservation Group
Kent County Council
Invicta House
County Hall
Maidstone
Kent
ME14 1XX
Tel: 01622-221541

English Heritage
Eastgate Court
195-205 High Street

Guildford
GU1 3EH
Tel: 01483 252038

8. List of Settlements to which draft SPG3 Applies

Appledore
Ashford
Charing
Chatham
Chilham
Cranbrook
Dartford
Deal
Edenbridge
Elham
Faversham
Folkestone
Fordwich
Gillingham
Goudhurst
Gravesend
Headcorn
Hythe
Ightham
Lenham
Lydd
Maidstone
Marden
Margate
Milton Regis
Minster in Thanet
New Romney
Northfleet
Queenborough
Ramsgate
Rochester
Sandwich
Sevenoaks
Sheerness
Sittingbourne
Smarden
Tenterden
Tonbridge
Tunbridge Wells
West Malling
Westerham
Whitstable
Wingham

Wrotham
Wye
Yalding

Figure 12. Map of Queenborough showing Urban Archaeological Zones

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Areas in white are not zoned as they do not form part of the historic town. It should not be assumed that these areas contain no archaeological remains.

Urban Archaeological Zones

Zone 1

Zone 2

