

**An Archaeological Watching Brief at  
Link Park Industrial Estate, Lympe,  
Kent.**

**(NGR 611425 135508).**

**Planning Ref: N/A**

**Project no. 3294  
Report No. 2008202**

**Oasis No. archaeol6-50976  
Site code LPL08**



**By  
RD Beck  
(with a contribution by Elke Raemen)**

**November 2008**

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**Archaeology South-East  
Units 1 & 2  
2 Chapel Place  
North Street  
Portslade  
East Sussex  
BN41 1DR**

**Tel: 01273 426830**

**Fax: 01273 420866**

**Email: [fau-ucl@btconnect.com](mailto:fau-ucl@btconnect.com)**

**Website: [www.archaeologyse.co.uk](http://www.archaeologyse.co.uk)**

**Summary**

*In May 2008, Archaeology South-East maintained a watching brief during groundworks associated with the construction of a new gas main from Aldington Road, linking in with Transco work. The route of the service will extend northwards, westwards and then northwards again towards the access point off Otterpool Lane. This route passed over the former Lympne Airfield, Aldington Lane, Lympne, Kent. The disused runway was crossed twice and several electrical cables and pipes parallel to the line of the disused runway were recorded, along with other cables and pipes which served both the WW2 airfield and the later commercial airfield.*

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## **1.0 Introduction**

- 1.1** In May 2008, Archaeology South-East (a division of the University College London Centre for Applied Archaeology) was commissioned by Somerston Capital Limited to maintain an archaeological watching brief during groundworks associated with the construction of a gas main at Link Park Industrial Estate, Lymgne, Kent. (NGR 611425 135508) (Figs 1 and 2).
- 1.2** Link Park Industrial Estate lies in the parish of Lymgne and is bounded to the south by Aldington Lane, to the west by Otterpool Lane, to the north by Otterpool Quarry and to the east by Lymgne village. According to the maps of the British Geological Survey (Sheet 305), the site lies on Chalk with patches of Head Brickearth.
- 1.3** Details of the techniques to be used during the watching brief were set out in a specification (henceforth the 'Brief') prepared by the (Shepway District Council's advisors in archaeological matters). This document provides background information re-used in this report with due acknowledgement. The Brief also stated that if significant remains were revealed during the watching brief, further archaeological measures might be required to secure mitigation on the site.
- 1.4** The watching brief was carried out in accordance with the Brief, full details of which are contained within the archive. The work was carried out in May 2008 by Robert Beck (Archaeologist).

## **2.0 The Historical and Archaeological Background**

- 2.1** The historical and archaeological background outlined below has been provided by the Heritage Conservation Group, Kent County Council and is reproduced here with due acknowledgement. Data relating to archaeological remains recorded within a 500 metre radius of the current site is summarised in Table 1.

**Table 1:** The HER Data

Site No.	HER No.	Description
1	HER No: TR 13 NW 68	Bronze Age occupation site
2	HER No: TR 13 NW 13	Ring ditch and cropmark
3	HER NO: TR 13 NW 73,80,81 & 84 etc	Former Lymgne Airfield

- 2.2** The area surrounding the development site contains several areas of archaeological interest ranging from the prehistoric period through to WWII military structures.
- 2.3** A Bronze Age occupation site is present on the site itself (HER No: TR 13 NW 68) and other prehistoric remains are known from the area. These include a probable Bronze Age ring ditch and cropmark (HER No: TR 13 NW 13).
- 2.4** The southern boundary of the site marks the alignment of a Roman road.

**2.5** Lympe Airfield formerly stood on this site. There are several known surviving and buried structures relating to the use of the airfield during the 2<sup>nd</sup> World War (HER NO: TR 13 NW 73, 80,81 & 84 etc).

### **3.0 Methodology**

**3.1** A continuous watching brief was maintained throughout excavation of the trenches for the gas main. Archaeological monitoring included an inspection of the excavated topsoil and other deposits in order to identify concentrations of artefacts or ecofacts, and an examination of exposed surfaces for archaeological remains.

**3.2** All significant archaeological remains identified were recorded to accepted professional standards and in accordance with *Standards and Guidance: watching brief* of the Institute of Field Archaeologists. Full details of the techniques used are contained within the archive.

**3.3** The trench was commenced at the southern end of the site adjacent to Aldington Road. For recording purposes, each change of direction of the trench was given an alphabetical notation. A separate chain line was measured for each of these sections of trench.

**3.4** The work commenced by excavating a 1.3m wide trench to a depth of c150mm, and then excavating a 450mm wide trench to the full required depth. The method of working then changed (at AB Ch 150) to dispensing with the 1.3m trench entirely and excavating the 450mm trench to the required archaeological depth.

### **3.5 Table 2: Quantification of site archive**

Number of Contexts	35
No. of files/paper record	1
Plan and sections sheets	1
Bulk Samples	0
Photographs	25 digital
Bulk finds	1 box
Registered finds	0
Environmental flots/residue	0

**4.0 Results** (Refer to Fig 2)

**4.1** The topsoil [1] consisting of a medium to dark brown fine sandy silt, with no natural coarse component, covered the site to an average depth of 200mm. [1] overlay subsoil consisting of a medium to dark brown fine sandy silt [2] with no natural coarse component and a thickness of 500mm. [2] overlay the natural, a medium green grey, occasionally changing to medium orange grey clayey silt [3]. [3] contained no natural coarse component, except for large quantities of lower greensand varying in size from small fragments to solid pieces that spanned the whole width of the trench, which occurred in trench AB Ch 337 to 357 and trench BC Ch 0 to 142, the stone becoming more rare as the ground level rose toward BC Ch 142.

**4.2 Trench AB**

The chain line commenced at the roadside fence. Trench AB commenced at Ch 4.7

**4.2.1 AB Ch 20.7 to 37.7m**

Modern brick, concrete, gravel, ceramic brown glazed waste pipe fragments and lower greensand was found in both the topsoil and subsoil.

**4.2.2 AB Ch 61 to 69m**

Modern window glass fragments, a few brick fragments, lower greensand, asbestos sheet fragments and iron nails were found at a depth of 150mm.

**4.2.3 AB Ch 83 to 86m**

Gravel found in topsoil at 150mm.

**4.2.4 AB Ch 87.4 to 88.7m**

Ash found throughout topsoil.

**4.2.5 AB Ch 90.7 to 93.2m**

Gravel found in topsoil at 150mm.

**4.2.6 AB Ch 93.2 to 94.85m**

A concrete platform [4] was recorded. This was horizontal and large enough to assume that it may have been in situ, although there was no foundation layer under it. The thickness was 180mm and it appeared at a depth of 150mm from surface.

**4.2.7 AB Ch 110.7 to 117m**

Ash found in topsoil with some slag present.

**4.2.8 AB Ch 138m**

Blue pattern pot sherd of 19th century date was found in topsoil.

**4.2.9 AB Ch 127 to 135m**

Ash, modern brick, stone and gravel was found in topsoil.

**4.2.10 AB Ch 141.3m**

Possible iron tool blade recovered from topsoil.

**4.2.11 AB Ch 276.8m**

Peg tile fragment, late 13<sup>th</sup> to early 15<sup>th</sup> century, found within subsoil at a depth of 350mm from surface.

**4.2.12** AB Ch 276m (approx.)

Glass mineral water bottle neck, of 19<sup>th</sup> to 20<sup>th</sup> century date, found on spoil heap.

**4.2.13** AB Ch 294.8m

Blue pattern earthenware sherd, 19<sup>th</sup> century date, recovered from top soil.

**4.2.14** AB Ch 337 to 357m

A large quantity of lower greensand was visible in the base of the excavation. Occasionally, this lower greensand spanned the whole width of the trench as a solid deposit.

**4.2.15** The length of trench AB was 357m.

**4.3** *Trench BC*

**4.3.1** BC Ch 0.9 to 4.7m

A gravel deposit was encountered [6] which may have been part of a disused path leading to WW2 bunkers that are now hidden in trees to the north of this feature.

**4.3.2** BC Ch 51m

A cable [7], running south west to north east, was found at a depth of 450mm. and appeared to go toward the WW2 bunkers referred to in Para, **4.3.1**. This cable was constructed with a lead sheath of 15mm diameter, enclosing several solid copper conductors, insulated with spirally wound paper tape.

**4.3.3** The length of trench BC was 68.5m.

**4.4** *Trench CD*

**4.4.1** CD Ch 11.7m A cable [28], similar to [7] was observed which appeared to align with the cable described in Para. **4.3.2**.

**4.4.2** CD Ch 23 to 54m

Disturbance to a depth of 1.2m containing lenses of ash, gravel, bottles, Victorian to early 20<sup>th</sup> century plate lock (RF <1>) and corrugated iron was observed.

**4.4.3** CD Ch 204.7m

A few small fragments of charcoal, too small to recover, were noted at a depth of 550mm from the surface. The area of charcoal fragments was 500mm long and stretched across the whole width of the trench (450mm). After a further 50mm depth, the fragments were no longer present. No cut containing the charcoal was visible and no other finds were in association with them.

**4.4.4** CD Ch 350.7m

Crossing the trench at 45 degrees, were two black PVC sheathed polythene insulated single core multi-strand copper cables, of 5mm external diameter



[27]. They appeared to run parallel to the disused runway at a depth of 100mm from the surface.

**4.4.5** CD Ch 372m

A further cable [29], similar to that described in Para. 4.4.4 was observed.

**4.4.6** CD Ch 384.9m

A cut [8] lined with sheet polythene [9] and filled with gravel [10] was observed. The cut which contained a bituminised paper pipe at its base [11] appeared to run parallel to the disused runway.

**4.4.7** CD Ch 384.7 to 390m

Concrete slabs 250mm thick [35] were found in the topsoil and subsoil. These slabs appeared to have formed part of the disused runway.

**4.4.8** CD Ch 393 to 406m

Topsoil and subsoil were heavily disturbed by tree roots which indicated the position of a recently grubbed out tree line following the western side of the disused runway.

**4.4.9** CD Ch 412.1m

A gravel filled cut [12] which appeared to run parallel to the disused runway was observed.

**4.4.10** The length of trench CD was 415.4m.

**4.5** *Trench DE*

**4.5.1** Trench DE produced no archaeological deposits.

**4.5.2** The length of trench DE was 79.3m.

**4.6** *Trench EF*

**4.6.1** EF Ch 4.2m

A gravel [15] filled cut [14] similar to CD Ch 412.1m, which also appeared to run parallel to the disused runway, was observed.

**4.6.2** EF Ch 5.8 to 13.1

A section of the disused runway consisting of Tarmac [16] which overlay concrete [17] was encountered. The thickness of concrete being 250mm, it was considered too difficult for the machine to excavate and was consequently left in situ. The remains of this disused runway continued both southward and northward. The northern alignment was sealed at a distance of 5m by a modern embankment topped by ornamental trees.

**4.6.3** EF Ch 23.3 to 24.1m

A cut [18] was observed, containing a brown glazed ceramic pipe [20] which protected six black PVC cables. The latter were not severed by the machine but the external appearance was similar to the cables at CD Ch 350.7m.

**4.6.4** EF Ch 36.1 to 36.7m

A gravel [24] filled cut [22] was observed which appeared to run parallel to the disused runway. This cut was lined with a polythene sheet [23] and had a bitumen pipe at its base [25]. The feature was similar to CD Ch 384.9m.

- 4.6.5** EF Ch 41.1 to 41.45m  
A gravel fill [26] was observed 500mm below the surface. No cut was visible. The fill appeared to be the base of a possible pipe/drainage trench which followed the alignment of the disused runway.
- 4.6.6** EF Ch 48.2 to 48.6m  
A black pvc sheathed polythene insulated multistrand single conductor cable of 5mm diameter [30] at a depth of 200mm was observed. It was not possible to locate a cut for this cable, mainly because the area between EF Ch 13.1 (the edge of the disused runway) and EF Ch 24 was disturbed soil, the topsoil and subsoil intermixed.
- 4.6.7** The length of trench EF was 88.7m.
- 4.7** *Trench FG*
- 4.7.1** FG Ch 85m  
A possible drainage trench [31] cut the excavation at right angles and headed in the direction of a concrete structure 25m to the south. The base of the cut, being deeper than 1m, was not reached.
- 4.7.2** FG Ch 115 to 150m.  
Disturbed ground to a depth of 1m. was observed. This was a route way used by the groundworkers. Hardcore introduced to the area had been forced into the topsoil, subsoil and natural by the passage of heavy machinery. After inspection, the trench was backfilled to preserve the integrity of the routeway.
- 4.7.3** FG Ch 169 to 191m  
A cut [33] containing modern brick rubble [34] was observed.
- 4.7.4** The length of trench FG was 239.2m.
- 4.8** *Trench GH*
- 4.8.1** Trench GH produced no archaeological deposits.
- 4.8.2** The length of trench GH was 26m.

## 5.0 Finds by Elke Raemen

The small assemblage of finds recovered is quantified in Table 3.

Context	Pot	wt (g)	CBM	wt (g)	Stone	wt (g)	Fe	wt (g)	Slag	wt (g)	Glass	wt (g)
[1]					1	12						
[1] ABCh 61.69							2	106				
[1] ABCh 116.4									1	378		
[1] ABCh 138	3	10										
[2] ABCh 276.8			1	128								
[1] ABCh 276											1	58
[1] ABCh 294.8	1	8										
CDCh 23.54 (disturbed ground)	1	16									2	500

Table 3. Quantification of the finds from Link Park, Lympe Gas Main

### 5.1.1 The Pottery

Five pieces were recovered from three different contexts. Pottery is all of 19<sup>th</sup> century date and includes a blue transfer printed china plate fragment, an English stoneware jar sherd and three pieces from a white porcelain saucer with blue painted decoration.

### 5.2.2 The Ceramic Building Material

A single piece of ceramic building material (CBM) was recovered from [2] AB Ch 276, consisting of a high fired peg tile fragment, probably of late 13<sup>th</sup> to early 15<sup>th</sup> century date and in a moderate medium sand-tempered fabric. Two round peg holes survive.

### 5.2.3 The Metalwork

Context [1] AB Ch 61-69 contained two heavy duty iron nails, ranging in length between 66 and 86 mm. In addition, three objects (Table 4) have been assigned a registered find number (RF <00>).

RF No	Context	Object	Material	Wt (g)	Period
1	Disturbed Ground CD Ch 23-54	LOCK	IRON	1096	PMED
2	[1] AB Ch 61-69	WIRE	IRON	18	PMED
3	[1] AB Ch 141.3	TOOL	IRON	38	?PMED

Table 4. Registered Finds from Link Park, Lympe Gas Main

Only one of these finds can be dated more closely. A rectangular iron lock plate (RF <1>) with white metal escutcheon and lock system is of Victorian to early 20<sup>th</sup> century date. In addition, a single-strand iron wire fragment, probably of the same date, was recovered from [1] AB Ch 61-69. An iron possible tool blade fragment was contained by [1] AB Ch 141.3.

#### **5.2.4 Other Finds**

An aqua cylindrical mineral water bottle neck fragment, dating to the second half of the 19<sup>th</sup> to early 20<sup>th</sup> century, was recovered from [1] AB Ch 276.8. Another two unstratified pieces (CD Ch 23-54) consist of a green glass beer bottle base fragment and a clear glass complete ribbed meat paste jar, both dating to the second half of the 19<sup>th</sup> century to mid 20<sup>th</sup> century.

A single lower greensand fragment was recovered from [1]. Finally, [1] AB Ch 116.4 contained a piece of iron slag, undiagnostic of process.

#### **5.2.5 Potential**

The assemblage has no potential for further analysis. No further work is required and it is recommended to discard the finds.

## **6.0 Discussion**

- 6.1** The lead sheathed cables [7] and [28] appear to be two sections of the same cable. The orientation of this cable is toward a small wooded area where remains of WW2 concrete bunkers can be seen. The author's personal knowledge suggests that lead sheathed cables were phased out in the 1950's. The individual conductors, being 0.5mm diameter, could not safely carry electrical current in excess of 1.5 amperes. The spirally wound paper tape insulation would only be sufficient for very low voltages. We may therefore assume that the cable was not used for power transmission purposes, the most likely use being for telecommunications purposes connected with the concrete bunkers.
- 6.2** The PVC sheathed cables ([21], [27], [29] & [30]) all appear to follow the orientation of the disused runway, the latter being installed after the commercial airfield was established. PVC and similar polymers were introduced in the 1960's. We may therefore be certain that all the PVC sheathed cables were installed after 1960. The polythene insulation of these cables would be sufficient for voltages in excess of 240 volts and the current carrying capacity would be in excess of 20 amperes. These cables could possibly be for runway lighting.
- 6.3** Cut 33 (FG Ch 169 - 191) contains no in situ building material but there were several frogged bricks, some of which were yellow, the remainder red, ferrous reinforcing rod, sheet asbestos fragments and bricks mortared together. The latter suggests that it would have been inconvenient to have moved them far from the site of the original building. Further, the cut which contained this material was a constant 800mm deep throughout its 22m length, suggesting that the building material was not used to fill a natural hollow.
- 6.4** The concrete slab [4] (AB Ch 93.2-94.85) was found 150mm from the surface and, being horizontal, could have been an in situ floor. However, there was a small wooded area to the south of this feature which contained large amounts of demolished concrete, some more than 1m long. Between AB Ch 20.7m and AB Ch 69m there were concentrations of modern brick, concrete, gravel, ceramic brown glazed waste pipe fragments, modern window glass and sheet asbestos fragments. It has been suggested that the Cinque Ports Flying Club had used buildings, during the life of the commercial airport, in that area.
- 6.5** It will be seen from Fig. 1 that the width of the disused runway was shown as 29m. The field measurements give a width of 7.3m. It is possible that, at the point of measurement, part of the runway has been removed. If we accept this hypothesis, then the ceramic pipe containing the six electrical cables [18] would have been under the concrete runway. These cables could have supplied power to runway centre line lighting, with the ceramic pipe ensuring easy replacement in the event of a fault.

**7.0 Conclusions**

7.1 In view of the fieldwork results, the installation of the new gas supply did not have a detrimental effect on the archaeological record.

**8.0 Consideration of Methodology and Confidence Rating**

8.1 A continuous watching brief ensures that all significant groundworks are fully monitored. In view of this, a confidence rating of 95% is given for the identification of remains within the area of investigation.

**Archaeology South-East**  
Link Park Industrial Estate, Lympe, Kent

**Appendix 1: Context Descriptions.**

Context No.	Site subdivision	Type	Thickness mm.	Description	Comments
1	all	deposit	200	Medium to dark brown fine silty sand	topsoil
2	all	deposit	500	Medium to dark brown fine sandy silt	subsoil
3	all	deposit	N/A	Medium green grey changing to medium orange grey clayey silt	Natural
4	AB Ch 93.2 - 94.85	artefact	180	Concrete slab	Top of concrete 150mm from surface
5	AB Ch 48	artefact	N/A	Steel pipe	Unknown purpose
6	BC Ch 0.9 – 4.7	deposit	300	Medium grey & medium orange brown gravel	Possible edge of path
7	BC Ch 51	artefact	15 dia.	Lead sheathed cable	Possible telecoms cable to bunkers in wooded area to NE
8	CD Ch 384.9	cut	675	Cut of trench containing bituminised pipe	Possible surface water drainage for runway
9	CD Ch 384.9	fill	N/A	Polythene sheet	Lining of cut 8
10	CD Ch 384.9	fill	600	Medium grey & medium orange brown gravel	Fill of cut 8
11	CD Ch 384.9	artefact	150 dia.	Black bituminised pipe	At base of cut 8
12	CD Ch 412.1	cut	500	Cut of gravel filled trench	Possible surface water drainage for runway
13	CD Ch 412.1	fill	500	Medium grey & medium orange brown gravel	Fill of cut 12
14	EF Ch 4.2	cut	550	Cut of gravel filled trench	Possible surface water drainage for runway
15	EF Ch 4.2	fill	550	Medium grey & medium orange brown gravel	Fill of cut 14
16	EF Ch 5.8 – 13.1	deposit	40	Tarmac	Top surface of disused runway
17	EF Ch 5.8 – 13.1	fill	250	Concrete	Base of disused runway
18	EF Ch 23.3	cut	550	Cut of cable trench	
19	EF Ch 23.3	fill	550	Mixed fill medium to dark brown + medium orange grey clayey silt	Fill of cut 18
20	EF Ch 23.3	fill	100 dia.	Medium brown glazed ceramic pipe	In cut 18. Conduit for 6 cables (Context 21)
21	EF Ch 23.3	fill	5 dia.	Six black pvc sheathed electrical cables	within Context 20
22	EF Ch 36.1	cut	600	Cut of trench containing bituminised pipe	Possible surface water drainage for runway
23	EF Ch 36.1	fill	N/A	Polythene sheet	Lining of cut 22

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24	EF Ch 36.1	Fill	600	Medium grey & medium orange brown gravel	Fill of cut 22
25	EF Ch 36.1	artefact	150 dia.	Black bituminised pipe	At base of cut 22
26	EF Ch 41.1	fill	250	Medium grey & medium orange brown gravel	No cut identified. Possible drainage
27	CD Ch 350.7	artefact	5 dia.	Two black pvc sheathed electrical cables	Parallel to each other
28	CD Ch 11.7	artefact	15 dia.	Lead sheathed cable	Possible telecoms cable to bunkers in wooded area to NE poss. Part of context 7
29	CD Ch 372	artefact	5 dia.	One black pvc sheathed electrical cable	
30	EF CH 48.2	artefact	5 dia.	One black pvc sheathed electrical cable	
31	FG Ch 85	cut	>1m	Modern cut	Poss. drainage
32	FG Ch 85	fill	>1m	Mixed fill. Medium to dark brown + medium orange grey silty clay	Fill of cut 31
33	FG Ch 169 - 191	cut	800		Fill suggests Possible site of building
34	FG Ch 169 - 191	fill	800	Varies from dark brown to dark green grey	Fill of cut 33
35	CD Ch 384.7 to 390	deposit	250	Concrete slabs	Possible part of runway



**APPENDIX 2 Kent County Council HER summary form**

<b>Site Name:</b> Link Park Industrial Estate		
<b>Site Address:</b> link Park Industrial Estate, Lympe, Kent.		
<b>Summary:</b> In May 2008, Archaeology South-East maintained a watching brief during groundwork associated with the construction of a new gas main from Aldington Road, linking in with Transco work. The route of the service will extend northwards, westwards and then northwards again towards the access point off Otterpool Lane. This route passed over the former Lympe Airfield, Aldington Lane, Lympe, Kent. The disused runway was crossed twice and several electrical cables and pipes parallel to the line of the disused runway were recorded, along with other cables and pipes which served both the WW2 airfield and the later commercial airfield.		
<b>District/Unitary:</b> Shepway	<b>Parish:</b> Lympe	
<b>Period(s):</b> modern		
<b>NGR (centre of site : 8 figures):</b> 611425 135508 <b>(NB if large or linear site give multiple NGRs)</b>		
<b>Type of archaeological work (delete)</b>		
Evaluation:	<b>Watching Brief</b>	Field Walking
Documentary study	Building recording	Earthwork survey
Excavation:	Geophysical Survey	Field Survey
Geoarchaeological investigation		
<b>Date of Recording:</b> 13 <sup>th</sup> May 2008 to 16 <sup>th</sup> May 2008 and 11 <sup>th</sup> June 2008		
<b>Unit undertaking recording:</b> Archaeology South East		
<b>Geology:</b> Chalk with patches of Brickearth		
<b>Title and author of accompanying report:</b> An Archaeological Watching Brief at Link Park Industrial Estate, Lympe, Kent by RD Beck		
<b>Summary of fieldwork results (begin with earliest period first, add NGRs where appropriate)</b>  Electrical cables identified, from when ww2 airfield existed on the site.  Electrical cables, drainage system and runway identified from when post ww2 commercial airfield existed on the site.  Possible site of building of twentieth century date.  <p style="text-align: right;">(cont. on attached sheet)</p>		
<b>Location of archive/finds:</b> Currently, ASE - Portslade		
<b>Contact at Unit:</b> Neil Griffin	<b>Date:</b> June 2008	

**APPENDIX 3 Oasis form**

OASIS ID: archaeol6-50976

**Project details**

Project name	An Archaeological Watching Brief at Link Park Industrial Estate, Lympne, Kent.
Short description of the project	In May 2008, Archaeology South-East maintained a watching brief during groundworks associated with the construction of a new gas main from Aldington Road, linking in with Transco work. The route of the service will extend northwards, westwards and then northwards again towards the access point off Otterpool Lane. This route passed over the former Lympne Airfield, Aldington Lane, Lympne, Kent. The disused runway was crossed twice and several electrical cables and pipes parallel to the line of the disused runway were recorded, along with other cables and pipes which served both the WW2 airfield and the later commercial airfield.
Project dates	Start: 01-05-2008 End: 30-05-2008
Previous/future work	Not known / Not known
Any associated project reference codes	3294 - Contracting Unit No.
Any associated project reference codes	2008202 - Contracting Unit No.
Type of project	Recording project
Site status	None
Current Land use	Industry and Commerce 1 - Industrial
Monument type	AIRFIELD Modern
Significant Finds	NONE None
Investigation type	'Watching Brief'
Prompt	Direction from Local Planning Authority - PPG16

**Project location**

Country	England
Site location	KENT SHEPWAY LYMPNE Link Park Industrial Estate, Lymgne
Postcode	CT21 4
Study area	637.00 Square metres
Site coordinates	TQ 1142 3550 51.1074180419 -0.408258747029 51 06 26 N 000 24 29 W Point

**Project creators**

Name of Organisation	Archaeology South East
Project brief originator	Heritage Conservation Kent County Council
Project design originator	The Heritage Conservation Group Kent County Council
Project director/manager	Neil Griffin
Project supervisor	Rob Beck
Name of sponsor/funding body	Somerston Capital Limited

**Project archives**

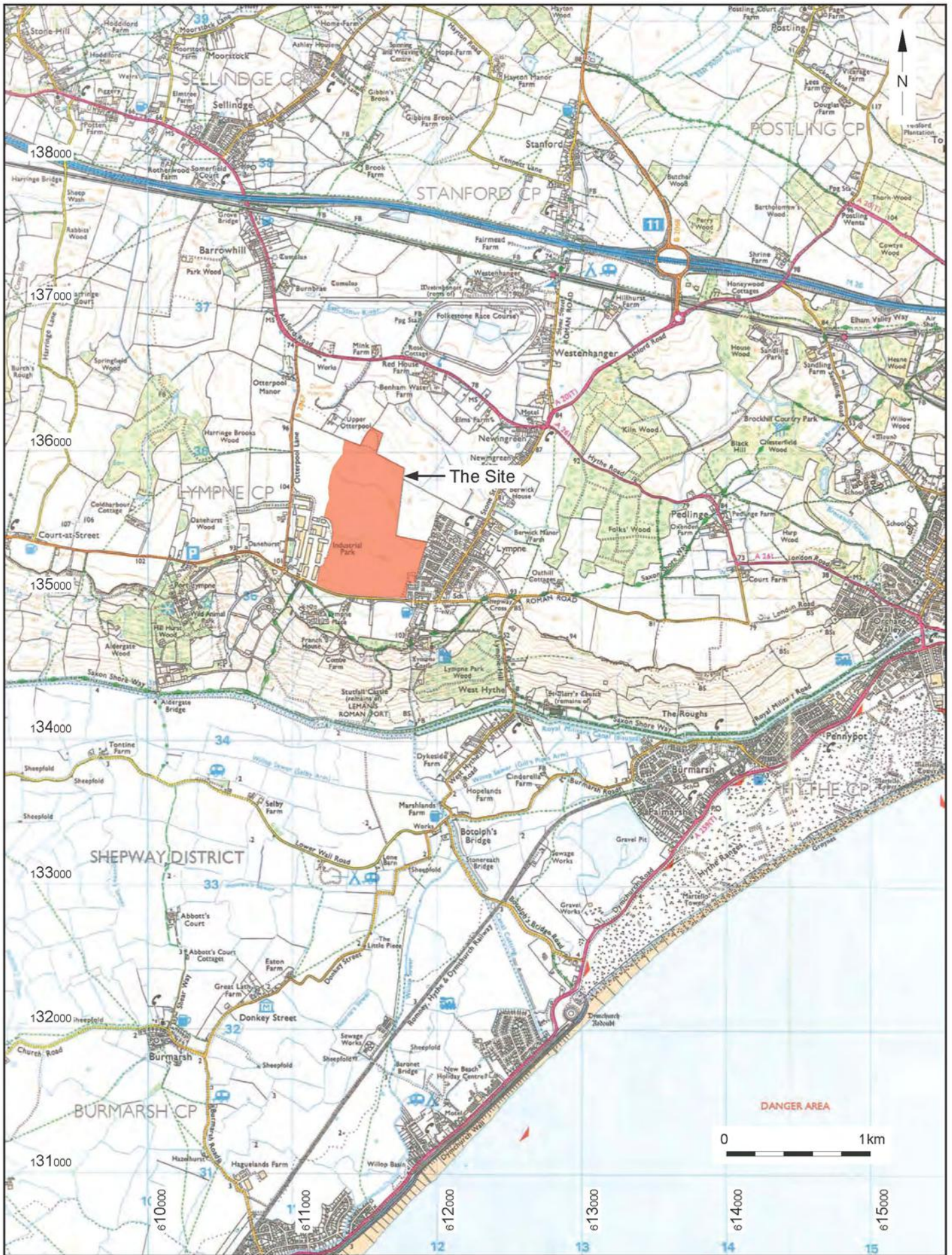
Physical Archive recipient	Local Museum
Physical Contents	'Ceramics','Glass','other'
Digital Archive Exists?	No

Digital Contents	'none'
Digital Media available	'Spreadsheets'
Paper Archive recipient	Local Museum
Paper Contents	'Ceramics','Glass','other'

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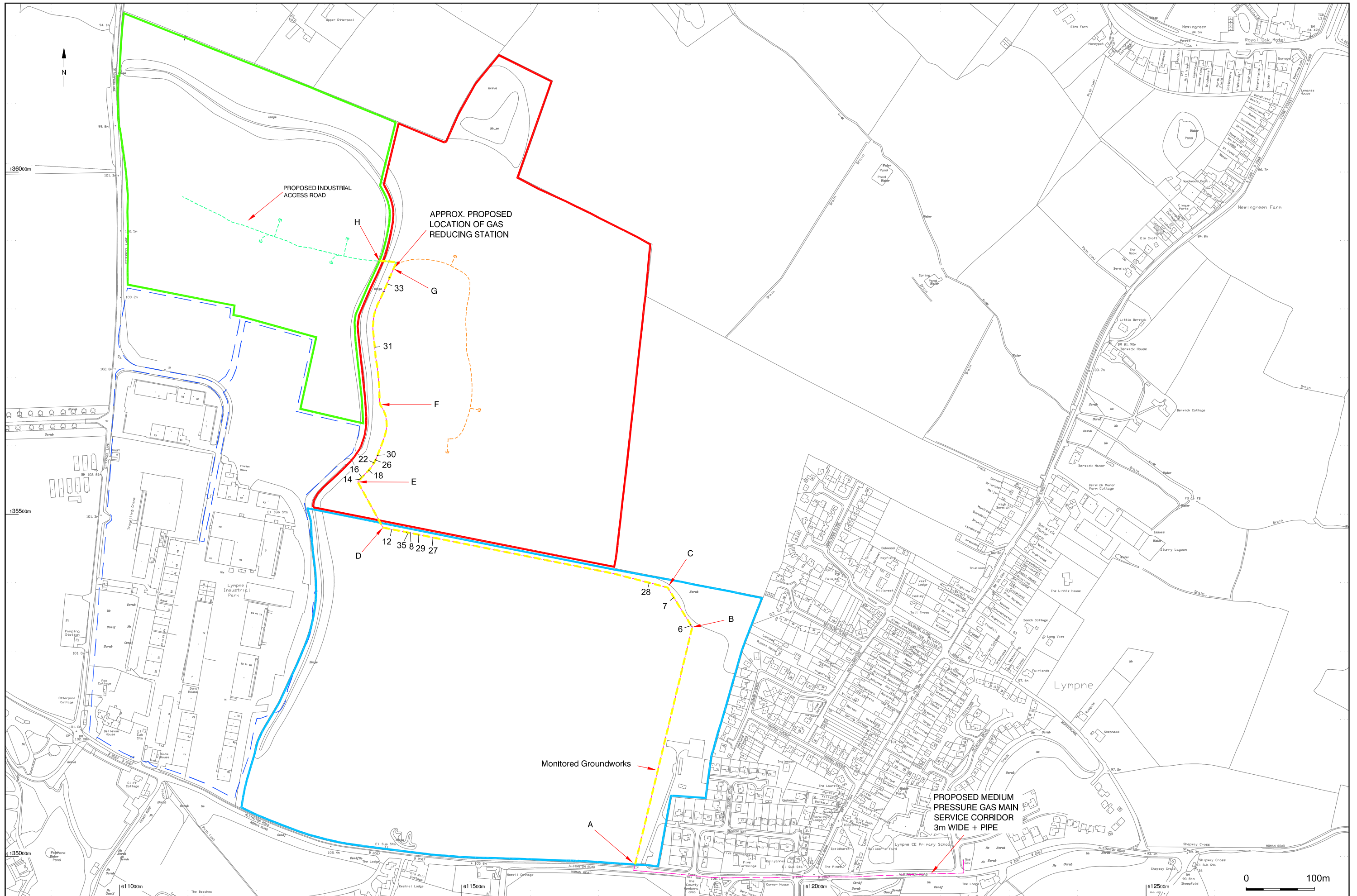
**Project bibliography 1**

Publication type	Grey literature (unpublished document/manuscript)
Title	Link PArk Industiral Estate, Lympne, Kent
Author(s)/Editor(s)	Beck, R
Other bibliographic details	2008202
Date	2008
Issuer or publisher	Archaeology South East (ASE)
Place of issue or publication	ASE, Portslade



© Archaeology South-East		Link Park Industrial Estate, Lympe, Kent.		Fig. 1
Project Ref: 3294	Nov 2008	Site Location Plan		
Report Ref: 2008202	Drawn by: DJH			

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Head Office  
Units 1 & 2  
2 Chapel Place  
Portslade  
East Sussex BN41 1DR  
Tel: +44(0)1273 426830 Fax:+44(0)1273 420866  
email: [fau@ucl.ac.uk](mailto:fau@ucl.ac.uk)  
Web: [www.archaeologyse.co.uk](http://www.archaeologyse.co.uk)



London Office  
Centre for Applied Archaeology  
Institute of Archaeology  
University College London  
31-34 Gordon Square, London, WC1 0PY  
Tel: +44(0)20 7679 4778 Fax:+44(0)20 7383 2572  
Web: [www.ucl.ac.uk/caa](http://www.ucl.ac.uk/caa)

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