



**Paddock Wood to Hawkhurst Branch Line, Tunbridge Wells, Kent:  
Historic Environment Desk-based Assessment (with particular reference to the links  
with local hop growing and picking)**

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<b>On Behalf of:</b>	<b>Hop Pickers Line Heritage Group C/o Town Hall Royal Tunbridge Wells Kent TN1 1RS</b>
<b>National Grid Reference:</b>	<b>TQ 67870 45222 to TQ 7582 3229</b>
<b>AOC Project No:</b>	<b>33013</b>
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<b>Date of Assessment:</b>	<b>January 2016</b>

This document has been prepared in accordance with AOC standard operating procedures

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## NON-TECHNICAL SUMMARY

AOC was commissioned by the Hop Pickers Line Heritage Group, Tunbridge Wells Borough Council and the Kent County Council Heritage Services Group to undertake an historic environment desk-based assessment of the former route of the Paddock Wood to Hawkhurst Branch Line. The Paddock Wood to Hawkhurst railway line was opened in 1892 with Hawkhurst Station opened in 1893. A unique feature of the line was its service to the hop growers along the route. It was decommissioned in the 1960s and is now a dismantled railway line. Due to its association with the hop picking industry and produce, it became to be known as the 'Hop Pickers Line'.

The Hop Pickers Line Heritage Group, working with the Kent County Council Heritage Services Group, expressed a desire to re-integrate the original route of the Paddock Wood to Hawkhurst railway line into usage through opening sections for public access and recreation and through promotion of the heritage of the line. To facilitate this, the Hop Pickers Line Heritage Group commissioned the production of an historic assessment in the form of this document.

- *The aims of the historic environment assessment were the following:*
- *To identify and assess the archaeological, historic building and historic landscape attributes surviving within the site;*
- *To provide a baseline description of the Paddock Wood to Hawkhurst Branch Line as a heritage asset with component parts and provide a baseline historic background;*
- *To identify the survival, quality and significance of the heritage asset;*
- *To identify modern disturbance which may have removed heritage assets;*
- *To inform and guide more detailed assessment and survey as part of a future project for improved access and interpretation*
- *Provide recommendations for further studies by volunteers and/or specialist archaeologists*
- *Identify opportunities to raise awareness, understanding and enjoyment of the Paddock Wood to Hawkhurst Branch Line.*
- *Identify conservation threats and pressures.*

*The original branch line was constructed by the Cranbrook and Paddock Wood Railway with the support of the South Eastern Railway Company, which took over running of the line in the early 20<sup>th</sup> century.*

*The route of the Paddock Wood to Hawkhurst Branch Line obviously commenced at Paddock Wood Station, which then wended its way across the Kent countryside in a south-easterly direction towards Horsmonden and the station there. From Horsmonden the line headed south towards Goudhurst although it traversed some distance to the west of the actual village at the Green Cross Inn where Goudhurst Station was previously located. From here the line meandered across fields and forests until it came within striking distance of Cranbrook and Cranbrook Station, or more accurately Hartley, which was the closest settlement.*

*The line turned south from here towards Hawkhurst although it only got as far as Gills Green, which formed the terminus and the Hawkhurst Station.*

*Following the decommissioning of the line in the early 1960s, the lines were removed in 1964 and the stations and other assets were sold off in 1967.*

*The AOC assessment covered the whole route of the Paddock Wood to Hawkhurst Branch Line and 500m either side to identify possible heritage assets associated with the former railway, and hop growing and picking. The assessment looked at data from the Kent Historic Environment Record, historic Ordnance Survey Maps, aerial photographs and airborne LiDAR (Light Detecting and Ranging), documentary evidence held at archives and a walkover survey of the route of the railway.*

*In general, the assessment found that the decommissioning, and subsequent break-up and sale of the railway line and associated land, structures and buildings was relatively thorough. Almost the entire track has been removed, with the only exception being a short length near to the Paddock Wood Station terminus.*

*Structurally, many of the former railway buildings have either gone, as in the case of Hawkhurst Station and Gouldhurst Station, or been turned into private dwellings, such as has happened to Cranbrook Station, or become commercial properties, such as Horsmonden Station. The former railway cottages and level crossing cottages have almost all become private dwellings.*

*The route of the railway line has been relatively well preserved, with the line being demarked by hedgerows, boundaries and earthworks. Particularly well preserved stretches are located to the north of Horsmonden, near to Swigs Hole Farm and along the stretch by Cranbrook Station, where even parts of the platform survive. The tunnels at Badgers Oak and Horsmonden are well preserved.*

*The assessment found that certain classes or groups of surviving structures, such as the remaining keepers cottages and the engine and goods sheds at Cranbrook and Hawkhurst, were of sufficient significance to be considered for more statutory protection.*

*Those structures associated with the Paddock Wood to Hawkhurst railway worthy of greater protection, through the planning system, were identified as:*

- *Hop Pickers Huts at Hardlots*
- *Swigs Hole Bridge*
- *Cranbrook Station House*
- *Cranbrook Workers Cottages*
- *Cranbrook Goods Shed*
- *Badger Oak Tunnel*
- *Hawkhurst Workers Cottages*
- *Hawkhurst Engine Shed*

*The assessment has suggested a number of possible avenues for further enhancement of the Paddock Wood to Hawkhurst Branch Line and its heritage and opportunities to expand on its usage, both as a local recreational asset and as an attraction from visitors to the region.*

## ACKNOWLEDGEMENTS

AOC would like to thank the Hop Pickers Heritage Group for their continued help and support through this project, in particular the advice and information provided by all the members of their committee, Ray Moon, David Sargison, David Boniface, Graham Holmes, Ed Bates and Michael Robertson. Especially welcome were the comments and knowledge imparted from them on earlier drafts of this document, with Michael Robertson being particularly helpful and David Sargison providing additional photos to enable a more comprehensive report to be produced. Yolanda Laybourne chaired the committee to great effect.

Beyond the efforts of the Hop Pickers Line Heritage Group, thanks must go to David Scully of Tunbridge Wells Borough Council. David was instrumental in getting the project launched and continued to have a guiding hand in the assessment and contributed managerial experience and expertise throughout the life time of the project. In addition David Thompson, also of Tunbridge Wells Borough Council, dutifully provided the historic mapping, aerial photographic data and GIS information.

The contributions of the individual parish councils of Paddock Wood, Goudhurst, Cranbrook and Sissinghurst and Hawkhurst are greatly appreciated and made the project possible.

AOCs thanks must go to Wendy Rogers of Kent County Council Heritage Services. Wendy provided guidance to the project from the outset and suggestions on the most appropriate standards and guidance and legislation. Wendy also provided comment on earlier drafts of the report and also facilitated the provision of the Historic Environment Records.

Thanks are also appropriate to the various people along the route who provided help, allowed the AOC staff onto their land, business premises and property to undertake the walkover surveys.

A final thanks go to Lesley Davidson for her skill at creating the mapping and producing the LiDAR graphics accompanying this report and to Les Capon for his aid and company undertaking the walkover surveys.

## INTRODUCTION

### 1.1 Project Background

1.1.1 AOC Archaeology has been commissioned by the Hop Pickers Line Heritage Group (HPLHG) and Tunbridge Wells Borough Council (TWBC) to undertake a historic environment desk-based assessment (DBA) for the former Paddock Wood to Hawkhurst Branch Line (PWH BL) (**Figure 1**).

1.1.2 This report details the results of the assessment and aims to identify the character and nature of the known and potential heritage resource along the railway route including associated heritage assets relating to the hop industry. There is acknowledgement also of the railway heritage links to local apple orchards, cider production, plums, cherries and other soft fruits and carriage of minerals. Following the identification of these heritage assets, an assessment of the significance of individual sites has been undertaken and is appended to this report.

1.1.3 The PWH BL was opened in 1892 following a number of unsuccessful attempts in the latter half of the 19<sup>th</sup> century to bring a railway line to the High Weald in Kent. The line finally closed and was decommissioned in the 1960s. Areas of the route were subsequently sold to landowners and stations were sold for residential dwellings or commercial usage. The remaining infrastructure such as rails, were taken up some time following the decommissioning of the route.

1.1.4 The HPLHG and TWBC stated objectives of this historic environment desk-based assessment are as follows:

- To identify and assess the archaeological, historic building and historic landscape attributes surviving within the site;
- To provide a baseline description of the PWH BL as a heritage asset with component parts and provide a baseline historic background;
- To identify the survival, quality and significance of the heritage asset;
- To identify modern disturbance which may have removed heritage assets;
- To inform and guide more detailed assessment and survey as part of a future project for improved access and interpretation;
- Provide recommendations for further studies by volunteers and/or specialist archaeologists;
- Identify opportunities to raise awareness, understanding and enjoyment of the PWH BL; and
- Identify conservation threats and pressures.

1.1.5 The following sections cover each of these objectives in turn.

1.1.6 Copyright resides with AOC, the HPLHG, TWBC and the individual parish council representatives of Paddock Wood, Goudhurst, Cranbrook and Sissinghurst and Hawkhurst.

### 1.2 Site Location & Description

1.2.1 The site extends from the railway station within Hawkhurst/Gills Green (NGR: TQ 7582 3229) and terminated at Paddock Wood (NGR: TQ 6714 4526). The route heads north and west from Hawkhurst/Gill's Green to Cranbrook Station (NGR: TQ 75352 34508) through to Pattenden Siding in Goudhurst (NGR: TQ 72204 36648), then on to Goudhurst Station (NGR: TQ 70843 37263) over the River Teise and northwards to Horsmonden Station (NGR: TQ 70552 40379). It then continues north and west past Pearson's Green (NGR: TQ 69778 43516) and Threetax Farm complex before

merging with the London and Dover Railway (NGR: TQ 67870 45222) just east of Paddock Wood. The route extends roughly 17.5km from Paddock Wood to Gills Green.

- 1.2.2 The PWH BL stopped running in 1961 and the rails and infrastructure was taken up following the closure. Parcels of the route were subsequently sold into private ownership.
- 1.2.3 As far as AOC is aware, there are no development proposals currently planned for or affecting the PWH BL.

### 1.3 Topographical & Geological Conditions

- 1.3.1 The British Geological Survey map (BGS GeoIndex 2015) indicates that the site predominantly lies on Hastings Beds with Weald Clay in the northern section. South of Horsmonden, the line crosses alluvial material associated with the River Teise and its tributaries. As the line heads towards Paddock Wood, there are more surviving outcrops of River Terrace Gravels and Paddock Wood is located on a large surviving outcrop of River Terrace Gravels (**Figures 2 & 3**).
- 1.3.2 AOC is not aware of any geotechnical investigations undertaken specifically for the PWH BL.

## 2 ASSESSMENT METHODOLOGY & CRITERIA

### 2.1 Assessment Methodology & Criteria

- 2.1.1 This report aims to identify and map the nature of the heritage resource within the study area and includes an assessment of the relative value / importance of the known and potential heritage resource.
- 2.1.2 The scope of this heritage statement meets the requirements of current planning regulations set out in the National Planning Policy Framework (NPPF) (CLG 2012) and has been carried out in accordance with English Heritage's '*Guidance on Conservation Area Appraisals*' (2005); *English Heritage's 'Understanding Historic Buildings'* (2006), and their subsequent '*Conservation Principles: Policies and Guidance*' (2008) and Historic England '*Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*' (2015) and with regard to relevant statutory requirements, national, regional and local guidance, including the *Ancient Monuments and Archaeological Areas Act 1979*; *Planning (Listed Buildings and Conservation Areas) Act, 1990*; NPPF (CLG 2012) and regional and local planning policy.
- 2.1.3 AOC Archaeology Group conforms to the standards of professional conduct set out in the Chartered Institute for Archaeologists (CIfA) Code of Conduct (2014a), the CIfA *Standard and guidance for commissioning work or providing consultancy advice on archaeology and the historic environment* (2014b) the CIfA *Standard and Guidance for Historic Environment Desk-Based Assessment* (2014c) and the British Archaeologists and Developers Liaison Group Code of Practice (1986).
- 2.1.4 AOC Archaeology Group is a Registered Archaeological Organisation of the CIfA. This status ensures that there is regular monitoring and approval by external peers of our internal systems, standards and skills development.
- 2.1.5 Following discussion with the HPLHG, TWBC and the Kent Heritage Conservation team, a study area of 500m from the centre of the route of the PWH BL has been used to assess the likely nature and extent of the archaeological and built heritage resource (Listed Buildings from National Heritage List for England). The Kent Historic Environment Record (KHER) is the primary source of information concerning the current state of archaeological and architectural knowledge in the study area. This information forms the description of the heritage baseline conditions, together with:

- Designated Heritage Asset data, downloaded from Historic England's online National Heritage List for England;
- Archival and documentary sources held in house and at the National Archives in Kew;
- Review of historic photographs held at the National Archives in Kew;
- Review of the geotechnical investigations;
- An assessment of topographical, geological, archaeological and historical information from web based and in-house sources;
- Cartographic evidence for the study area;
- An assessment of relevant published and unpublished archaeological sources;
- A site walk-over; and
- Published sources listed in Section 8.

2.1.6 The heritage assets and other relevant find spots or evidence, identified from the sources listed above, have been described and presented in the Gazetteer of Heritage Assets (**Appendix B**) and are displayed on the Designated Heritage Assets Map (**Figures 4 – 17**) and period Heritage Assets Maps (**Figures 18 – 31**). Where these appear within the text, the Kent Historic Environment Record or Historic England reference number is shown in round brackets and can be referenced back to the details listed in Appendix B.

## **2.2 Assessment Criteria**

- 2.2.1 The assessment aims to identify the known and likely archaeological potential of the site and the relative value or importance of such a resource / asset. The criteria for assessing these factors are laid out in detail in Appendix A and based on the guidance listed in Section 2.1.2 above.
- 2.2.2 The assessment also aims to establish the cultural value of protected designated heritage assets within the study area, including a focus on any contributions to that value made by their settings. It will also establish the sensitivity of these assets to changes to their setting (referred to here as Relative Sensitivity) in particular it will consider how such changes may reduce the cultural value of the assets. In this, regard will be given to Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (March 2015). Relative sensitivity will be established using the detailed methodology set out in Appendix A of this report.
- 2.2.3 The criteria for assessing archaeological potential is expressed in this report as ranging between the scales of High, Medium, Low and Uncertain.
- 2.2.4 Levels of importance in the report are expressed as ranging between the scales of National, Regional, Local, Negligible and Unknown. The value or importance of heritage assets is determined firstly by reference to existing designations – for example Scheduled Monuments are already classified as Nationally Important. For sites where no designation has previously been assigned, the likely importance of that resource has been based upon the available evidence and professional knowledge and judgement.
- 2.2.5 The assessment methodology outlined in Appendix A indicates whether an impact upon a heritage asset is significant in planning terms. The NPPF, where designated heritage assets are concerned, requires us to make an assessment as to the level of harm which could be caused to heritage assets by development. It requires us to indicate whether that harm is 'substantial' or 'less than substantial' and the level of harm predicted establishes the planning test to be applied. Harm is defined by

Historic England as ‘*Change for the worse, here primarily referring to the effect of inappropriate interventions on the heritage values of a place*’ (2008, p 71). The National Planning Practice Guidance notes that ‘*What matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset*’ (2014, Para 17). As no developmental proposals are associated with this study, no attempt has been made on assessing this aspect. .

## 2.3 Limitations

- 2.3.1 It should be noted that the report has been prepared under the express instructions and solely for the use of the HPLHG and TWBC and associated parties. All the work carried out in this report is based upon AOC Archaeology’s professional knowledge and understanding of current (December 2015) and relevant United Kingdom standards and codes, technology and legislation.
- 2.3.2 Changes in these areas may occur in the future and cause changes to the conclusions, advice, recommendations or design given. AOC Archaeology does not accept responsibility for advising the HPLHG and TWBC or associated parties of the facts or implications of any such changes in the future. Measurements should be taken as approximations only and should not be used for detailed planning or design purposes.

## 3 PLANNING BACKGROUND

### 3.1 Identified Heritage Assets & Key Planning Considerations

- 3.1.1 Currently no elements of the PWH BL are statutorily protected through either Scheduling or Listing.
- 3.1.2 Within the study area, there are three Scheduled Ancient Monuments, three Sites of Protected Military Remains, one Registered Park and Garden and 120 Listed Buildings.
- 3.1.3 There are no World Heritage Sites, World Heritage Site Buffer Zones or Registered Battlefields within the study area surrounding the PWH BL.
- 3.1.4 The PWH BL passes through or close to a number of Conservation Areas, including Cranbrook, Horsmonden and Goudhurst. The line does not extend as far as the Hawkhurst Conservation Area.

### 3.2 National & Local Planning Policy

#### The National Planning Policy Framework (NPPF)

- 3.2.1 The National Planning Policy Framework (NPPF) was published on the 27<sup>th</sup> March 2012 and it immediately superseded a number of Planning Policy Statements and Guidance, including *Planning Policy Statement 5: Planning for the Historic Environment*.
- 3.2.2 The NPPF sets out 12 Core Planning Principles of which the conservation of heritage assets is one. One of the NPPF’s core principles is that ‘*planning should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.*’
- 3.2.3 The NPPF states that Local Authorities should take into account the following when creating policies to protect the historic environment:
- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness; and
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

3.2.4 Where designated assets are concerned great weight should be given to the asset's conservation and that loss of significance should require '*clear and convincing justification*'. Impacts upon non-designated heritage assets are also a pertinent planning consideration. Where a heritage asset is to be lost, either in part or in whole, as a result of the development, the local planning authority should require developers to '*record and advance the understanding of the significance of the heritage asset's [...] in a manner appropriate to their importance and the impact, and should make this evidence publicly accessible.*' (Paragraph 141)'.

#### **National Planning Policy Guidance 2014**

3.2.5 The National Planning Policy Guidance (NPPG) was released in March 2014 by DCLG and replaced the Planning Policy Statement 5: Planning for the Historic Environment Practice Guide. The NPPG contains guidance on implementing the NPPF policies on conserving and enhancing the historic environment.

3.2.6 In relation to the PWH BL site, the key consideration is the section on non-designated heritage assets. The National Planning Policy Framework identifies two categories of non-designated site of archaeological interest:

- Those that are demonstrably of equivalent significance to scheduled monuments and are therefore considered subject to the same policies as those for designated heritage assets (National Planning Policy Framework Paragraph 139); and
- Other non-designated heritage assets of archaeological interest. By comparison this is a much larger category of lesser heritage significance, although still subject to the conservation objective. On occasion the understanding of a site may change following assessment and evaluation prior to a planning decision and move it from this category to the first

3.2.7 Following review of the previously recorded heritage assets within the area, it is considered that any remains present within the PWH BL site will fall into the second category of non-designated heritage assets. However, aspects of the PWH BL may be of higher value/importance when considered as a group of assets.

#### **Tunbridge Wells Local Plan (2006)**

3.2.8 The Tunbridge Wells Local Plan 2006 has partially saved during a review in March 2009 and the adoption of the Core Strategy in June 2010 (section 3.2.9). The following 2006 policies have been retained:

#### **POLICY EN4: Demolition in Conservation Areas**



Development involving proposals for the total or substantial demolition of unlisted buildings which contribute positively to the character or appearance of a conservation area will not be permitted unless an overriding case can be made against the following criteria:

- The condition of the building, and the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- The adequacy of efforts made to retain the building in use, including efforts to find compatible alternative uses;
- The merits of alternative proposals for the site, and whether there are acceptable and detailed plans for any redevelopment; and
- Whether redevelopment will produce substantial planning benefits for the community, including economic regeneration or environmental enhancement.

#### **POLICY EN5: Development in Conservation Areas**

Proposals for development within, or affecting the character of, a conservation area will only be permitted if all of the following criteria are satisfied:

- The proposal would preserve or enhance the buildings, related spaces, vegetation and activities which combine to form the character and appearance of the area;
- The siting of development would be similar to adjoining building frontage lines where this is important to the character of the conservation area;
- The layout and arrangement of the building(s) would follow the pattern of existing development and spacing of adjoining plot widths where this is important to the character of the conservation area;
- The scale, massing, roofscape, use of materials, detailing, boundary treatment and landscaping would preserve or enhance the character of that part of the conservation area in which the proposal would be situated;
- The use, or intensity of use, would be in sympathy with the character and appearance of that part of the conservation area in which the proposal would be situated;
- The proposal would not result in the loss of trees, shrubs, hedges or other features important to the character of that part of the conservation area in which the proposal would be situated; and
- In meeting the car parking and access requirements, the character and amenity of the area would not be adversely affected.

#### **POLICY EN10: Other Sites of Archaeological Interest**

Proposals for development affecting sites of archaeological interest, other than those covered by POLICY EN9, will be determined having regard to the desirability of preserving archaeological remains and the setting of visible remains and according to all of the following criteria:

- 1 The intrinsic archaeological and historical value of the remains;

- 2 The design, layout and opportunities to minimise damage to remains and their setting, preferably through preservation in their original location;
- 3 The need for the development;
- 4 The availability of suitable alternative sites; and
- 5 The potential benefits of the proposals, particularly to education, recreation or tourism.

Where permission is to be granted for development resulting in the damage or destruction of archaeological remains and the developer has not entered into a planning agreement, or made equivalent arrangements, for the excavation and recording of the remains and the publication of the results, conditions will be attached to the permission to ensure that no development takes place until this work has been carried out.

#### **POLICY EN11: Historic Parks and Gardens**

Proposals which would be likely to affect a historic park or garden will only be permitted where no significant harm would be caused to its character, amenities or setting.

#### **Core Strategy Development Plan Document (Adopted June 2010)**

##### **Core Policy 4 - Environment**

The Boroughs built and natural environments are rich in heritage assets, landscape value and biodiversity, which combine to create a unique and distinctive local character much prized by the residents and visitors alike. This locally distinctive sense of place and character will be conserved and enhanced as follows:

- The Borough's urban and rural landscapes, including the designated High Weald Area of Outstanding Natural Beauty, will be conserved and enhanced.
- The Borough Landscape Character Area Assessment 2002 will be utilised to manage, conserve and landscape as a whole.
- A hierarchical approach to nature conservation and the protection of biodiversity and geodiversity will be applied across the sites and habitats of national, regional and local importance within the Borough. The objective will be to avoid net loss of biodiversity and geodiversity across the Borough as a whole.
- Opportunities and locations for biodiversity enhancements will be identified and pursued by the creation, protection, enhancement, extension and management of green corridors and through the development of green infrastructure networks in urban and rural areas to improve connectivity between habitats.
- The Borough's heritage assets, including Listed Buildings, Conservation Areas, Scheduled Ancient Monuments, archaeological sites and Historic Parks and Gardens will be conserved and enhanced and special regard will be had to their settings.
- The positive management of heritage assets through partnership approaches and measures will be encouraged, including by the use of Conservation Area Management Plans.

#### **Tunbridge Wells Borough Local Plan Local Heritage Assets Supplementary Planning Document (Adopted June 2012)**

3.2.9 This supplementary planning document sets out the process and criteria for heritage assets to be nominated for inclusion on the Tunbridge Wells List of Local Heritage Assets. The document sets out the following criteria for the selection of heritage assets to be designated as Local Heritage Assets:

1. The Heritage Asset demonstrates significant Architectural and Artistic Interest. This can be identified as:

- Designed by an architect or engineer of local or national importance
- Of a high quality design, displaying good use of materials and examples of features typical to that architectural period
- Demonstrating good technological innovation
- Representing a significant example of a locally distinctive building style or technique
- Having an idiosyncratic built form or decorative detail

2. The Heritage Asset demonstrates a significant Historic Interest. This can be identified as:

- Demonstrating a well documented association with a figure or event of significant local or of national importance
- Reflecting the traditional functional character or former uses of the area
- Belonging, due to age and/or rarity, to an at risk group
- Having particular literary connections
- Having demonstrable archaeological value (including buried)

3. The Heritage Asset demonstrates local significance in the areas of Social and Economic Development. This can be identified through:

- Clearly reflecting important aspects of the development of the settlement
- Providing 'totemic value' to existing local communities
- Demonstrating links to a significant local industry or trade
- Demonstrating an important cultural role within the local community
- Providing a good, or unusual, example of local domestic heritage

4. The Heritage Asset positively contributes to Townscape Character. This can be demonstrated through:

- Providing a key local or national landmark
- Positively contributing to the setting of an existing statutorily protected heritage asset
- Playing an integral role within a significant local vista or skyline, or having demonstrable townscape value
- Of significant aesthetic or group value
- Providing a good example of early local town planning
- Part of a designed landscape park or garden
- Being distinctive or rare items of street furniture

- 3.2.10 Where sites have the potential for being included within the Tunbridge Wells List of Local Heritage Assets, these have been described in Section 6 Significance Appraisal of this report.

#### **Tunbridge Wells Site Allocations DPD (Feb 2015)**

- 3.2.11 The Tunbridge Wells Site Allocations Development Plan Document (Consultation Draft February 2015) has identified former railway lines within Kent as potential recreational/leisure resources and seeks to prevent inappropriate development which would prevent their reuse as such. Policy AL/STR3 states the following:

#### **Policy AL/STR 3: Safeguarding Former Railway Lines**

The Local Planning Authority will safeguard the following former railway lines, as shown on the Proposals Map, against inappropriate new development that would compromise their reuse as alternative transport links:

- Tunbridge Wells Central to Eridge, for the purposes of reuse of the line for railway use and as a green infrastructure corridor
- Paddock Wood to Hawkhurst, for use as a green infrastructure corridor providing a walking/cycleway trail

#### **Tunbridge Wells Local Development Framework Green Infrastructure Plan (August 2014)**

- 3.2.12 This document sets out potential options for the improvement of the Green Infrastructure within the Borough of Tunbridge Wells. Specifically for the PWH BL, Proposal 7 covers the possibility of modifying the route into a trail for cyclists, walkers and horse riders. The policy states:

#### **Proposal 7: Redundant railways**

Within the eastern part of the Borough, along the former Paddock Wood to Hawkhurst Railway, which connected Hawkhurst, Cranbrook, Goudhurst, Horsmonden and Paddock Wood. Within the western part of the Borough, along the former Tunbridge Wells to Eridge line.

- 3.2.13 The document states that the TWBC supports this ideal and will work with landowners, Kent County Council, the Parish and Town Councils, as referred to above, and other stakeholders including Sustrans (a sustainable transport charity that supports such projects), to identify areas where access to the former railway lines can be improved, with associated promotion, upgrade of paths and route ways, and signage. Although it is recognised that parts of the line may no longer be available, some parts have already been cleared with the help of the landowners, and members of the community are working together on extending the project.

## **4 ARCHAEOLOGICAL & HISTORICAL BACKGROUND**

### **4.1 The Prehistoric Periods (Palaeolithic c. 500,000 – 10000 BC; Mesolithic c. 10000 to 4000 BC; Neolithic c. 4000-2200 BC; Bronze Age c. 2200-700 BC and Iron Age c. 700 BC - AD 43)**

- 4.1.1 The Palaeolithic period is not represented within the previously recorded archaeological sites within the study area. However, this is not the case within Kent in general. The county has some of the most well known Palaeolithic sites within the UK, including the lower Palaeolithic sites at Swanscombe and Clacton (Wenban-Smith 2007) and mid to later Palaeolithic sites at Baker's Hole (Scott 2010) and Beedings, just over the county border in Pulborough, West Sussex (Pope *et al* 2013). The area of the PWH BL appears to have been devoid of Palaeolithic sites (Scott 2004)

although this may correlate more to an absence of major river channels and lack of survival of remains and field work rather than any real absence. The closest previously recorded sites of this Lower Palaeolithic date are located to the northwest of Maidstone whilst the nearest Upper Palaeolithic site is at Harrietsham to the northeast of the PWH BL study area.

- 4.1.2 A total of two sites of Mesolithic date have been recorded within the study area surrounding the site at Westgate. Mesolithic flint tools have been located within the study area at Church Farm Cottages (**MKE74719**, chainage 8800m) and to the northwest of Whitestocks Lands Farm (**MKE74192**, chainage 10900m). In general Mesolithic sites are rare, partially due to the lack of survival of these type of sites and also due to the difficulty of recognising material of this date. Known sites of this date seem to have been concentrated within the northwest of the county, around Sevenoaks and Orpington although isolated find spots are scattered throughout (Lawson & Killingray 2004).
- 4.1.3 No material of Neolithic, Bronze Age or Iron Age date has been recorded within the study area. This is considered unusual, particularly for a scheme covering c. 17.5km.
- 4.1.4 Within Kent in general, Neolithic remains are known, with causewayed enclosures known at Ramsgate and Eastchurch and two further potential causewayed enclosures at Burham and Tilmanstone (Hammond 2007). Domestic (non-ritual) settlement is much less frequent, with the best known site being at White Horse Stone where a Neolithic long house was recorded (Champion 2007).
- 4.1.5 Bronze Age material within Kent is known primarily from sites close to river valleys and the coastal areas with some more isolated sites located inland. An interesting late Bronze Age/early Iron Age shale working site with enclosed cemetery has been found at Margetts Pits near Burham, Aylesford (Gittins *et al*, forthcoming) or the multi-phase site at Cliffs End Farm on Thanet (McKinley *et al* 2014).
- 4.1.6 The distribution of Iron Age sites, particularly during the earlier Iron Age, is focussed on the eastern side of the county and to a lesser degree along the river valleys. During the later Iron Age this had began to change and settlement was much more wide spread (Lawson & Killingray 2004). The location of Kent meant it had strong links with the continent.
- 4.1.7 A small number of hillforts are located in the region surrounding Tunbridge Wells with examples known at High Rocks, Saxonbury and Castle Hill
- 4.1.8 It is clear that the area within which the PWH BL passes is relatively sparse in terms of prehistoric (and later) archaeology. This may well be a reflection of the lack of recent development and modern archaeological investigations. The area is assumed to have been exploited for timber, iron ore and subsistence resources as well as enabling the production of charcoal (W Rodgers per's comm.).

## 4.2 The Roman Period (AD 43 – AD 410)

- 4.2.1 There are two recorded sites of Roman date within the study area. These are two lead weights, both found to the northwest of Hartley (**MKE74591** & **MKE74582**, chainage 15300). Given the proximity of the two sites, it is possible they represent the same find spot reported twice although the description for one is a lead alloy circular weight with convex upper surface and central depression, flat base with depression whilst the second is lead alloy oval/cylindrical shaped 'net' type weight with narrow central hole.
- 4.2.2 Roman activity and occupation within Kent is well documented with the civitas capital at Canterbury and further settlements at Richborough, Dover, Reculver and Rochester (Millett 2007). A large proportion of the Roman sites are within the northern half of the county, in the North Kent, Downs

and Chart Hills areas, with lower densities in the Low Weald and even sparser occupation in the High Weald. Several Roman roads bisected Kent linking London with Dover, Richborough and Lympne.

- 4.2.3 Recent conjecture on the nature of the transport routes of the High Weald is that a number of the Roman roads within the area were probably of prehistoric origin and were utilised during the Roman period. The river system, including the Teise, were in all likelihood exploited during this period for transport as well as resources but this has not left any tangible evidence.
- 4.2.4 The distribution of sites of Roman date within the High Weald as compared with the rest of Kent appears sparse. Known remains include a Roman road which passed through the Tunbridge Wells area via Benenden to the east of the PWH BL. A Roman ford and iron works were also located at Benenden.

### 4.3 The Early Medieval (Saxon) Period (AD 410-1066)

- 4.3.1 No sites of early medieval date are recorded within the study area. It may be that the known early medieval/Anglo-Saxon occupation and activity was focused on the larger settlements. Early Anglo-Saxon royal estates were known at Dartford, Aylesford, Milton Regis and a number of places to the east of the county (Lawson & Killingray 2004). However, the area of the High Weald was located within the large oak and beech forest which also covered parts of Sussex and Surrey (Page 1932). However, the main settlements along the route of the PWH BL, Paddock Wood, Horsmonden, Goudhurst, Cranbrook and Hawkhurst, all have Old English origins for their place names. Most were known from the 11<sup>th</sup> or 12<sup>th</sup> centuries. However, most of the area covered by the PWH BL was not within a formally recognised hundred at the time of the Domesday Survey. The northern parts may have been within the Twyford Bridge hundred.
- 4.3.2 The place name evidence of the main settlements mainly relates to enclosures, forests and streams. Paddock Wood probably derived from 'small enclosure or paddock', Horsmonden from 'woodland pasture near the stream where horses drink', Goudhurst from 'wooded hill of a man named Gūtha', Cranbrook from 'brook frequented by cranes or herons' and Hawkhurst 'wooded hill frequented by hawks' (Mills 1991). The only one of these to be named within the Domesday Book is Hawkhurst.

### 4.4 The Medieval Period (AD 1066-1550)

- 4.4.1 The main focus of medieval Kent was in the eastern and northern parishes and areas. No population density data was available for the portion of the High Weald in which the PWH BL was located although it was in all likelihood fewer than 4 households per square mile (Lawson 2004).
- 4.4.2 The main settlements within the area would have been at Horsmonden, Goudhurst, Cranbrook and Hawkhurst. Smaller populations would probably have existed at Hartley and Gills Green although possibly just large farms.
- 4.4.3 A total of 38 sites of medieval sites are recorded within the KHER. These are typically timber-framed buildings, such as those at Old Nevergood Farm (**TQ 73 NW 189**) and at Cluncher (**TQ 74 SW 129**), a relict of the farming economy that was prevalent within the area. Many of these are Listed Buildings, such as Swigs Hole Farmhouse (**TQ 74 SW 192**) and two medieval sites are Scheduled Monuments (**35306 & 101546**). Both are moated manor houses, one at Furnace Farm (**35306**) and the second at Share Farm (**101546**).

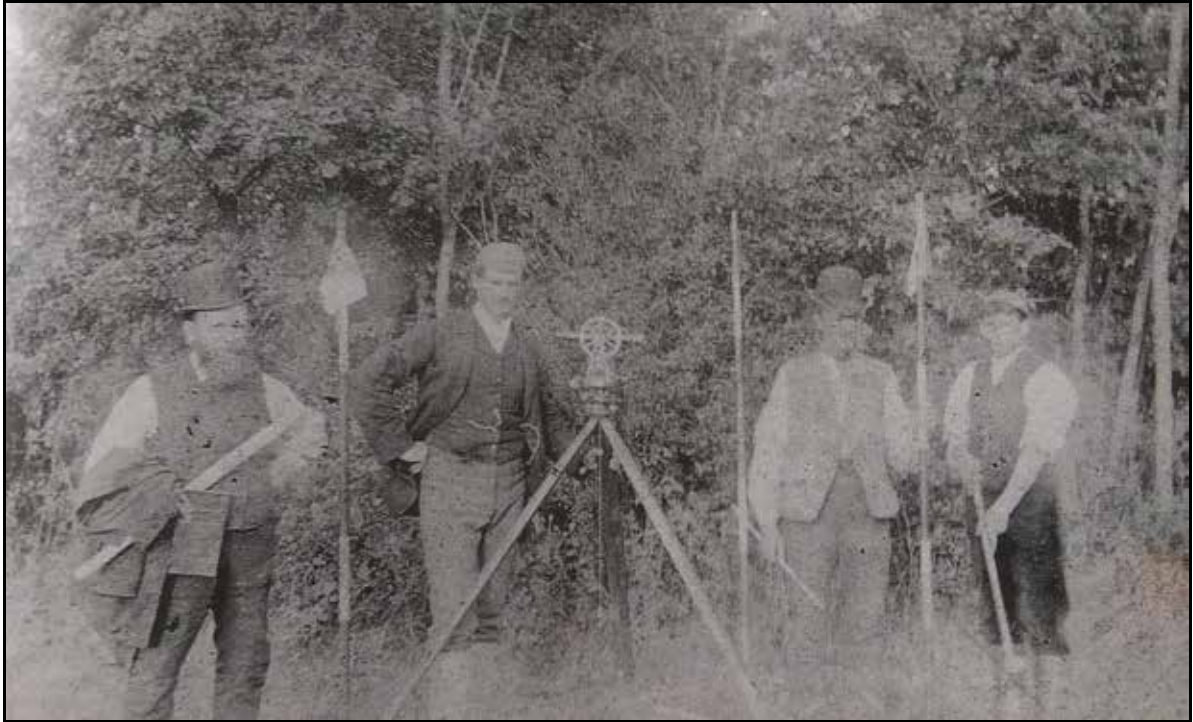
- 4.4.4 Aside from the medieval dwellings which are recorded, a number of find spots of medieval date are known. These include copper alloy horse harnesses (**MKE74589**), a copper ring (**MKE74592**), a lead token (**MKE75046**), a cauldron (**MKE75056**) and cooking vessel (**MKE75064**) amongst other items.
- 4.4.5 Hops began to come into the UK at the end of the medieval and start of the post-medieval period. Hop cultivation has been documented within Europe since the 9<sup>th</sup> century. Hops were probably originally imported from Holland and Belgium during the 16<sup>th</sup> century and growing here may have begun as a response to poor quality produce coming over from the continent (Darby 2005).
- 4.4.6 Post-medieval popularity of beer made with use of hops meant the growth of the hop industry, particularly in the 17<sup>th</sup> and 18<sup>th</sup> centuries when ale demand dropped and porter demand rose (Breweryhistory.com 2015).
- 4.4.7 **The Post-Medieval (AD 1550-1900)**
- 4.4.8 The post-medieval period within the study area is the best represented in terms of previously recorded sites and cartographic evidence. This is partly due to the closeness of the period and preservation of both structures and features and of the cartographic and documentary sources. The records for the area include industry, agricultural activities and farmsteads, dwellings and settlements.
- 4.4.9 Concentrations of previously recorded post-medieval sites are located at the settlements of Paddock Wood, albeit late (19<sup>th</sup> century) post medieval here, Horsmonden, Goudhurst, Cranbrook and Hawkhurst.
- 4.4.10 The Weald has seen numerous industries, including charcoal making and iron production, farming and timber harvesting. The hop industry was one of the later industries to start within the Weald. The hop picking season was short, lasting only three weeks and thus getting the workforce in place and ready was key to the success of the industry (Jacobs 2010).
- 4.4.11 Historic mapping issued by the Ordnance Survey (OS) shows the area of the railway prior to the construction. Although not the earliest OS mapping, which was the OS Field Drawings dating from the late 18<sup>th</sup> and early 19<sup>th</sup> centuries, the 1:2500 1<sup>st</sup> Edition OS mapping dates to 1867 AD. Paddock Wood hardly existed when this map was drafted. The station was extant and a smattering of houses existed. The local church, St Andrews, a smithy, the Kent Arms public house, national school building and a brick and tile works are the non-dwelling buildings located in Paddock Wood at this time.
- 4.4.12 The area towards Queens Street was primarily fields with the occasional copse of trees. The only features being field boundaries. The landscape surrounding the route is dotted with farmsteads. Beyond Queens Street to Willow Lane the land appeared much the same. Pearsons Green Road and Churn Lane again are mainly agricultural. Threetax Farm and Hardlots are depicted on the mapping along with some extraction pits. Mousetrap Lane and August Pitts are shown.
- 4.4.13 The PWH BL alignment then heads south towards Yew Tree Green Road, where it bisected the edge of Morris Wood. The alignment passes into the parish of Horsmonden. The area is still predominantly agricultural although the area around Rams Hill sees a number of extractive pits as well as a corn mill.
- 4.4.14 Further south, the landscape appears to be a mix of agricultural fields and wooded glades near to Swigs Hole. The area continues as fields beyond Swigs Hole towards Stiles Farm where the alignment bisects what is depicted as an orchard. Whether this was a hop crop is unclear.
- 4.4.15 The route passed under Maidstone Road and to the east of Horsmonden, which was effectively split into two concentrations during the mid-19<sup>th</sup> century, around the village green and around the

Methodist church. The route subsequently crossed Goudhurst Road in close proximity to a structure (possibly associated with Spring Cottage) and another area of orchard.

- 4.4.16 Once the route passed Horsmonden, it headed south again towards Brick Kiln Lane. The alignment passed to the west of Starveden and crosses another predominantly agricultural area. The route cuts through some unnamed wooded area and Black Pitts Woods on its way to Brick Kiln Lane.
- 4.4.17 Beyond Brick Kiln Lane, the route headed through a mixed landscape of fields, glades and wooded copses until it reached Smallbridge and another orchard. Past Smallbridge, the alignment ran directly south to Hope Mill where the station was due to be located, crossing the line of the River Teise. Hope Mill was a water powered corn mill and the mill race is visible on the 1867 OS map. To the east of the mill was a smithy. The Green Cross public house did not appear until the end of the 19<sup>th</sup> century.
- 4.4.18 The route curved to the east following Hope Mill past Finchcocks towards Risebridge. Again, this area in-between settlements was mainly agricultural with small farms and roads appearing in the land. Past Risebridge the route turned east towards Pattenden where the line crossed an unnamed stream. At Pattenden the route bisects another orchard and the road and then turns into a southeastern curving arc towards Smugley where it crossed an orchard immediately to the south of the farm.
- 4.4.19 Following Smugley, the landscape became more wooded. The PWH BL route crossed the fringes of a number of woods, starting with Wet Wood, then Kings Wood, Furnace Wood and then threads between Bulls Wood and Hall Wood towards Hall Farm and Bishops Farm and the site of Cranbrook Station at Hartley.
- 4.4.20 Past the site of Cranbrook Station, the line runs directly south towards the location of Badgers Oak Tunnel. This was an area of woodland and fields and the alignment crossed the edges of Dukes Wood and then under the area of Badgers Oak. Beyond Badgers Oak, the route bisected Lemon Wood before crossing an area of fields before crossing Slip Mill Lane and Lime Grove before terminating at the location of Hawkhurst Station, which in 1867 was fields along with a structure, possibly a farmhouse, off of Cranbrook Road. Presumably this building was bought out and demolished as part of the construction of the station complex here.
- 4.4.21 The PWH BL opened during the later part of the post-medieval period with the line officially opening on the 1<sup>st</sup> October 1892 (although trains may have already started running by this point). A number of publications have been produced on the history of the line, for example *The Hawkhurst Branch* by B Hart (2000), the *Branch Line to Hawkhurst* by V Mitchell and K Smith (1989) and *The Hawkhurst Branch Line* by P.A Harding (1982). Consequently, it is not intended to reproduce the entire history of the line but a synopsis of the main events and history of the line is given below.
- 4.4.22 Proposals for a railway line through the High Weald had been made as early as 1844, including plans by the Cranbrook and Marden Railway for a line 5 ½ miles long in 1857 and going as far as the Weald of Kent Railway Company obtaining an Act of Parliament in 1864 authorizing the construction of a railway line although this did not materialize due to financial issues cumulating in the South Eastern Railway applying in 1870 for abandonment of any plans for railways serving Cranbrook and that part of the High Weald (Hart 2000).
- 4.4.23 The Cranbrook and Paddock Wood Railway, formed of a number of dignitaries and notaries from Cranbrook, Goudhurst and Hawkhurst and including the High Sherriff of Kent, following a meeting with the South Eastern Railway, gained Parliamentary approval to proceed with the High Weald's first railway (Hart 2000). Construction began in the spring of 1880 by the appointed contractor, Mr George Furness with Holman Stephens appointed as the assistant engineer. This however, proved to be a



false start to the line and by summer the work had halted, in part because the chief contractor, Mr Furness, was placed to work on a different line (Hart 2000).



**Plate 1:** Cranbrook and Paddock Wood Railway survey team including Holman Stephens behind the theodolite (Taken from Hart 2000).

4.4.24 Eventually, construction of the line began again in 1890 (although obviously the route had not been completely settled if amendments via Parliament were being made in 1892!). The person contracted to oversee this construction was a Mr J.T Firbank. Work progressed at varying rates, in part due to the weather. A newspaper article from June 1891 estimated that 400 navvies were employed on building the line with a total cost of £100,000. The line was officially opened in October 1892 between Paddock Wood and Hope Mill (Goudhurst), with the remaining line to Gills Green/Hawkhurst completed a year later.



**Plate 2:** First passenger train at Hope Mill (Goudhurst) on the 12<sup>th</sup> September 1892 taken by David Stickells (©National Archives Ref: Copy 1 409/527).

- 4.4.25 The idea was that the line would have been a through route with the terminus being at Hastings on the south coast. This obviously did not occur and Gills Green/Hawkhurst was the end of the line. The line was in theory operated by the Cranbrook and Paddock Wood Railway company but in actuality the South Eastern Railway operated the line.
- 4.4.26 The original directors of the Cranbrook and Paddock Wood Railway Company were the Honourable Alfred Erskine Gathorne-Hard MP, who was chair, Captain Francis Pavy, deputy chair, the Right Honourable Lord Brabourne, the Honourable James M.O. Byng, Philip Beresford Beresford-Hope Esq and Alfred Mellor Watkin Esq.
- 4.4.27 The stations along the route were Paddock Wood, Horsmonden, Goudhurst, Hartley/Cranbrook and Gills Green/Hawkhurst. Paddock Wood Station was opened in 1842 and was modified to incorporate the PWH BL, with the lines serving this seen on the left of Plate 3 below. In general, the stations were quite simple and cheap, in what apparently became one of Holman Stephens characteristic trademarks.



**Plate 3:** Paddock Wood Station viewed looking up side towards London (National Archives Ref: ZSPC 11/575).



**Plate 4:** Horsmonden Station looking down side towards Hawkhurst (Taken from Vallance 1955).



**Plate 5:** Hope Mill (Goudhurst) Station, viewed from the level crossing at the southern end (Taken from Vallance 1955).



**Plate 6:** Hartley/Cranbrook Station, looking up side towards Paddock Wood (Taken from Vallance 1955). Note similar style to Goudhurst Station.



**Plate 7:** Gills Green/Hawkhurst Station (Taken from Hart 2000).

- 4.4.28 The stations have been fairly well preserved despite the closure and dismantling of the line and associated infrastructure. Of all the stations, obviously only Paddock Wood is still operative.
- 4.4.29 Hawkhurst and Goudhurst Stations have since been demolished, leaving Horsmonden and Cranbrook as the surviving stations specifically built for the PWH BL. The Hawkhurst station masters house does survive.

#### **4.5 Modern Period (post 1900)**

- 4.5.1 Early in the modern period, the PWH BL was taken over by the South Eastern Railway although this did not really have any material effect as the South Eastern Railway had been running the line since its outset. This incorporation occurred on the 29<sup>th</sup> January 1900.
- 4.5.2 The PWH BL and surrounding area appears to have seen relatively little conflict during the First World War and the Second World War. Bombing raids were few. Both Goudhurst and Hawkhurst were the locations of Nodal Points during the Second World War (Smith & Killingray 2004) although the PWH BL did not actually pass through either settlement.
- 4.5.3 Defence lines were located to the northwest and northeast of the area and none bisected the area of the PWH BL.
- 4.5.4 The advent of the First World War apparently caused some difficulties in sources of hop pickers, with the men occupied with the war and the women taking up the places vacated by the men. The hop farm owners had to tempt the pickers down with better conditions and facilities as well as more inventive solutions such as prizes for the best kept hop pickers huts (Hart 2000). The government imposition of a tax on beer meant a reduction in demand for hops though so the lack of workers was not as keenly felt as could have been.

- 4.5.5 The Second World War had a differing effect on Kent and the hop picking industry. The desire to decamp from London and the war-damaged streets was strong and coupled with the effects of rationing meant that there was no shortage of pickers for the harvests who were often more than happy to get away from the frequent bombing raids.
- 4.5.6 The line closed to services in June 1961. The track was lifted in 1964 and the station sites offered for sale in 1967. The following document shows the level of organisation and extent of the sales.

HAWKHURST BRANCH:  
INVENTORY OF REDUNDANT ASSETS.

1. CLOSURE DATE:- 12.6.1961.

2. LAND AND PREMISES AVAILABLE FOR DISPOSAL. Whole of site of line between the line A B indicated on the attached Plan No. 24498 and the end of the branch.

3. REDUNDANT ASSETS.

<u>Description.</u>	<u>Proposal.</u>	<u>Justification.</u>
P.W. Ballast	Recover & sell -do-	Sale price exceeds cost of recovery. -do-
<u>WILLOW L.C.</u>		
Crossing keepers cottage	Remain in situ	Sale price of structure exceeds value of cleared site.
<u>CHURCH LANE L.C.</u>		
Crossing keepers hut	Demolish & remove	To save future maintenance costs and to prevent it becoming an eyesore.
Railway Gate House	Remain in situ	Sale price of structure exceeds value of cleared site.
<u>HORSMONDEN:</u>		
Station platforms & buildings	-do-	No enhancement to site value resulting from removal.
Station House	-do-	Sale price of structure exceeds value of cleared site.
1/6 Station Cottage	-do-	-do-
<u>SHALLBURGH L.C.</u>		
Crossing keepers House	-do-	-do-
<u>DOUENHURST:</u>		
5 ton crane	Recover & store	Reasonable length of remaining life.
Station platforms and buildings.	Remain in situ	No enhancement to site value resulting from removal.
Station House	-do-	Sale price of structure exceeds value of cleared site.
<u>PATHEMERE SIDINGS:</u>		
Store Hut	Recover	Reasonable length of remaining life. £10.00
<u>CRANBROOK:</u>		
13 Cwt crane	Recover & store	-do-
Goods Shed	Remain in situ	No enhancement to site value resulting from removal.
Station platforms and buildings	-do-	-do-
<u>SAVENHURST:</u>		
Goods Shed	-do-	No enhancement to site value resulting from removal.
13 Cwt crane	Recover & store	Reasonable length of remaining life.
Station Platforms & Buildings.	Remain in situ.	No enhancement to site value resulting from removal.
1/6 Station Cottage	-do-	Sale price of structure exceeds value of cleared site.

**Plate 8:** List of redundant railway assets associated with the PWH BL (©National Archives Ref AN 177 260).

Description	Proposal	Justification.
HAWKHURST (Cont/d..) Station House	Remain in situ	Bale price of structure exceeds value of cleared site.
All remaining line side furniture, tele. & signalling equipment etc.	Demolish & remove	To prevent them from becoming an eyesore and a danger to the public.
7 Bridges	-do-	-do- and to save future maintenance costs.
4 Bridges	Abandon in situ	Interest on demolition cost @ 6% = £720 Less maintenance costs = £220 Annual cost of demolition <u>£500</u>

**Plate 9:** Continued list of redundant railway assets associated with the PWH BL (©National Archives Ref AN 177 260).

- 4.5.7 It appears that most of the infrastructure associated with the PWH BL, aside from the stations and railway workers cottages, were included in the demolish and remove proposals. Four bridges were identified for abandonment *in situ*, as has occurred at Horsmonden and Badgers Oak. It seems that seven further bridges, such as the one immediately to the north of the Gills Green/Hawkhurst Station, were removed to save on future maintenance costs.
- 4.5.8 The cost of the demolition and recovery of the railway assets was £25,758. The successful bidder for these works was a company called Demolition and Construction Co Ltd. Documents from the South Eastern Railway shows the demolition and clearance to have started on the 30<sup>th</sup> November 1963 and to have been completed on the 30<sup>th</sup> September 1964.
- 4.5.9 The assets retained *in situ* and subsequently sold into private ownership, comprise of the following:
- Willow Lane Level Crossing Keepers Cottage
  - Churn Lane Level Crossing Railway Gate House
  - Horsmonden Station platform and buildings
  - Horsmonden Station House
  - Horsmonden Station Cottages
  - Smallbridge Level Crossing Keepers House
  - Goudhurst Station platform and buildings
  - Goudhurst Station House
  - Cranbrook Goods Shed



- Cranbrook Station platforms and buildings
- Hawkhurst Goods Shed
- Hawkhurst Station platform and buildings
- Hawkhurst Station Cottages
- Hawkhurst Station House

4.5.10 Survival of these disposed of railway assets has been fairly good in the intervening half century. Parts of the sites have been lost, partially due to the removal of tracks and subsequent infilling of the route but Cranbrook station survives having become a residential dwelling.

4.5.11 At Hawkhurst, a number of the buildings have since been removed and the site now a business park. The only PWH BL assets to survive at Gills Green/Hawkhurst are the engine shed and the railway workers cottages along with the embankment, embankment stairs and railings at the eastern terminus. The station masters house is also assumed to have survived judging from aerial photographs although the house was not visited due to being on private land.



Plate 10: Engine shed before closure of station and in 2015 (Image on left taken from Hart 2000).

## 5 ADDITIONAL BACKGROUND RESEARCH

### 5.1 Previous Archaeological Site Investigations

5.1.1 The KHER indicates that a number of archaeological interventions, including desk-based, non-intrusive and intrusive techniques, have occurred within the 500m study area surrounding the route of the PWH BL.

5.1.2 There are no archaeological investigations associated directly with the PWH BL

### 5.2 LiDAR Data

5.2.1 LiDAR stands for light detection and ranging and is a relatively new technique within archaeological research. Historic England describe LiDAR as measuring the height of the ground surface and other features in large areas of landscape with a very high resolution and accuracy. Such information was previously unavailable, except through labour-intensive field survey or photogrammetric recording.

5.2.2 It provides highly detailed and accurate models of the land surface at metre and sub-metre resolution. This provides archaeologists with the capability to recognise and record otherwise hard to detect features.

- 5.2.3 Only part of the PWH BL is currently covered by the LiDAR data held by the Environment Agency. These have been plotted and the route of the PWH BL overlain onto the results. The available data terminates some distance to the west of Cranbrook Station, at Chainage 14090.
- 5.2.4 A review of the data suggests that the line, or remnants of it, survive in some form over much of the route between Paddock Wood and Cranbrook. Although much of the line is not obviously visible now, this appears to be in part due to overgrowth and topography. The LiDAR shows that embankments, cuttings still show within the landscape to a certain degree.
- 5.2.5 The data has been processed to remove buildings and thus only the track alignment is shown but possible features associated with the route are also possible to observe. Other features appear along the route which are difficult to interpret solely from the LiDAR data and would require field reconnaissance to establish their nature and character.
- 5.2.6 Between Paddock Wood and Queens Street (**Figure 107**), there is little observable features which could relate directly to the railway. Paddock Wood is noticeable to the west of the route. Some areas of possible ridge and furrow can be observed to the west of Chainage 1000. Various field boundaries and streams are present. An interesting round mound may possibly exist at roughly Chainage 600.
- 5.2.7 Between Queens Street and Churn Lane (**Figure 108**), the visible landscape is predominantly field boundaries, streams and relict extraction pits. There are two possible mounds, south of the line at Chainage 2200 and north of Chainage 2500.
- 5.2.8 Between Churn Lane and Yew Tree Green Road (**Figure 109**), the only visible features along the route are relict field boundaries, agricultural features, possible bridle ways and paths. Between Yew Tree Green Road and Swigs Hole, the embankment on which the PWH BL proceeds is evident. A large patch of rough ground, possibly a former orchard or extractive area, is located at Chainage 4800.
- 5.2.9 Towards Horsmonden Tunnel (**Figure 110**) the area is again mainly field boundaries and features associated with the transport network – roads, bridle paths and also possible ridge and furrow at Chainage 5400. Possible pitting and extraction also appears to the north of Horsmonden, to the west of the PWH BL at Chainage 5600. A number of the field boundaries to the east and northeast of Horsmonden appear to be raised whilst a green lane is also evident (which leads from Horsmonden Primary School to Grovehurst Lane on modern maps). The cutting at Horsmonden appears completely backfilled on the LiDAR results (**Figure 111**).
- 5.2.10 From Goudhurst Road (**Figure 111-112**), the LiDAR indicates the landscape has been modified, possibly for water drainage or for the springs shown on the 19<sup>th</sup> century OS mapping of the vicinity. A possible rabbit warren is also suggested by place name evidence and may have left hints on the ground.
- 5.2.11 Following the route south towards Brick Kiln Lane (**Figure 112**) indicates that probable extractive pits are more common, as could be expected from the road name. The route directly crosses a former lake or pond to the north of Brick Kiln Lane which is identifiable on the LiDAR.
- 5.2.12 From Smallbridge (**Figure 113**) to Station Road (**Figure 114**) where the former Goudhurst Station was located, the landscape is predominantly characterised by relict field boundaries, agricultural features such as ploughing and the River Teise. A large amount of disturbance is visible around the former site of Goudhurst Station (Chainage 9500). This probably stems from the station and platform and also the Hope Mill which was also located here.

- 5.2.13 From Station Road the PWH BL curved to the east with a stream located on the western side. This probably guided the route of the railway slightly. The route looks particularly well preserved between Finchcocks and Ranters lane (**Figure 114**). The area of Pattenden Sidings is visible on the LiDAR, with a causeway or embankment leading from the road to the sidings.
- 5.2.14 South and eastwards from Pattenden Sidings (**Figure 115**), the landscape is one of fields and streams. The area around Smugleys (Chainage 11500) is somewhat disturbed. Again, the area is crisscrossed with probable tracks and paths. The areas to the east of the PWH BL are quite disturbed, and these correspond with Johnson's Wood and Timber Wood. Within the wider landscape, outcrops of rock or areas of disturbance and dumping are becoming more prevalent. These are also evident in the LiDAR data results to the east towards Cranbrook Station.
- 5.2.15 The alignment along Wet Wood and Furnace Wood (**Figure 116**) indicates the landscape is a mix of fields and wooded areas crossed by tracks and paths. Several of these within Furnace Wood correspond to those depicted on the 19<sup>th</sup> century OS mapping and a pathway following the southern side of the PWH BL is also visible. This may have been related to the movement of the hop pickers within the area. Again, the area is dotted with outcrops and possible spoil heaps and debris. Some extractive industry is evident, particularly around Forge Farm (Chainage 12300).
- 5.2.16 The final length of the PWH BL covered by the LiDAR results (**Figure 117**) is dominated by tracks, paths, field boundaries and rivers/streams. To the north of the alignment, there are a number of outcrops or dumps within Furnace Wood. There are some interesting earthworks around Furnace Farm to the south of the PWH BL (Chainage 13750).

### 5.3 Site Walkover and Description

- 5.3.1 The route of the PWH BL site was visited during September 2015 to assess existing land use, state of the known historic assets and the potential for previously unrecorded heritage assets and possible constraints.
- 5.3.2 Paddock Wood Station predates the PWH BL and was originally built as a station along the Redhill to Ashford South Eastern Railways line in 1842. The construction of the PWH BL entailed the creation of a new length of track on the southern side of the station, which survives to a limited degree along the southern side of an extant main platform today.



**Plate 11:** Front of Paddock Wood Station from approach road.



**Plate 12:** Paddock Wood Station down lines towards Maidstone, viewed from foot bridge looking east.



**Plate 13:** Southern side of platform serving the PWH BL which is still extant today (Image courtesy of D Sargison).



**Plate 14:** Lamp posts along road to east of Paddock Wood Station leading to Network Rail training facility.



**Plate 15:** Portion of probably modern tracks along original PWH BL within Network Rail training facility, looking west.



**Plate 16:** Surviving length of track from the PWH BL just to the east of Paddock Wood (Image courtesy of D Sargison).



**Plate 17:** Queen Street railway bridge passing over the PWH BL, looking northeast.



**Plate 18:** Former line of the PWH BL looking towards new solar farm development from Queen Street.



**Plate 19:** Brick bridge or culvert over stream on Willow Lane.



**Plate 20:** Overgrown former alignment of the PWH BL off Willow Lane, looking southeast.





**Plate 21:** View of probable route of PWH BL from Churn Lane, indicating no surviving evidence.



**Plate 22:** Slight hump along Yew Tree Green Road which may indicate PWH BL alignment, looking east.



**Plate 23:** PWH BL railway arch at Swigs Hall, looking northwest.



**Plate 24:** View of northern side of railway arch and embankment at Swigs Hall.



**Plate 25:** Approach to Horsmonden Station (now a car garage) with original gates, looking north from Goudhurst Road.



**Plate 26:** Former route of PWH BL approaching Goudhurst Station opposite Green Cross Inn, looking northwest.



**Plate 27:** Hump along Ranters Lane indicating route of PWH BL, looking northeast.



**Plate 28:** Hump along Bedgebury Road indicating route of PWH BL looking south.



**Plate 29:** Culvert, which presumably replaced tunnel, running underneath Bedgebury Road, looking west.



**Plate 30:** Old railway sleeper in undergrowth off Bedgebury Lane.



**Plate 31:** Former Cranbrook Station on Old Station Road, now a residential dwelling.



**Plate 32:** Shed and former platform edging bricks in garden at Cranbrook Station.



**Plate 33:** Close-up of brickwork of former platform at Cranbrook Station.



**Plate 34:** Shed attached to former Cranbrook Station.



**Plate 35:** Former goods shed at Cranbrook Station.





**Plate 36:** Internal joists, fixtures, fittings and circular window at Cranbrook goods shed.



**Plate 37:** External façade of goods shed at Cranbrook Station.



**Plate 38:** Entrance to Badgers Oak Tunnel, looking north.



**Plate 39:** Former route of the PWH BL from Badgers Oak to the south illustrating depth and survival of cutting.



**Plate 40:** Surviving brickwork crowning tunnel entrance at Badgers Oak.



**Plate 41:** Part of PWH BL railway embankment adjacent to Slip Mill Road looking north.



**Plate 42:** Six former railway cottages provided for staff at junction of Slip Mill Road and Limes Grove.



**Plate 43:** Part of area previously occupied by Hawkhurst (Gills Green) Station, now an industrial park.



**Plate 44:** Surviving engine shed at former Hawkhurst Station, now used as industrial unit.



**Plate 45:** Front of the engine shed at Hawkhurst Station.



**Plate 46:** Internal detail and modern alterations (such as mezzanine floor) within former engine shed.



**Plate 47:** Internal detail and bricked-up circular window of engine shed.



**Plate 48:** South western façade of engine shed with considerable amount of modern obstructions.



**Plate 49:** Current building site within former Hawkhurst Station area. No PWH BL remains were noted during site walkover.


## **6 SIGNIFICANCE APPRAISAL**


### **6.1 Introduction**

- 6.1.1 The heritage assets associated with the PWH BL have been assessed following the walkover survey and in accordance with published guidance from Historic England, the Chartered Institute for Archaeologists and Kent County Council. A synopsis of these guidelines is found in Appendix A.
- 6.1.2 Those remains which have no identifiable above ground elements have been depicted with historic mapping showing their former location. Where possible, assets have retained their Kent Historic Environment Record reference code.
- 6.1.3 Asset or site type name has been derived from the English Heritage Thesaurus (Historic England 2015).
- 6.1.4 Significance of the asset is based on the appearance and evidence apparent during the walkover survey, which was necessarily a rapid assessment of the route. Some elements of the PWH BL assets may not have been apparent, particularly assets located within private ownership or any internal fixtures and fittings, apart from those indicated in photographs.





## 6.2 Assessment of Significance


<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Paddock Wood Station
<b>Site Type</b>	Railway, Railway Transport Site
<b>Grid Reference</b>	TQ 6710 4527
<b>Location</b>	Paddock Wood, Station Approach
<b>Description Summary</b>	The South Eastern Railway (SER) opened a line from Redhill to Ashford and on to Dover in 1842. The village of Paddock Wood developed quickly around the station, The branch line to Hawkhurst opened in 1892 and closed in 1961. Although many of the station infrastructure, such as the signal boxes, have gone, a number of features are retained, such as the valances along the platform canopies. Along the line to the east, it is possible some of the original lamp posts survive.
<b>Significance/Integrity:</b>	Reasonably intact with the main station building and platforms and canopies surviving. More modern alterations have been carried out which affect the setting of the station. However, it does retain some historical and architectural significance although more from the original 1842 era than the Paddock Wood to Hawkhurst Branch Line (PWH BL). The south-facing bay platform of the PWH BL survives although has been altered.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	


<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Surviving length of track to east of Paddock Wood
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 6799 4518
<b>Location</b>	Fields east of Paddock Wood, Chainage 200
<b>Description Summary</b>	A short surviving length of track which was not taken up after the 1960s decommissioning and dismantling of the line.
<b>Significance/Integrity:</b>	Potentially last surviving length although more significant for this than its actual physical significance.
<b>Significance Rating</b>	Low
<b>Photograph</b>	 <p>(Image courtesy of D Sargison)</p>

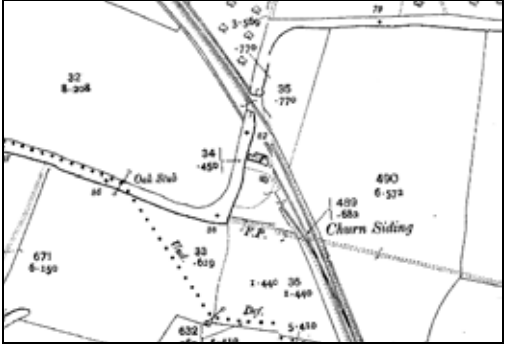
PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT


<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Willow Lane Level Crossing
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 6901 4429
<b>Location</b>	Willow Lane, Chainage 1575
<b>Description Summary</b>	A controlled point with warning lights and gates or barriers where a road crosses a railway line. Little remains except a concrete stanchion, possibly one of two with the second removed.
<b>Significance/Integrity:</b>	Relatively little remains of the level crossing, a feature which seems to be common for level crossings along the PWH BL.
<b>Significance Rating</b>	Negligible/Low
<b>Photograph</b>	

<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Willow Lane Level Crossing Keepers Cottage
<b>Site Type</b>	Transport Workers House
<b>Grid Reference</b>	TQ 6902 4426
<b>Location</b>	Willow Lane
<b>Description Summary</b>	A house for the keeper of a level crossing on a railway. Sold into private ownership following the closure of the PWH BL in 1961. The structure is now a residential dwelling.
<b>Significance/Integrity:</b>	The site appears to have had some modern alterations since being taken into private ownership, including an extension. These have not hugely detracted from the building. It is probably of no more than local historic importance with some architectural merit from being one of the level crossing keepers cottages.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	


<b>AOC Report Reference</b>	TQ 64 SE 238
<b>Site Name</b>	Hop Pickers Huts at Hardlots
<b>Site Type</b>	Agricultural Dwelling - A hut provided as accommodation for hop pickers and may also be know as a Hop Pickers' Hut
<b>Grid Reference</b>	TQ 6958 4364
<b>Location</b>	Pearsons Green Road, Chainage 2450
<b>Description Summary</b>	Hop pickers huts at Hardlots, north of Pearson's Green. Built sometime between 1843 and 1875 with the initial structure has been extended during the late 19 <sup>th</sup> century and a further three buildings added to the site. A fifth structure had been built during the early 20 <sup>th</sup> century and by 1929 – 1952, two further buildings had been built. Four structures survive into the present.
<b>Significance/Integrity:</b>	Hop pickers huts are generally relatively hardy and resistant. However, they are not readily suited to change or alteration to make them habitable in the 21 <sup>st</sup> century. Consequently these types of structure are being lost to redevelopment and are becoming scarcer. The buildings at Hardlots represent reasonable examples of hop pickers huts and retain evidential and historic value and certainly communal value. The huts also will have some aesthetic value from their stimulus of societal conditions during the late 19 <sup>th</sup> and earlier 20 <sup>th</sup> century in southeastern England.
<b>Significance Rating</b>	Possibly Regional and may be worthy of at least Locally Listed Status.
<b>Photograph</b>	


<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Churn Lane Sidings
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7055 4283
<b>Location</b>	Off Churn Lane, Chainage 3700
<b>Description Summary</b>	A short piece of track lying parallel to the main railway line enabling trains and trucks to pass one another. Sidings can also be used to park trains which are not in use. Now dismantled and no visible remains
<b>Significance/Integrity:</b>	No surviving remnants of the sidings above ground. It is likely all track-related material was taken away during the dismantling of the line.
<b>Significance Rating</b>	Negligible/Low
<b>Photograph</b>	

<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Churn Lane Level Crossing
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7055 4283
<b>Location</b>	Churn Lane, Chainage 3700
<b>Description Summary</b>	A controlled point with warning lights and gates or barriers where a road crosses a railway line.
<b>Significance/Integrity:</b>	No remnants of the level crossing survive. In all likelihood everything was dismantled and removed in the 1960s.
<b>Significance Rating</b>	Negligible/Low
<b>Photograph</b>	



<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Churn Lane Level Crossing Keepers Cottage
<b>Site Type</b>	Transport Workers House
<b>Grid Reference</b>	TQ 7055 4283
<b>Location</b>	Churn Lane, Chainage 3700
<b>Description Summary</b>	A house for the keeper of a level crossing on a railway. The Level Crossing Keepers hut was demolished during the early 1960s but the cottage was retained. The cottage is now a private residential dwelling.
<b>Significance/Integrity:</b>	The site retains some evidential and historic value along with architectural value stemming from its Holman Stephens design. It appears from the exterior to be fairly unaltered. The lack of survival of the associated level crossing and crossing hut detracts from its significance.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	


PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Yew Tree Green Road Crossing
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7060 4216
<b>Location</b>	Yew Tree Green Road, Chainage 4400
<b>Description Summary</b>	Road bridge carrying Yew Tree Green Road over the PWH BL. All that is now visible is a hump in the road. No evidence of a cutting was visible, suggesting the route has been completely backfilled here.
<b>Significance/Integrity:</b>	No visible evidence of the route suggests that the site is of low significance although this does not take into account any possible buried remains. Should structural elements survive, these could be of local significance. Any buried remains are likely to have historic, aesthetic and evidential value.
<b>Significance Rating</b>	Local Significance at most.
<b>Photograph</b>	


<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Swigs Hole Bridge
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7041 4155
<b>Location</b>	Swigs hall, Chainage 5080
<b>Description Summary</b>	A bridge carrying a railway track across a river, valley, road etc. Impressive surviving bridge which originally carried tracks on embankment over road to Swigs Hole farm. Potentially best surviving structural example along the PWH BL.
<b>Significance/Integrity:</b>	High integrity and survival. The structure is well preserved and appears to be intact including parapets although these are overgrown with ivy. The site has historic and architectural significance and frames the approach from Maidstone Road towards Swigs Hole, which is a Listed Building (TQ 74 SW 192)
<b>Significance Rating</b>	Regional Significance – Certainly worthy of consideration for Listed Building Status
<b>Photograph</b>	


PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

<b>AOC Report Reference</b>	TQ 74 SW 190
<b>Site Name</b>	Horsmonden Tunnel
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7026 4106
<b>Location</b>	Off Maidstone Road, Chainage 5550.
<b>Description Summary</b>	A tunnel carrying a railway beneath the surface of the ground. A disused railway tunnel is located just to the north of Horsmonden. It served as part of the Paddock Wood to Hawkhurst branch line and was constructed in 1890-92. It is c.80 metres in length and had a single length of track running through it. It closed with the rest of the railway in 1961.
<b>Significance/Integrity:</b>	Reasonable preservation in terms of structure. The tunnel has some historic and architectural significance. The tunnel derives little to no significance from its setting in the wider landscape. Issues regarding debris and overgrown state of the site.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	 


<b>AOC Report Reference</b>	TQ 74 SW 179
<b>Site Name</b>	Oasthouse east of Horsmonden
<b>Site Type</b>	Agricultural Food/Drink Processing Site
<b>Grid Reference</b>	TQ 7048 4045
<b>Location</b>	Off Goudhurst Road, Chainage 6225.
<b>Description Summary</b>	Three-roundel oast house built in the late nineteenth century - the building first appears on the OS second edition map and is still shown on the 2008 aerial photo. Site is adjacent to original alignment of PWH BL tracks although any produce would have been loaded via the nearby Horsmonden Station.
<b>Significance/Integrity:</b>	Oast houses are a relatively common sight when traversing the High Weald. Many oast houses have been converted into residential dwellings and this one is no different. This conversion has allowed the oast houses to survive (with modifications). They are likely to retain some evidential, historic and aesthetic value.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	


PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

<b>AOC Report Reference</b>	TQ 74 SW 15
<b>Site Name</b>	Horsmonden Station
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7054 4037
<b>Location</b>	Goudhurst Road, Chainage 6310.
<b>Description Summary</b>	Horsmonden station was built between 1890-2 as part of the line between Hawkhurst and Paddock Wood. It appears on the 2nd edition Ordnance Survey map of 1891-1898, but the line is dismantled since it closed in 1961. The building itself is a three bay single storey building with a canopy roof. It is also clad in corrugated iron and there are a pair of small sheds, SER documentation suggests that the building and platforms were retained following decommissioning of the line. Permission to view site/take photographs refused by owner.
<b>Significance/Integrity:</b>	In terms of buildings and structures, Horsmonden Station appears fairly intact although it was not possible to ascertain the survival of platforms etc. It is likely the station retains evidential and historic value. However, this is based on a rapid assessment and further information is required.
<b>Significance Rating</b>	Possibly of Local Significance
<b>Photograph</b>	

<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Smallbridge Level Crossing
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7092 3856
<b>Location</b>	Small Bridge Road, Chainage 82500
<b>Description Summary</b>	The level crossing at Smallbridge guided the PWH BL over the Smallbridge Road, whose name comes from the bridge to the east of the level crossing. The level crossing was removed following closure of the line and now nothing is visible. The associated level crossing keepers cottage was retained.
<b>Significance/Integrity:</b>	Nothing appears to survive of the site and consequently it is deemed that there is negligible significance.
<b>Significance Rating</b>	Negligible
<b>Photograph</b>	



PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT





<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Smallbridge Level Crossing Keepers House
<b>Site Type</b>	Transport Workers House
<b>Grid Reference</b>	TQ 7092 3856
<b>Location</b>	Small Bridge Road, Chainage 82500
<b>Description Summary</b>	Crossing Keepers House retained during the 1960s decommissioning of the PWH BL. House appears to still be extant now and in use as residential dwelling.
<b>Significance/Integrity:</b>	As with the other keepers cottages along the PWH BL, the Smallbridge keepers cottage retains some evidential, historic and aesthetic value. In part this stems from the association with Holman Stephens.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	


<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Goudhurst Station (Formerly Hope Mill Station for Lamberhurst and Goudhurst)
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7084 3727
<b>Location</b>	Station Road, Chainage 9600
<b>Description Summary</b>	The station has been demolished and a new house named 'Haltwhistle' has been built on the site. Most of the remaining platform has been removed although there is a small platform remnant close to the road. The station lights have been reused along the drive to the new house. Image of 1960s station taken from <a href="http://disused-stations.org.uk">disused-stations.org.uk</a> website.
<b>Significance/Integrity:</b>	Station and platform demolished following decommissionment of PWH BL (although not as part of line closure). Consequently the site is not deemed to have any heritage significance.
<b>Significance Rating</b>	Negligible
<b>Photograph</b>	





PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Finchcocks Bridge/Tunnel
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7128 3669
<b>Location</b>	Finchcocks, Chainage 10300.
<b>Description Summary</b>	Road bridge carrying road on an embankment over the former line of the PWH BL. It appears that the bridge has been altered post-line closure. The cutting within which the PWH BL sits has not been backfilled, unlike at Horsmonden.
<b>Significance/Integrity:</b>	The bridge is of little significance itself, with the only merit seemingly to stem from the intactness of the approaching railway line on both the western and eastern sides.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	 

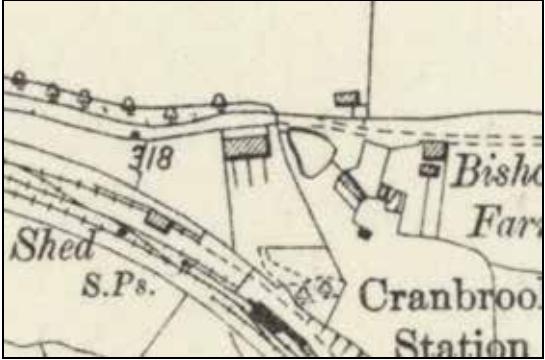
<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Pattenden Sidings
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7209 3667
<b>Location</b>	Off Bedgebury Road, Chainage 11100
<b>Description Summary</b>	Railway sidings, with track and store hut recovered and sold by the SER during the 1960s. A culvert has replaced the tunnel under the road. No evidence of the sidings now survives although there is a reasonable amount of ballast within the area.
<b>Significance/Integrity:</b>	Little remains of the sidings, which were presumably at grade and the tunnel under Bedgebury Road appears to have been replaced with a concrete culvert. Consequently there is only negligible significance remaining.
<b>Significance Rating</b>	Negligible
<b>Photograph</b>	   


<b>AOC Report Reference</b>	TQ 73 SW 20
<b>Site Name</b>	Area of activity possibly associated within PWH BL
<b>Site Type</b>	Unknown
<b>Grid Reference</b>	TQ 7487 3467
<b>Location</b>	Cahainage 14850
<b>Description Summary</b>	A survey of the proposed Flimwell to Hartley mains water pipe in 2005 identified a number of archaeological features close to the route of the former railway. The area contains a cluster of features but no particular activity could be identified and no building remains could be seen. Two mounds of spoil were observed close to the pits. However, looking at the 1899 OS map, this area also contains a quarry and the remnants may be from this.
<b>Significance/Integrity:</b>	Potentially this is of negligible significance as it may not be associated with the PWH BL at all.
<b>Significance Rating</b>	Negligible
<b>Photograph</b>	


<b>AOC Report Reference</b>	TQ 73 SE 15
<b>Site Name</b>	Cranbrook Station (Hartley) Goods Shed
<b>Site Type</b>	Transport Warehouse
<b>Grid Reference</b>	TQ 7528 3457
<b>Location</b>	Old Station Road, Cranbrook, Chainage 15200.
<b>Description Summary</b>	A large building, situated at a railway terminus, used for the temporary storage of goods or merchandise awaiting transportation to or from a railway. Part of the Cranbrook Station complex, now used as commercial property. The more western goods shed has not survived.
<b>Significance/Integrity:</b>	The building has undergone a number of external alterations (1960s photo from disused-stations.org.uk). Internally, the roof trusses and fixtures remain reasonably well preserved. The structure has some limited historic and architectural significance. This is slightly raised by the fact that the goods shed survives in association with Cranbrook Station, possibly the only remaining one along the PWH BL.
<b>Significance Rating</b>	Local Significance
<b>Photograph</b>	

<b>AOC Report Reference</b>	TQ 73 SE 15
<b>Site Name</b>	Cranbrook Station
<b>Site Type</b>	Railway Transport Site (Now Domestic Residential Dwelling)
<b>Grid Reference</b>	TQ 7535 3451
<b>Location</b>	Old Station Road, Cranbrook, Chainage 15300.
<b>Description Summary</b>	<p>Cranbrook station was built in 1893 as part of a branch line running between Cranbrook and Paddock Wood. The building itself is identical in design to Goudhurst Station: a tall three bay, two storey station house with dormers and a single storey waiting room with roof serving as platform canopy. It was closed with the branch line in 1961 and part was converted to a pottery workshop.</p> <p>Now domestic residential dwelling. Site survey indicated a number of surviving elements of the former station, including parts of the platform and sheds. Historic 1950s photo taken from disused-stations.org.uk.</p>
<b>Significance/Integrity:</b>	Good retention and survival of building and elements of surrounding station area although fixtures and fittings have been lost. Platform survives to reasonable extent. The site retains evidential and historic value despite the addition of an extension and conservatory.
<b>Significance Rating</b>	Local to Regional (Potentially worth Locally Listing)
<b>Photograph</b>	


PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

<b>AOC Report Reference</b>	TQ 73 SE 15
<b>Site Name</b>	Cranbrook Station Workers Cottages
<b>Site Type</b>	Transport Workers House
<b>Grid Reference</b>	TQ 7533 3460
<b>Location</b>	Bishops Lane, Cranbrook, Chainage 15300
<b>Description Summary</b>	A row of railway workers cottages associated with Cranbrook Station. These are still extant today and being used as private residential dwellings.
<b>Significance/Integrity:</b>	The group of cottages are considered to retain some evidential, historic and aesthetic value, particularly as a group of buildings.
<b>Significance Rating</b>	Local Significance but may be worth Locally Listing as a group
<b>Photograph</b>	

<b>AOC Report Reference</b>	TQ 73 SE 18
<b>Site Name</b>	Badger Oak Tunnel
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7545 3348
<b>Location</b>	Park Lane, Chainage 16400.
<b>Description Summary</b>	Railway tunnel on the Paddock Wood to Hawkhurst Branch Line (the Cranbrook and Paddock Wood Railway). Built 1892-3, 178 yards long, closed 1961. The tunnel brickwork is in good condition including the parapets and sides. The site is quite overgrown and the approach embankments are subject to some collapse and erosion.
<b>Significance/Integrity:</b>	Possibly the largest structure, along with Swigs Hall Bridge, of the PWH BL which survives. This tunnel is well preserved and certainly has architectural, historic and evidential value. The cuttings on both sides survive which contribute to the sites significance.
<b>Significance Rating</b>	Local, possibly Regional, Significance. Locally Listed status possible.
<b>Photograph</b>	

<b>AOC Report Reference</b>	N/A
<b>Site Name</b>	Hawkhurst Station Workers Cottages
<b>Site Type</b>	Transport Workers House
<b>Grid Reference</b>	TQ 7554 3237
<b>Location</b>	Slip Mill Road, Chainage 17500.
<b>Description Summary</b>	Row of cottages for the railway workers associated with Hawkhurst Station. Retained following the closure of the line and sold into private ownership. Now private residential dwellings. Historic photograph and elevation drawing taken from Hart (2000).
<b>Significance/Integrity:</b>	These cottages are considered to have evidential, historic and aesthetic group value. The proximity of the cottages to the line terminus, which is poorly preserved apart from the engine shed, and the former bridge over Slip Mill Road, adds to the value of the heritage assets of the PWH BL as a cluster of sites, albeit of limited survival.
<b>Significance Rating</b>	Local Significance, potentially worth Local Listing as group.
<b>Photograph</b>	

<b>AOC Report Reference</b>	TQ 73 SE 16
<b>Site Name</b>	Hawkhurst Station Engine Shed
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7557 3235
<b>Location</b>	Hawkhurst Station Business Park, Cranbrook Road, Chainage 17600
<b>Description Summary</b>	Last surviving structure on the Hawkhurst Station site. Although the building has seen considerable modification externally and internally, it has survived quite well. Plans, elevations and photographs of the building suggest that much of the former fabric of the building may be preserved. Bears resemblance to the goods shed at Cranbrook Station.
<b>Significance/Integrity:</b>	The building has historic and evidential value from the structural survival of the shed. The setting of the shed has been lost however and does not contribute to its significance. The shed does have links to the workers cottages and thus some group value is evident.
<b>Significance Rating</b>	Local Significance, may be worth Local Listing.
<b>Photograph</b>	

<b>AOC Report Reference</b>	TQ 73 SE 16
<b>Site Name</b>	Hawkhurst Station
<b>Site Type</b>	Railway Transport Site
<b>Grid Reference</b>	TQ 7564 3233
<b>Location</b>	Off of Cranbrook Road, Chainage 17650
<b>Description Summary</b>	<p>Hawkhurst Station was over a mile from Hawkhurst, it had a single platform on the down side of the line with a short bay with a run-round loop with a water tower and signal box and a short spur to an engine shed on the south side. The single storey station building was clad in corrugated iron, similar to the other buildings on the branch. There was a two road goods yard, loading dock and a brick good shed on the north side of the station. The site was sold off following the closure of the line in the 1960s. The site is currently undergoing development in late Summer/Autumn 2015. No structural evidence was observed during the site visit but it is possible some foundations of the station buildings survive and the cutting for the tracks may also be present beneath the modern made ground of the business park. Some remnants of the wider station furniture survive in the form of lamp posts, embankments, stairs and railings down to Cranbrook Road.</p> <p>The station house does survive to the south of the industrial estate as a private dwelling. However, access to the dwelling is private and thus was not included within the walkover survey.</p>
<b>Significance/Integrity:</b>	<p>Very poor, almost nothing visible above ground of the former station. Possible below ground remains could have some limited historical significance but these may have been truncated. Only limited survival of some elements which are not of any specific significance, such as stairs, stair railings and embankment.</p> <p>The station house is likely to have some significant elements although this has not been confirmed.</p>
<b>Significance Rating</b>	Negligible/Low Significance
<b>Photograph</b>	

### 6.3 Group Significance

- 6.3.1 A number of the assets along the PWH BL are considered to have collective significance, either through direct association with adjacent assets or through common characteristics and threads.
- 6.3.2 It has been noted that limited survival of certain types of asset along the PWH BL is evident. Consequently survival of assets once common or prevalent along the route (and also within the wider regional and national railway industry) but now rarely surviving will have an effect on their significance.
- 6.3.3 Those assets identified as having group value comprise of the workers cottages, as individual clusters and as a wider class of assets along the PWH BL, the ancillary buildings surviving at Cranbrook and Hawkhurst Stations, the level crossing keepers cottages and the bridge and tunnel structures.

- 6.3.4 It is also considered that parts of the route where track has been lifted but otherwise are preserved in good condition, do have greater value when considered together but the lack of contiguous lengths is an issue.
- 6.3.5 The workers cottages, surviving at Cranbrook Station and at Hawkhurst Station, are groups of cottages which are considered candidates for inclusion on the Local List. As remnants of the PWH BL employee dwellings, they are reminders of the tendency during the earlier 20<sup>th</sup> century and before of people living in proximity of their workplace. The common theme for these dwellings are the designs, which also span the engine shed at Hawkhurst and the goods shed at Cranbrook, Goudhurst Station and Cranbrook Station and level crossing keepers houses. The buildings, although relatively utilitarian, are well built. Those at Hawkhurst Station have the added value of surviving documentary records such as architects plans and historic photographs.
- 6.3.6 The engine house at Hawkhurst and the goods shed at Cranbrook bear testimony to the common designs used within ancillary buildings along the PWH BL (**Figures 33-35, 42-48**). Both of these structures are reasonably well preserved and represent the only surviving major transport (i.e. non-dwelling such as keepers houses/workers cottages) structures aside from stations left from the PWH BL. Each building may be considered for Local Listing on their own merit. The Cranbrook goods shed may also be considered along with the station house, which itself is of heritage significance.
- 6.3.7 An argument could be made for the surviving level crossing keepers houses being of group heritage value. In isolation, the keepers houses are reasonable examples of the railway transport workers dwellings although are probably not sufficient for Local Listing when one considers the myriad oast houses and such within the landscape which are not designated in any form. As a group, they are considered to have greater value but their lack of contiguousness will count against their inclusion on any Local List.
- 6.3.8 In summary, it is probable that the workers cottages and the ancillary buildings are most likely candidates for inclusion on the Tunbridge Wells Local List. The entire route of the PWH BL should be considered for inclusion on the Tunbridge Wells Local Heritage Asset List.

**Table 1:** Summary of assessed heritage assets and recommendations

SITE NAME	SITE TYPE	SIGNIFICANCE	RECOMMENDATION
Paddock Wood Station	Railway, Railway Transport Site	Local Significance	None
Surviving length of track to east of Paddock Wood	Railway Transport Site	Low	None
Willow Lane Level Crossing	Railway Transport Site	Negligible/Low	None
Willow Lane Level Crossing Keepers Cottage	Transport Workers House	Local Significance	None
Hop Pickers Huts at Hardlots	Agricultural Dwelling	Possibly Regional and may be worthy of at least Locally Listed Status.	List of Local Heritage Assets
Churn Lane Sidings	Railway Transport Site	Negligible/Low	None
Churn Lane Level Crossing	Railway Transport Site	Negligible/Low	None
Churn Lane Level Crossing Keepers Cottage	Transport Workers House	Local Significance	None
Yew Tree Green Road Crossing	Railway Transport Site	Local Significance at most.	None
Swigs Hole Bridge	Railway Transport Site	Regional Significance – Certainly worthy of consideration for Listed	Listed Building Potential



SITE NAME	SITE TYPE	SIGNIFICANCE	RECOMMENDATION
		Building Status	
Horsmonden Tunnel	Railway Transport Site	Local Significance	None
Oasthouse east of Horsmonden	Agricultural Food/Drink Processing Site	Local Significance	None
Horsmonden Station	Railway Transport Site	Possibly of Local Significance	None
Smallbridge Level Crossing	Railway Transport Site	Negligible	None
Smallbridge Level Crossing Keepers House	Transport Workers House	Local Significance	None
Goudhurst Station (Formerly Hope Mill Station for Lamberhurst and Goudhurst)	Railway Transport Site	Negligible	None
Finchcocks Bridge/Tunnel	Railway Transport Site	Local Significance	None
Pattenden Sidings	Railway Transport Site	Negligible	None
Area of activity possibly associated within PWH BL	Unknown	Negligible	None
Cranbrook Station (Hartley) Goods Shed	Transport Warehouse	Local Significance	None
Cranbrook Station	Railway Transport Site (Now Domestic Residential Dwelling)	Local to Regional (Potentially worth Locally Listing)	List of Local Heritage Assets
Cranbrook Station Workers Cottages	Transport Worker	Local Significance but may be worth Locally Listing as a group	List of Local Heritage Assets
Badger Oak Tunnel	Railway Transport Site	Local, possibly Regional, Significance. Locally Listed status possible.	List of Local Heritage Assets
Hawkhurst Station Workers Cottages	Transport Workers House	Local Significance, potentially worth Local Listing as group.	List of Local Heritage Assets
Hawkhurst Station Engine Shed	Railway Transport Site	Local Significance, may be worth Local Listing.	List of Local Heritage Assets
Hawkhurst Station	Railway Transport Site	Negligible/Low Significance	None

## 7 ASSESSMENT OF EVIDENCE

### 7.1 Past Impacts along the Paddock Wood to Hawkhurst Branch Line

- 7.1.1 The route of the PWH BL has been assessed during the walkover survey and aerial photographs to identify areas which have been affected by modern development. This is development which has happened since the closure of the line in 1961 and the subsequent disposal of assets, whether by demolition, dismantle and removal or retention *in situ*.
- 7.1.2 Areas have been identified by Chainage, which is denoted on Figures in Appendix C. The Chainage count starts at Paddock Wood Station and terminates at Hawkhurst. Chainage is measured in meters.
- 7.1.3 The area between Queens Street and Willow Lane (Chainage 1150 to 1550) has been developed. The area is now part of the Paddock Wood Solar Farm. The solar farm is mainly to the south of the PWH BL although the northern corner covers a portion of the former route. However, solar farms

have limited impacts on subsurface deposits and thus it may be that any remains associated with the PWH BL may survive.

- 7.1.4 Modern, likely later 20<sup>th</sup> century, development has occurred either side of Old Hay (Chainage 2180). The western side of the road is occupied by an industrial/commercial unit. The eastern side is now utilised for an HGV turning area and additional industrial units. Although these are unlikely to have basements or underground facilities, it is unlikely that any PWH BL assets survive as subsurface remains.
- 7.1.5 Further along on Churn Lane at August Pitts Farmhouse, a large new warehouse or industrial facility has removed a portion of the PWH BL. (Chainage 3250). A structure this size is likely to have truncated a considerable amount of subsurface deposits and thus it is unlikely any PWH BL assets survive here.
- 7.1.6 The line of the PWH is relatively undisturbed until the far end of Horsmonden, where several houses have been constructed on the south side of Goudhurst Road at Lamberts Place (Chainage 6400). The original PWH BL was on an embankment here so it is highly unlikely anything has survived.
- 7.1.7 Further south, off Goudhurst Road, an industrial unit has truncated a portion of the PWH BL (Chainage 6700 to 6900). Parts of this appear to be simply parking for HGVs and thus unlikely to have had a major impact on any heritage asset which may have survived. The structure associated with the parking may have truncated any remains within its footprint.
- 7.1.8 The Marx Rand site off Brick Kiln Lane (Chainage 7400) has been constructed directly on the alignment of the railway. The line appears to have been at grade here so it is possible nothing has survived. To the south of Brick Kiln Lane, the route rises along an embankment and is well preserved though.
- 7.1.9 At Station Road outside Goudhurst, the original Goudhurst Station House has been demolished and a new residential dwelling constructed in its place (Chainage 9600). It is likely that some elements of the station, particularly the platform and original track bed, have survived and been backfilled. Any elements of the station are likely to have been removed.
- 7.1.10 The Cranbrook Calor Gas Centre at Hartley (Chainage 15000). This appears to only have covered up the tracks and has probably only caused limited impact to any track infrastructure.
- 7.1.11 The location of Hawkhurst Station (Chainage 17600) has been redeveloped over the previous few decades, with all station buildings and infrastructure removed apart from the engine shed, embankment and stairs. Judging by the extent of the truncation viewed during the site visit, it is likely that all remaining subsurface traces of the station have been lost.

## **7.2 Conservation Threats and Pressures**

- 7.2.1 There are no specific known threats to the PWH BL within the planning and development sector. The current redevelopment at Hawkhurst Station Business Park has planning consent and thus it is not possible to halt this or request archaeological monitoring.
- 7.2.2 The main danger for the PWH BL is piecemeal loss through individual small-scale development and also through permitted development rights and agricultural activities. Individual development on a small scale is considered the most likely type of development along the route. This may be for house extensions, swimming pools, garages etc, which would slowly erode the integrity of the route. Whilst on their own, they would not have a large impact on the PWH BL, when considered collectively, the cumulative impact could be large. However, these are difficult to halt due to their scale and one

option to counter this would be the identification of the PWH BL as a Local Heritage Asset, which would enable identification of small scale development threat to the integrity of the line during the planning process.

- 7.2.3 Large-scale development like the Paddock Wood Solar farm would have a significant adverse impact on the PWH BL. Should this type of development be proposed affecting the PWH BL, there should be convincing justification for the harm or loss of any heritage asset and the benefits should outweigh this loss.
- 7.2.4 However, all development through the planning system will be considered in line with the policies contained in the National Planning Policy Framework. This contains specific sections on the historic environment and designated and non-designated heritage assets. Any development would have to demonstrate that the public benefit outweighs the possible harm or loss of the heritage asset as these assets bring wider societal enjoyment and benefits. The greater the significance of the heritage asset means that the proposed development would have to demonstrate greater public benefit. Harm or loss of a designated heritage asset should be exceptional and harm or loss of those assets of the highest significance should be wholly exceptional and require the greatest justification.
- 7.2.5 Agricultural ploughing may cause damage to the PWH BL where the former track crosses fields. In addition, loss of field boundaries, particularly where these mark the route of the PWH BL, would be considered a major adverse loss. As the PWH BL is recognised as a heritage asset on the KHER, this should be communicated to the local farmer and arrangements made to protect the route under some form of Agri-Environmental Stewardship Scheme. Currently regulations for identifying hedgerows as important are that they are of at least 30 years and one of the following:
- It marks a boundary between parishes existing before 1850;
  - It marks an archaeological feature of a site that is a scheduled monument or noted on the Historic Environment Record;
  - It marks the boundary of a pre-1600 estate or manor or a field system pre-dating the Enclosure Acts.
- 7.2.6 Consequently, as the PWH BL is marked on the KHER, any proposals for the removal of hedgerows will need to be communicated to the Local Planning Authority and considered prior to approval.
- 7.2.7 Permitted development, usually by utilities companies undertaking gas, water, electric or telecommunication works, may impact on the PWH BL. However, most of these will be within the highway and already have been subjected to disturbance and not deemed to be any great threat. New pipelines and services may not be permitted development and have to proceed through the planning system and thus be subject to the usual scrutiny.

### **7.3 Potential Further Heritage Studies**

- 7.3.1 The assessment of the PWH BL and 500m surrounding area has found that there is a general absence of modern archaeological investigations. This absence is partially the result of a lack of historic development, in the last century, so that the archaeology of the area is considered to be a slight enigma.
- 7.3.2 The most interesting aspect of the current assessment is the number of possible features, earthworks and anomalies which are present on the LiDAR results. Whilst there are some possible anomalies which may be related to the PWH BL, the majority of possible features are located in the areas surrounding the line. It is considered that a full study of the High Weald area may contribute

significantly to the previously unrecorded heritage assets and expand the number of sites worthy of investigation. The availability of the LiDAR data from the Environment Agency means this avenue of research is one that should be considered.

- 7.3.3 In relation to the PWH BL, there are possible avenues of further research. The 1961 closure of the line led to the disposal of a number of assets from the line. It would be an interesting task to determine what assets have survived and been reused in other forms. Any rolling stock which was transferred to other lines would be one such line of research. Structural surveys of the surviving PWH BL buildings, keepers cottages, stations, engine and goods sheds, tunnels and bridges could bring out a wealth of information on the construction methodology and architectural styles. Surveys on hop picking and other associated industries, and the accommodation for seasonal workers and the local people who provided services and subsistence services to the workers could also bring about a greater understanding and appreciation of the PWH BL and enable the line to be better marketed as a heritage and community asset and bring in interested visitors.
- 7.3.4 Research into the hop pickers themselves has been undertaken, including documentation of their memories and any surviving visual evidence. There are a number of websites and popular publications on hop picking and the migratory/seasonal workers who used to congregate on Kent during the harvest season. It is suggested that a more formal record of these workers lives should be made and how they can be specifically related to the PWH BL. It is a sad fact that the very people who used to undertake these seasonal works are now becoming elderly and efforts to collect memories via interviews and any documentary evidence to preserve and archive these for future generations should be considered as a priority.
- 7.3.5 Gaining verbal accounts and memories of the people, or the children and grandchildren of the people who worked on the hop picking holidays is important as obviously the time since these took place is lengthening. Any visual and photographic accounts are also valuable as these are able to show far more than a textual description ever could.

## **8 SUMMARY OF IMPACTS & RECOMMENDATIONS**

### **8.1 Current State of the Paddock Wood to Hawkhurst Branch Line**

- 8.1.1 The route of the PWH BL is now in a mix of private ownership. Much of the route is still visible and preserved within the landscape. Where modern development has removed direct evidence of the line, this is frequently only in small scale or isolated incidents. Only the Paddock Wood Solar Farm has removed a large portion of the line.
- 8.1.2 The length of line from Paddock Wood to Horsmonden is reasonably well preserved except for the portion within the Paddock Wood Solar Farm area. The remainder of the route alignment survives as tree or hedge lined boundaries which demark the line and bridges and tunnels survive in good condition. Parts which traverse across fields appear to have been lost although the LiDAR data suggests that a slight embankment may survive. The cutting at Horsmonden has been completely backfilled though.
- 8.1.3 Between Horsmonden and the former Goudhurst Station, the line is very well preserved. The alignment is visible, with trees marking the route and surviving embankments. Parts of the route which cross fields survive as visible earthworks.

- 8.1.4 Between Goudhurst and Cranbrook, the line has good survival. The route is demarked by trees and there is very good continuity of survival. The area is probably the least developed and populated which has presumably contributed to the survival here.
- 8.1.5 The final length between Cranbrook and Hawkhurst again survives well apart from the last portion at the Hawkhurst/Gills Green where the station and surrounding structures have been almost completely lost to modern development.

## **8.2 Opportunities and Enhancement Recommendations**

- 8.2.1 The PWH BL represents an opportunity for heritage conservation, enhancement and engagement.
- 8.2.2 The surviving structures are good examples of railway transport buildings of late 19<sup>th</sup> century date. A number of structures have been lost, with Goudhurst and Hawkhurst Stations being the most significant losses.
- 8.2.3 The route survives very well. This is due to the High Weald being relatively undeveloped except in main conurbations. Large stretches of the route are still discernible and retain their contiguity.
- 8.2.4 The PWH BL represents an opportunity to engage with the general public, walkers, railway enthusiasts, former hop pickers and their descendants and ale drinkers.
- 8.2.5 The route should be demarked so that it has a higher profile within the area. Although much of the route is within private ownership, sign/trail markers could be erected within land under public ownership where the railway crossed roads or are covered by Public Rights of Way and footpaths. Where important structures were originally located, such as at Goudhurst and Hawkhurst, more elaborate information boards could be erected.
- 8.2.6 Agreements should be sought with private owners for trail markers within their lands to identify and signal the route. Although potentially difficult, dialogue with land owners should be initiated to seek agreements on access to the route for walkers and enthusiasts. The prime candidate for this is considered to be the length of former track between Goudhurst and Cranbrook, which appears particularly well preserved and retains very good continuity and would form an important heritage trail.
- 8.2.7 Links between the historic PWH BL and the hop picking industry should be strengthened. Consideration of a hop trail or beer trail could be proposed. Although the only public house within direct proximity to the former line is the Green Cross Inn at Finchcocks, it may be possible to open dialogue with local public houses in Paddock Wood, Horsmonden, Goudhurst, Cranbrook/Hartley and Hawkhurst/Gills Green to establish a hop/beer trail promoting the Hop Pickers Line and the history of hop picking. This should be undertaken alongside the promotion of existing walks along public footpaths and the creation of new footpaths along the route. This would raise awareness and appreciation of the PWH BL and its role in the production and distribution of hops.
- 8.2.8 Currently no candidate for a starting point/main hub exists. Paddock Wood Station is obviously a live station. Any trail starter here could be done in the station car park and wind its way through the streets of Paddock Wood. A heritage board with a map of possible walks along the Hop Pickers trail could be produced. Funds could be potentially raised through sponsorship, particularly if a ale and cider trail is included, with adverts for the public houses associated with the PWH BL and hop picking. A second option is the Green Cross Inn, particularly if the Goudhurst to Cranbrook heritage trail is considered feasible. The Vine Hotel in Goudhurst, with its links to the Hop Marketing Board, would also be another candidate for a heritage way finder location of the PWH BL.

8.2.9 The HPLHG and TWBC undertook a desk top review of the section of line from Paddock Wood Station to Willow Lane to see what potential their might be for interpretation and way marking to inform discussions with a local landowner. This resulted in a plan and schedule of possible ideas (Table 2 below) that lead to discussions about two specific pieces with the landowner that are now in the process of being designed. This is perhaps one way that the project can be advanced providing a medium for discussion with landowners and other interested parties. Work will need to be done with KCC Public Rights of Way team to establish acceptability and management of any way marking proposals. The list of opportunities for enhancement and promotion in proximity to the Paddock Wood Solar Farm area are as follows:

**Table 2:** List of Opportunities identified by HPLHG & TWBC

Point	Label	Site description	Opportunities
A	Interpretation panel – Track bed	Conifer plantation and strip of scrub land – owned by Knells Farm	Reinstate track bed/route. Use large interpretation panel/public art. Harvest conifers and put land to native hedgerow and/or hop garden. Add railway carriage for community activities.
B	Interpretation panel	Footpath through Orchard - owned by Knells Farm	Traditional interpretation panel at junction between footpath and railway line.
C	Track bed markers	Alignment of former railway across farmland - owned by Knells Farm	Sequence of poles across arable and orchard e.g. telegraph poles allow people on surrounding network to pick out former route where lost
D	Interpretation panel	Footpath through Orchard - owned by Knells Farm	Traditional interpretation panel about railway and former hop industry.
E	Interpretation panel	Wide verge at edge of Solar Farm - Alignment of route across willow lane.	Interpretation/way marker – more large public art than traditional panel as will mostly be seen by drivers
F	Interpretation panel	Verge close to edge of Solar Farm - Alignment of route across willow lane.	Interpretation/way marker – more large public art than traditional panel as will mostly be seen by drivers
G	Interpretation panel - railway/farmstead	Footpath through farmstead between orchards	Traditional interpretation panel about railway and former hop industry.
H	Interpretation panel – Crossing gates across bridge	Railway bridge/culvert over stream with gate and views along former route of line	Could have railway style gate and viewing area with interpretation.

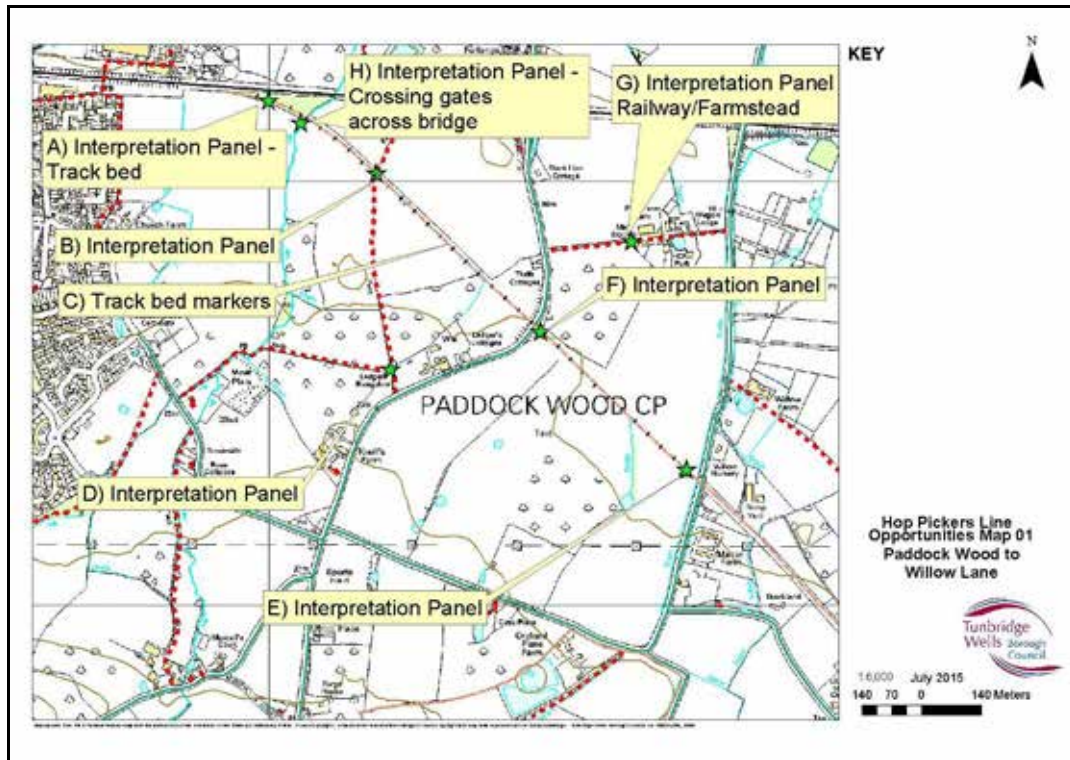


Plate 50: PWH BL Opportunities: Paddock Wood to Willow Lane.

8.2.10 Further consideration of potential avenues to enhance and expand the PWH BL access and understanding are:

- Working with Highways Agency Historic Railways Estate to open up and provide interpretation for their structures;
- Undertaking an audit of existing routes and rights of way and how they might be improved and way marked;
- Working across the whole route or on a section by section basis to look at how new routes and connections might be established; and
- Review the information contained within this report and move propose features for local or national listing.

8.2.11 These actions should be incorporated into the potential opportunities and enhancements planned for the PWH BL and the Hop Pickers Heritage and taken forward in discussion with TWBC and KCC.

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## APPENDICES

## APPENDIX A ASSESSMENT SCOPE & CRITERIA

### Scope of the Assessment

This report details the results of an archaeological and built heritage assessment and aims to identify and map the nature of the heritage resource within the site and surrounding study area. Where possible, the assessment will evaluate the likely impact from the proposed development scheme, upon the known and potential heritage resource.

This report will include recommendations for mitigation measures and / or further archaeological works; where the archaeological potential of the site warrants, or where additional information on the site is required.

Further works could include additional research, monitoring of geotechnical investigations, programmes of archaeological surveying and / or field evaluation. The results of any further studies can be used to inform upon the nature of any subsequent mitigation measures (if required), and provide advice upon the scope and design of the proposed development

The assessment has used the sources listed in below to identify and map Heritage Assets and other relevant find spots or evidence with the site and defined study area. Heritage Assets are defined in national planning guidance and can include designated assets (Scheduled Monuments, Listed Buildings etc.), standing, buried or submerged remains, historic buildings and structures, parks and gardens and areas, sites and landscapes - whether designated or not.

### Assessment Criteria

The potential for surviving archaeological evidence of past activity within the site is expressed in the report as ranging between the scales of:

- High – The available evidence suggests a high likelihood for past activity within the site and a strong potential for archaeological evidence to survive intact or reasonably intact;
- Medium – The available evidence suggests a reasonable likelihood for past activity within the site and a potential that archaeological evidence may survive although the nature and extent of survival is not thought to be significant;
- Low – The available evidence suggests archaeological evidence of significant activity is unlikely to survive within the site, although some minor land-use may have occurred.
- Uncertain - Insufficient information to assess.

Buried archaeological evidence is, by its very nature, an unknown quantity which can never be 100% identified during a desk-based assessment. The assessed potential is based on available evidence but the physical nature and extent of any archaeological resource surviving within the site cannot be confirmed without detailed information on the below ground deposits or results of on-site fieldwork.

Where potential or known heritage assets are identified, the heritage significance of such assets is determined by reference to existing designations where available. For previously unidentified sites where no designation has been assigned, an estimate has been made of the likely historic, artistic or archaeological importance of that resource based on professional knowledge and judgement.

Adjustments to the classification (Table 3, below) are occasionally made, where appropriate; for some types of finds or sites where there is no consistent value and the importance may vary from local to national. Levels of importance for any such areas are generally assigned on an individual basis, based on professional judgement and advice.

**TABLE 3:** Assessing the Significance of a Heritage Assets

<b>SIGNIFICANCE OF HERITAGE ASSET IMPORTANCE</b>	
<b>NATIONAL</b>	The highest status of asset, e.g. Scheduled Monuments (or undesignated assets of schedulable quality and importance), Grade I and Grade II* Listed Buildings. Well preserved historic landscape, whether inscribed or not, with exceptional coherence, time depth, or other critical factor(s)
<b>REGIONAL</b>	Designated or undesignated archaeological sites; well preserved structures or buildings of historical significance, historic landscapes or assets of a reasonably defined extent and significance, or reasonable evidence of occupation / settlement, ritual, industrial activity etc. Examples may include burial sites, deserted medieval villages, Roman roads and dense scatter of finds.
<b>LOCAL</b>	Undesignated sites with some evidence of human activity but which are in a fragmentary or poor state, or assets of limited historic value but which have the potential to contribute to local research objectives, structures or buildings of potential historical merit. Examples include sites such as historic field systems and boundaries, agricultural features such as ridge and furrow, ephemeral archaeological evidence etc.
<b>NEGLIGIBLE</b>	Historic assets with very little or no surviving archaeological interest or buildings and landscapes of no historical significance. Examples include destroyed antiquities, buildings of no architectural merit, or relatively modern landscape features such as quarries, field boundaries, drains and ponds etc.
<b>UNKNOWN</b>	Insufficient information exists to assess the importance of a feature (e.g. unidentified features on aerial photographs).

The likely magnitude of the impact of the proposed development works is determined by identifying the level of effect from the proposed development upon the 'baseline' conditions of the site and the heritage resource identified in the assessment. This effect can be either adverse (negative) or beneficial (positive). The criteria for assessing the magnitude of impact are set out in Table 4 below.

**TABLE 4:** Criteria for Determining Magnitude of Impact

<b>LEVEL OF MAGNITUDE</b>	<b>DEFINITION</b>
<b>ADVERSE</b>	
<b>HIGH</b>	Substantial impacts fundamentally changing the baseline condition of the receptor, leading to total or considerable alteration of character or setting – e.g. complete or almost complete destruction of the archaeological resource; dramatic visual intrusion into a historic landscape element; adverse change to the setting or visual amenity of the feature/site; significant increase in noise or changes in sound quality; extensive changes to use or access. Substantial harm to or loss of a grade II listed building, park or garden. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites,

<b>MEDIUM</b>	Impacts changing the baseline condition of the receptor materially but not entirely, leading to partial alteration of character or setting – e.g. a large proportion of the archaeological resource damaged or destroyed; visual intrusion into key aspects of the historic landscape; and changes in noise levels or use of a site that would result in detrimental changes to historic landscape character.
<b>LOW</b>	Detectable impacts which alter the baseline condition of the receptor to a small degree – e.g. a small proportion of the surviving archaeological resource is damaged or destroyed; minor severance, change to the setting or structure or increase in noise; and limited encroachment into character of a historic landscape.
<b>NEGLIGIBLE</b>	Barely distinguishable adverse change from baseline conditions, where there would be very little appreciable effect on a known site, possibly because of distance from the development, method of construction or landscape or ecological planting, that are thought to have no long term effect on the historic value of a resource.
<b>BENEFICIAL</b>	
<b>NEGLIGIBLE</b>	Barely distinguishable beneficial change from baseline conditions, where there would be very little appreciable effect on a known site and little long term effect on the historic value of a resource.
<b>LOW</b>	Minimal enhancement to key historic landscape elements, parcels or components, such as limited visual improvements or reduction in severance; slight changes in noise or sound quality; minor changes to use or access; resulting in a small improvement in historic landscape character.
<b>MEDIUM</b>	Changes to key historic elements resulting in welcome changes to historic landscape character. For example, a major reduction of severance or substantial reductions in noise or disturbance such that the value of known sites would be enhanced.
<b>HIGH</b>	Positive changes to most or all key historic landscape elements, parcels or components; visual changes to many key aspects of the historic landscape; significant decrease in noise or changes in sound quality; changes to use or access; resulting in considerable welcome changes to historic landscape character.

In certain cases it is not possible to confirm the magnitude of impact upon a heritage resource, especially where anticipated buried deposits exist. In such circumstances a professional judgement as to the scale of such impacts is applied.

## Historic England Criteria for Assessments of Scheduling and Listing

- **Scheduling**

Identifying, protecting, conserving and investigating nationally important archaeological sites come under the Ancient Monuments and Archaeological Areas Act 1979. Under the terms of the 1979 Act the Secretary of State has a duty to compile and maintain a schedule of ancient monuments of national importance, the purpose being to help preserve them, so far as possible, in the state in which they have come down to us today. Historic England are responsible for advising the Secretary of State and Department for Culture, Media and Sports (DCMS) on the suitability of heritage assets for inclusion as a Scheduled Monument.

The policy of the Secretary of State is to select Scheduled Monuments on the basis of their archaeological or historical interest, plus their management needs, guided by non-statutory Principles of Selection, which are as follows:

The significance of ancient monuments derives not only from their physical presence, but also from their setting.

Not all monuments are of equal significance. Their importance can be gauged by the level of heritage interest they hold for current and future generations. This is defined in terms of their archaeological, architectural, artistic, historic or traditional interest, particularly their:

- **Archaeological interest**  
Interest in carrying out expert investigations at some point into the evidence places hold, or potentially may hold, of past human activity. Monuments with archaeological interest form a primary source of evidence relating to the substance and evolution of places, plus the people and cultures that made them.
- **Historic interest**  
Interest in how the present can be connected through a place to past people, events and aspects of life. Monuments with historic interest provide a material record of our nation's prehistory and history, whether by association or through illustration.

The Secretary of State has regard to the following principles to help select nationally important ancient monuments for designation as Scheduled Monuments:

- **Period**  
All classes of monuments that characterise a category or period should be considered for preservation.
- **Rarity**  
There are some classes of monuments that are so scarce that all surviving examples that still retain some significance should be preserved; in general, however, a selection must be made of those monuments which best portray the typical and commonplace as well as the rare; this process should take account of all aspects of the distribution of particular classes of monument, both in a national and a regional context.
- **Documentation / finds**  
The significance of monuments may be enhanced by the existence of records of previous investigations or, in the case of more recent monuments, by the supporting evidence of contemporary records or representations; conversely, the absence of documentation contemporary to a monument can make its potential more important as the only means of developing our understanding. Similarly, their significance can be enhanced by the existence of related artefacts or ecofacts, such as those held in museums or other public depositories.
- **Group value**  
The significance of a single monument may be greatly enhanced by its association with related contemporary monuments and / or those of different periods; in such cases it is sometimes preferable to protect the complete group of monuments, including associated and adjacent land, rather than to protect isolated monuments within the group.
- **Survival / condition**  
The survival of a monument's significance, both above and below ground or underwater, is a particularly important consideration and should be assessed in relation to its present condition plus its surviving features.
- **Fragility / vulnerability**  
The significance of some monuments can be destroyed by a single ploughing or unsympathetic treatment, while there are standing structures of particular form or complexity whose significance can be severely reduced by neglect or careless treatment; vulnerable monuments of this nature could particularly benefit from the legal protection that scheduling confers.
- **Diversity**  
Some monuments may be selected for designation because they possess a combination of high quality features, others because of a single important attribute.
- **Potential**  
On occasion, the nature of the archaeological interest of a monument cannot be specified precisely, but it may still be possible to document reasons anticipating the existence and importance of such evidence,

and so to demonstrate the justification for designation; the greater the likelihood that such evidence would be revealed through expert investigation, the stronger will be the justification for designation.

These principles should not be considered definitive, but as indicators that contribute to a broader judgment based on individual circumstances. Other factors, such as the contribution of monuments to the character of today's landscape or the historic landscape, can also be important considerations.

Historic England have produced specific guidance on Scheduling transport sites (Historic England May 2012). This selection guide offers an overview of the sorts of archaeological monument or site relating to transport which are likely to be deemed to have national importance, and for which of those scheduling may be appropriate. It aims to do two things: to place these within their historical context, and to give an introduction to what overarching, and particular, factors are considered in assessing sites for designation. The guidance states the following for Railways:

**RAILWAYS:** Built structural features will typically be more appropriately protected via listing. Good runs of sleeper stones marking courses of wagonways may be considered for scheduling, especially if associated with engineered cuts or embankments or other contemporary features. However, simple earthwork embankments and cuttings are unlikely to be deemed to be of national importance in their own right because they are relatively common nationally. Rarer earthwork features, such as non-locomotive hauled inclines, may exceptionally be of national importance.

## • Listing

The mechanism for Listing is similar to that of Scheduling. DCMS has published general principles applied by the Secretary of State when deciding whether a building is of special architectural or historic interest and should be added to the list of buildings compiled under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Buildings on the list are graded to reflect their relative architectural and historic interest. Buildings of historic interest may justify a higher grading than would otherwise be appropriate.

- Grade I buildings are of exceptional interest;
- Grade II\* buildings are particularly important buildings of more than special interest;
- Grade II buildings are of special interest, warranting every effort to preserve them.

The Secretary of State uses the following criteria when assessing whether a building is of special interest and therefore should be added to the statutory list:

- Architectural Interest. To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms;
- Historic Interest. To be of special historic interest a building must illustrate important aspects of the nation's social, economic, cultural, or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.

Historic England have produced a number of Listing selection guides. These include Transport Buildings (Historic England April 2011), Industrial Structures (Historic England April 2011) and Agricultural Buildings (Historic England April 2011).

The guide for Transport Buildings contains the following guidance:

### **Specialised Railway Structures**

Railway buildings and structures fall into three broad categories. First, there are the new building types, invented specifically for the railways. Second, there are engineering works such as tunnels with their portals, cuttings and their retaining walls, bridges and viaducts. Third, there are building types that were adapted for railway use: these include warehouses, offices, engine and goods sheds, carriage works, stables and railway workers' housing.

When it comes to purpose-built railway structures, most pre- 1840 buildings will often be of international significance as being among the earliest railway structures in the world, and even partial survivals need to be assessed carefully. The 1840s saw a massive expansion in the network and while the Italianate style was initially favoured, many designs were eclectic and realised in a variety of styles. Great care should be taken in seeking out work of this date because it is often hidden by later alterations and extensions.

Increasingly rigorous selection is required for buildings after about 1860: this reflects both the quantity of what remains, and the standardisation of design which was applied to buildings and structures erected along different railway lines. A number of factors should be taken into account when assessing buildings of the latter half of the nineteenth century, which have often undergone considerable replacement (greater significance having been attached to the first-generation railway buildings). Railway companies had different approaches to construction and different house styles and, where possible, a representative sample of structures from each company should be designated if the architecture is distinctive; rarity of survivals by company may be a factor here, as is the case with the later Victorian 'Domestic Revival' stations, designed for the Great Eastern Railway in East Anglia from the 1880s. Other regional factors may be relevant too – surviving smaller station buildings in urban areas such as Lancashire, Yorkshire, and Tyneside are very thin on the ground due to the de-staffing of stations and subsequent demolition in the 1970s. As with industrial buildings generally, group value can be a key determinant. Some stations and goods yards need to be assessed as a whole, especially where they demonstrate the phased evolution of the railway system, through alteration and extension. Rarity is, however, an issue which needs to be factored in when assessing more recent railway buildings: attrition rates for some later Victorian railway buildings have been high, and it is not simply a question of 'the older, the better'.

Railway stations are among the icons of the modern industrial age. The first surviving example in the world is the former Liverpool Road Railway station (and station master's house), Manchester, of 1830 (Listed Grade I), designed by George Stephenson and resembling a terrace of smart town houses. The great termini and city stations were elaborate structures with massive train sheds that spanned several platforms and were fronted by prestigious hotels (see the Commercial selection guide). Most are listed, sometimes in a high grade. Multi-phased stations can be of special interest as well, but judgment will be needed as to the coherence of the ensemble, and the claims of the component elements. Architecture and design quality, technical or construction interest, date, and extent of alteration will be key issues. Twentieth-century stations can sometimes possess considerable architectural presence: of two stations designed for Southern Railways, Ramsgate, Kent (1926, designed by Maxwell Fry) represents the classical approach, while Surbiton, Surrey (1937) the streamlined inter-war style. Oxford Road, Manchester (1959- 60) demonstrates that the structural boldness of Victorian stations continued to be an aspiration in the post-war period after rail nationalisation: here, British Railways commissioned the Timber Development Association to come up with a dramatic laminated timber roof of three conoid shells. Smaller stations comprising the main station building sometimes with staff accommodation, canopies, waiting shelters, footbridge, signal box and goods shed, survived in vast numbers at the beginning of the twentieth century but have suffered grievously from attrition



and clearance. Timber buildings, especially waiting shelters, are maintenance-heavy and easily vandalised, and have consequently been very susceptible to replacement in recent years and are becoming increasingly rare. Reasonably complete ensembles, such as Ockley & Capel, Surrey, a station of 1867 for the London, Brighton and South Coast Railway, may well be eligible for overall listing since they are now so rare: extra care needs to be taken to ensure that less obvious ancillary structures are fairly considered, alongside principal station buildings.

Engine sheds came in two principal forms – the circular, or roundhouse, and the through shed. Most have had their roofs completely renewed in the twentieth century so any sheds with surviving original roofs are particularly rare.

Railway bridges and viaducts: The English railway system was constructed across a busy and often undulating landscape, necessitating the construction of many bridges and viaducts. Up to the 1880s, many of these bridges were executed in masonry or brick. Early examples shared a lot in common with canal and road bridges, and often sport careful masonry in their detailing: date, intactness and design will be the principal considerations, while for later bridges it will be engineering interest which is a key determinant. In terms of iron bridges, wrought iron replaced cast iron for larger structures following the collapse of the Dee Bridge, Chester, in 1847. Iron in general was superseded very rapidly by steel in the late nineteenth century for bridges (the Forth Bridge of 1890 was the first use of steel for a major bridge) and indeed, following the collapse of a cast iron bridge at Norwood (London Borough of Croydon) in 1892, there was a major programme of replacing cast iron bridges of all kinds. So iron is very much a mid nineteenth-century material, and as there are now so few survivors, probably any substantial wrought iron bridges would be of interest.

The best listed viaducts are notable feats of engineering, striking in the landscape. A significant number are listed, 33 at Grade II\* and four at Grade I. As with other railway buildings, those erected before 1840 will be serious candidates for listing, but increasing selectivity is necessary for later periods. Modest standard designs, replicated by the various railway companies, are unlikely to be of special interest. Intactness is important, but such structures are regularly repaired and allowance for a reasonable level of replacement fabric should be made. Where viaducts are early in date, on one of the pioneering lines such as the Liverpool and Manchester, and designed by one of the great railway engineers such as the Stephenson, Brunel or Locke, listing at a higher grade should be considered. Maidenhead viaduct (listed at Grade II\*) in Berkshire, for example, was constructed in 1837-8 and was designed by I.K. Brunel. The Sankey viaduct (listed Grade I) by George Stephenson, erected in 1830, is the earliest such structure in the world. The aesthetic quality of the structure as a whole and the detail of the design are also a consideration. The 1841 Twemlow viaduct (listed Grade II) in Cheshire is relatively plain with a dentilled cornice beneath the parapet and vermiculated stone bands to the piers. However this, together with its stately 23 arch span, gives it special interest. The 1858 Hownes Gill viaduct (listed Grade II\*), in Durham, has twelve elegant brick and ashlar arches on slender tapering piers, and is an imposing 150 feet high at the mid point. The 1839-40 Stockport viaduct (listed Grade II\*) in Cheshire extends for a magnificent 27 arches, all in red brick. Hawthorne Dene viaduct (listed Grade II) in Durham is a relatively short six-arch structure of 1905, in brick and concrete, but has an elegant design with a giant central span and blind roundels in the spandrels. Iron viaducts are likely to be of interest. Early examples are decidedly rare – the best, such as Belah (Cumbria), have been lost. Even later examples, such as the 1877 iron and concrete Bennerley viaduct (listed Grade II\*) in Derbyshire, may be of interest if innovative.

Signal and crossing boxes were built from the 1860s, are usually of two storeys (control levers above, locking mechanisms below) and have declined in numbers from 10,000 to 700: designation has attempted to protect a representative sample of the principal types and preference is given to examples that have minimum impact on rail safety (for instance, those on preserved sites or lines). Retention of signal frames and levers will strengthen the case for designation. Coal drops, water tanks and columns, turntables and early footbridges are now rare.

The guide for Industrial Structures contains some useful and relevant information relating to Oast Houses although does not cover hop pickers accommodation at all.

**Oast houses:** These are effectively drying kilns (see also the Agricultural selection guide: most are found on farm sites). The earliest date from the mid eighteenth century but most are nineteenth. Oast houses are distinctive buildings in hop-growing areas, notably the south-east and Herefordshire. Plans vary: most have round towers with a conical cowl, but some are square. Very few survive in use and the majority have been converted to dwellings with consequent loss of internal features.

The guide for Agricultural Buildings states the following for Oast Houses:

Oast houses grew out of the introduction in the sixteenth century of hops to the brewing process. Hops need to be dried if they are to keep, so oasts – or kilns - were developed, with drying floors placed over ovens. The distinctive coneshaped vents emerged in the eighteenth century, the better to direct air through the ovens and up into the drying floors. Kent was the leading hop-growing area, and its distinctive round oast houses became standard in the early nineteenth century. Worcestershire oast houses were more likely to be square in plan. Frequently converted into other uses (above all, domestic), they form truly iconic buildings within their landscapes and warrant careful consideration even when altered.

Hop pickers huts are not covered within the Historic England guides except for briefly being mentioned in the Domestic I: Vernacular Housing (Historic England April 2011) which states:

The very poorest in society (other than the roaming indigent) typically occupied hovels, often little more than brushwood huts. These are highly unlikely to survive, although relatively modern descendants such as the huts provided for the use of seasonal hop-pickers sometimes do.

There exist a number of additional guides and publications relating to both railways and agriculture, with Historic England publishing a guide on Signal Boxes (Historic England September 2013). The Kent Farmsteads Guidance is of much use when assessing sites relating to the Hop Picking industry.

This guidance is divided into seven parts:

### **Part 1 Farmsteads Assessment Framework**

This sets out the aims and purpose of the Kent Farmsteads Guidance and is divided into two sections:

a Site Assessment Framework which will help applicants identify the capacity for change and any issues at the pre-application stage in the planning process, and then move on to prepare the details of a scheme.

Farmsteads Summary Guidance which summarises the historic character and significance of traditional farmsteads across Kent, the areas into which it subdivides and the issues for change.

## **Part 2 Planning Context**

This sets out the national and local policy context, and summarises recent research on farmsteads including for each of Kent's local authorities.

## **Part 3 Kent Farmsteads Character Statements**

Fully-illustrated guidance on the character and significance of Kent farmsteads, for use in individual applications and detailed design work, for the preparation of area guidance and for those with an interest in the county's landscapes and historic buildings. The guidance is presented under the headings of: Historical Development, Landscape and Settlement, Farmstead and Building Types and Materials and Detail.

## **Part 4 Character Area Statements**

These provide summaries, under the same headings and for the same purpose, for the North Kent Plain and Thames Estuary, North Kent Downs, Wealden Greensand, Low Weald, High Weald and Romney Marsh.

## **Part 5 Kent Farmsteads Design Guidance**

This provides illustrated guidance on design and new build, based on the range of historic farmstead types. It is intended to help applicants who are then considering how to achieve successful design, including new-build where it is considered appropriate and fitted to local plan policy.

## **Part 6 Recording And Research Guidance**

This summarises the main issues to consider when undertaking more detailed recording of a site, with a case study and research questions to guide the survey and assessment process.

## **Part 7 Glossary**

This is a glossary of terms to aid the user.

Part 3 of the Kent Farmstead Guidance contains the following description of the types and materials associated with the hop industry within Kent farms:

### **Hop Industry – introduction**

Beer brewed with hops became a popular drink in the 16th century. Before that it had been flavoured with herbs and spices. Beer was the main drink of the majority of the population as water was usually not fit for consumption, and tea and coffee had not become a national institution. Whilst hops were grown on a small scale in many parts of the country Herefordshire and Worcestershire and Kent and Sussex became the two major areas of production. Across Kent nearly every farm had its own hop garden but areas such as The Weald were more suited to growing hops. Today the few remaining commercial hop gardens in Kent occur in the Goudhurst and Lamberhurst area in the valley of the Teise.

The demise in hop-growing which has accelerated in the late 20th century has resulted in many hop gardens being grubbed out and as a consequence, the huts, cookhouses, oast-houses, tar tanks and other associated features have either been demolished, left to decay or as in the case of many oast-houses, converted to residential accommodation.

Farmsteads that retain a range of buildings associated with the hop industry (see below) are highly significant.

### **Hop industry – oast**

A building in which hops are dried and stored. The drying of hops was a delicate process, requiring skill in managing the fire to maintain the correct temperatures. The dryers would often work round the clock, catching sleep in the oast.

### Typical features

- A square or circular kiln, with a cowl on the roof that would extract air through the slatted drying floor on which the hops were laid.
- An attached 'stowage' where the dried hops could cool on the upper floor before being pressed into suspended 'pockets'. The ground floor could be used for storage or was open-fronted and served as a cart shed.

### Rarity and significance

- Early purpose-built oast, small buildings which included a kiln and rooms for the green and dried hops, are extremely rare.
- Evidence for early kilns may survive in some threshing barns.
- Surviving kilns are extremely rare.
- Early purpose-built oast houses, small buildings which included a kiln and rooms for the green and dried hops, are extremely rare.
- Only a small number of unconverted oast houses survive.

### Hop industry – hop pickers' huts

Before mechanised picking was introduced in the 1950s, the harvesting of hops was a very labour intensive business and around it grew the 19th and 20th century tradition of Londoners flocking to Kent, Surrey and Sussex in the autumn to pick hops and also soft fruits. Women and children commonly travelled independently of the men, who joined their families at the weekend.

Accommodation for these people was in the first instance rough canvas tents or converted animal sheds, but in the late 19th century moves were made to improve conditions, with purpose-built hop pickers' huts. These were usually sited away from the steading or at best on its fringe.

### Typical features

- They are single-storey structures with rows of doors and windows to small rooms.
- Communal kitchens may be located at the end of the range or in detached buildings.

### Rarity and significance

- Surviving groups of hop pickers' huts are rare.
- Hop pickers' huts associated with coherent farmstead groups with other hop industry structures (eg oast houses) are highly significant.

### Hop industry – tar tanks

Tar Tanks can be found in the fields close to oasts. Creosote for preserving the ends of hop poles was not generally available until 1862 and did not become widely used until the late 19th century. To aid the penetration of the tar into the wood, it was heated in tanks and the poles held in the liquid supported by a wooden frame.

## Methodology for assessing impacts upon Setting

This section outlines the detailed methodology used in assessing potential impacts upon the setting of heritage assets. It outlines a definition of setting and establishes criteria for assessing significance, sensitivity to changes to setting (Relative Sensitivity), magnitude of impact and significance of impact.

### Definition of Setting

NPPF defines setting as:

*'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'* (2012, 56).

This accords with the definition as set out in the *Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas* adopted by the 15<sup>th</sup> General Assembly of ICOMOS in October 2005 (ICOMOS 2005) which states that:

*'The setting of a heritage structure, site or area is defined as the immediate and extended environment that is part of, or contributes to, its significance and distinctive character'*

In March 2015, Historic England published an updated guidance document on setting as part of their *Good Practice Advice Notes* series of guidance notes intended to explain how to apply the policies contained in the NPPF. This document states:

*'Setting is not a heritage asset, nor a heritage designation, though land within a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset. This depends on a wide range of physical elements within, as well as perceptual and associational attributes pertaining to, the heritage asset's surroundings'* (2015, 4).

The Historic England Guidance sets out the ways in which setting may contribute to the significance (value) of a heritage asset. It advocates a five stage approach which comprises the identification of the heritage assets, an assessment of the contribution made to the asset by its setting, an assessment of potential impacts upon the setting (and thus the value) by a proposed development/change, an exploration of potential enhancement and/or mitigation measure and make, document and monitor the outcomes of the decision made. The guidance provides a checklist of potential attributes of setting which may contribute to or make appreciable the settings contribution to significance. HE acknowledges that the checklist is non-exhaustive and that not all attributes will apply in all cases. This assessment will have regard to this checklist but will only discuss attributes where they are found to contribute to the value of the asset.

## **Assessing Sensitivity to Changes to Setting**

While determining the relative cultural value of a heritage asset is essential for establishing its importance, it is widely recognised (see Lambrick 2008) that the importance of an asset is not the same as its sensitivity to changes to its setting. Thus in determining impacts upon the setting of assets by a proposed development, both importance and sensitivity to changes to setting need to be considered.

Setting is a key issue in the case of some, but by no means all assets. A nationally important asset does not necessarily have high sensitivity to changes to its setting (relative sensitivity). An asset's sensitivity refers to its capacity to retain its ability to inform this and future generations in the face of changes to its setting. The ability of the setting to contribute to an understanding, appreciation and experience of the asset and its value also has a bearing on the sensitivity of that asset to changes to its setting. Assets with high sensitivity will be vulnerable to changes which affect their settings and even slight changes may reduce their information content or the ability of their settings to contribute to the understanding, appreciation and experience of that asset. Less sensitive assets will be able to accommodate greater

changes to their settings without significant reduction in their ability to inform and in spite of such changes the relationship between the asset and its setting will still be legible.

The criteria for establishing an assets' relative sensitivity are outlined in Table 5 below.

**TABLE 5:** Criteria for Establishing Relative Sensitivity

Sensitivity	Definition
High	<p>An asset whose setting contributes significantly to an observer's understanding, appreciation and experience of it should be thought of as having High Sensitivity to changes to its setting. This is particularly relevant for assets whose settings, or elements thereof, contribute directly to their significance (e.g. form part of their Evidential and Aesthetic Value (Historic England, 2008, 28-29)). For example an asset which retains an overtly intended or authentic relationship with its setting and the surrounding landscape. These may in particular be assets such as ritual monuments which have constructed sightlines to and/or from them or structures intended to be visually dominant within a wide landscape area e.g. castles, tower houses, prominent forts etc.</p> <p>An asset, the current understanding, appreciation and experience of which, relies heavily on its modern aesthetic setting. In particular an asset whose setting is an important factor in the retention of its cultural value.</p>
Medium	<p>An asset whose setting contributes moderately to an observer's understanding, appreciation and experience of it should be thought of as having Medium Sensitivity to changes to its setting. This could be an asset for which setting makes a contribution to value but whereby its value is derived mainly from its physical evidential values (Historic England, 2008, 28). This could for example include assets which had an overtly intended authentic relationship with their setting and the surrounding landscape but where that relationship (and therefore the ability of the assets' surroundings to contribute to an understanding, appreciation and experience of them) has been moderately compromised either by previous modern intrusion in their setting or the landscape or where the asset itself is in such a state of disrepair that the relationship cannot be fully determined.</p> <p>An asset, the current understanding, appreciation and experience of which, relies partially on its modern aesthetic setting regardless of whether or not this was intended by the original constructors or authentic users of the asset. An asset whose setting is a contributing factor to the retention of its cultural value.</p>
Low	<p>An asset whose setting makes some contribution to an observer's understanding, appreciation and experience of it should generally be thought of as having Low Sensitivity to changes to its setting. This may be an asset whose value is mainly derived from its physical evidential values and whereby changes to its setting will not materially diminish our understanding, appreciation and experience of it or its value. This could for example include assets which had an overtly intended authentic relationship with their setting and the surrounding landscape but where that relationship (and therefore the ability of the assets' surroundings to contribute to an understanding, appreciation and experience of them) has been significantly compromised either by previous modern intrusion to its setting or landscape or where the asset itself is in such a state of disrepair that the relationship cannot be</p>

	determined.
Marginal	An asset whose setting makes minimal contribution to an observer's understanding, appreciation and experience of it and its value should generally be thought of as having Marginal Sensitivity to changes to its setting. This may include assets for which the authentic relationship with their surrounding has been lost, possibly having been compromised by previous modern intrusion, but who still retain cultural value in their physical evidential value and possibly wider historical and communal values.

The determination of an asset's sensitivity is first and foremost reliant upon the determination of its setting. The criteria set out in Table 3 above is intended as a guide. Assessment of individual assets will be informed by knowledge of the asset itself; of the asset type if applicable and by site visits to establish the current setting of the assets. This will allow for the use of professional judgement and each asset will be assessed on an individual basis. It should be noted that individual assets may fall into a number of the sensitivity categories presented above, e.g. a country house may have a high sensitivity to alterations within its own landscaped park or garden, but its level of sensitivity to changes in the wider setting may be less.

In establishing the relative sensitivity of an asset to changes to its setting, an aesthetic appreciation of that asset and its setting must be arrived at. Table 6 below outlines the range of factors which must be considered when establishing an aesthetic appreciation and therefore determining sensitivity. These have been used as a guide in assessing each asset from known records and in the field. In defining these criteria, emphasis has been placed on establishing the current setting of each asset and how the proposed development will affect it.

**TABLE 6:** Establishing an Aesthetic Appreciation of an Asset and its Setting

<b>Site Details</b>	
1) Site No. /Name.	Unique number for each asset and name as shown in the Historic Environment Record or the National Heritage List Entry Number.
2) Site type	Brief description of the asset type as defined in the HER or NHL
3) Site visit conditions	Conditions on day of survey with particular reference to visibility
4) Orientation of proposed development site	Direction in which the proposed development lies measured from the asset.
5) Distance from proposed development	Distance to nearest point of the development measured from the asset.
6) Designation	Scheduled Monument Number or Historic Building Number, etc, if applicable
7) Horizon angle	Angle of elevation of the horizon in direction of proposed development as measured from the asset
<b>Scientific Detail</b>	
8) Asset form	The form of an asset, together with its size as it survives in the landscape.
9) Current Asset Condition	The current state of survival of the asset with reference to its location in the modern landscape. Alterations to the physical condition may already have severed or impaired attempts at understanding its original function and its relationship to the physical landform in which

	it occurs.
10) Relationship and intervisibility with other key assets.	<p>This includes key viewpoints to, from and across the asset. Depending on the asset in question these could include: entrances, specific points on approaches, routeways, farmlands, other related buildings, monuments or natural features.</p> <p>Some assets exist where modern scholars argue that intervisibility with other assets in a given landscape was/is an integral part of the function of the asset. For example, the intervisibility of a number of cairns on the skyline from an asset may be understood as a key function of these burial sites linking the separate sites across the landscape. The impact of the proposed development may be considered to be higher if the intervisibility between such assets is interrupted by the placing of a modern feature and as such the key relationships between assets is of relevance to this assessment.</p>
11) Economic Function	What was the economic function of the asset in the past and how does it function economically in the current landscape?
12) Evidence for technology engineering	What evidence remains for internal architecture, evidence for the skills of its builders? How was it constructed?
13) Palaeoenvironment potential	What is the likely palaeoenvironmental potential of the asset? Is it likely to preserve significant evidence for past environments?
<b>Historic Detail</b>	
14) Chronology of asset	What evidence does the asset contain for activity from specific periods?
15) Chronology of landscape	What evidence exists in the surrounding landscape for time depth and use through history and prehistory?
16) Landform Evolution	How has the surrounding physical landform evolved and how does it relate to the asset in its current setting?
17) Archaeological Study	Has the asset been the subject of previous archaeological study? What did it reveal about the asset in its current setting? What is the potential for future archaeological study?
<b>Social Detail</b>	
18) Nature of original and authentic uses	<p>When the asset was developed or in use, was it located to be seen from a distance, perhaps from other assets? Was it intended to have wide views over the landscape?</p> <p>Generally, the role of an asset and its setting was potentially of higher importance in the case of ritual monuments (e.g. barrow cemeteries), strategic and defensive monuments, and assets designed to convey power or high status (e.g. hillforts and castles). The setting of farms and industrial buildings was usually associated with their primary economic functions. Typically, their location would be strongly influenced by economics, e.g. emphasising proximity to raw materials, markets, etc). Similarly, commercial premises were sited according to demographics and economics. Therefore the uses of an asset and whether views to and from it were relevant to its function are factors in this assessment.</p>



19) Inferred Importance of setting	The importance of the setting refers, as above, to our understanding of the role of an asset's setting in influencing the use and orientation of the asset by its builders and past user. Some scholars argue that assets interacted as part of a system with other contemporary elements (man-made or natural) in the landscape. In some cases, setting was thus an influential factor in the siting of assets. The importance of this original setting thus partially reflects how sensitive an asset is to changes to that setting.
20) Inferred importance of view towards proposed development site	The importance of views towards the proposed development area from the asset either in the past or present is a key factor in understanding how changes in these views will affect the overall appropriateness of asset setting. For example, an asset with open and extensive views across the proposed development will be more sensitive to the development than one with restricted views towards the development and open views focused away from the proposed development.
21) Geographical remoteness	The geographical remoteness of an asset can affect how frequently it is visited by either professionals or members of the public. For example, how close is the asset to modern population centres? Are there any public amenities or interpretation centres nearby? Is the asset close to public roads or footpaths that would encourage and allow the site to be easily visited?

### Assessing Magnitude of Impact

The magnitude of impact by the proposed development is an assessment of the magnitude of change to the setting of any given asset, in particular those elements of the setting that inform its cultural value. Table 7 below outlines the main factors affecting magnitude of impact:

**TABLE 7:** Factors Affecting Magnitude of Impact

Site Details	Importance of detail for assessing magnitude of impact
1) Proximity to centre of development	Increasing distance of an asset from proposed development will, in most cases, diminish the effects on its setting.
2) Visibility of development (based on ZTV model and wireframes where appropriate)	The proportion of the development that will be intervisible with the asset will directly affect the magnitude of impact on its setting.
3) Complexity of landscape	The more visually complex a landscape is, the less prominent the new development may appear within it. This is because where a landscape is visually complex the eye can be distracted by other features and will not focus exclusively on the new development. Visual complexity describes the extent to which a landscape varies visually and the extent to which there are various land types, land uses, and built features producing variety in the landscape.
4) Visual obstructions	This refers to the existence of features (e.g. tree belts, forestry, landscaping or built features) that could partially or wholly obscure the development from view. The form of mapping called ZTV always presents a worst case scenario for visibility precisely because the readily accessible digital

	mapping does not take cognisance of vegetation, structures and local micro-topography. Ground truthing is always necessary for a real appraisal of the magnitude of impacts.
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It is acknowledged that Table 6 above primarily deals with visual factors affecting setting. While the importance of visual elements of settings, e.g. views, intervisibility, prominence etc, are clear, it is also acknowledged that there are other, non-visual factors which could potentially result in setting impacts. Such factors could be other sensory factors, e.g. noise or smell, or could be associative. Where applicable these will be considered in coming to a conclusion about magnitude of impact.

Once the above has been considered, the prediction of magnitude of impact upon setting will be based upon the criteria set out below in Table 8. In applying these criteria, particular consideration will be given to the relationship of the proposed development to those elements of setting which have been defined as most important in contributing to the ability to understand, appreciate and experience the heritage assets and its value.

**TABLE 8:** Criteria for Classifying Magnitude of Setting Impact

Setting Impact	Criteria
High	<p>Direct and substantial visual impact on a significant sightline to or from a ritual monument or prominent fort;</p> <p>Direct severance of the relationship between a asset and its setting Major alteration to the penumbral or close settings of a Scheduled Monument;</p> <p>Major imposition within a Cultural Landscape;</p> <p>An impact that changes the setting of an asset such that it threatens the protection of the asset and the understanding of its cultural value.</p>
Medium	<p>Oblique visual impact on an axis adjacent to a significant sightline to or from a ritual monument but where the significant sightline of the monument is not obscured;</p> <p>Impacts upon the glacis of a prominent fort (based on the proportion of the glacis that would be obscured);</p> <p>Partial severance of the relationship between a asset and its setting;</p> <p>Significant alteration to the setting of an asset beyond those elements of the setting which directly contribute to the understanding of the cultural value of the asset;</p> <p>Significant but not major imposition within a Cultural Landscape.</p> <p>An impact that changes the setting of an asset such that the understanding of the asset and its cultural value is marginally diminished</p>
Low	<p>Peripheral visual impact on a significant sightline to or from a ritual monument;</p> <p>Minor imposition within a Cultural Landscape.</p> <p>An impact that changes the setting of an asset, but where those changes do not materially affect an observer's ability to understand, appreciate and experience the asset.</p>
Marginal	All other setting impacts
None	No setting impacts

## Assessing Significance of Impact

The significance of impacts on the setting of cultural heritage assets is judged to be the interaction of the asset's relative sensitivity (Table 4) and the magnitude of the impact (Table 3) and also takes into consideration the importance of the asset (Table 2). In order to provide a level of consistency the assessment of sensitivity, the prediction of magnitude of impact and the assessment of significance of impact have been guided by pre-defined criteria. A qualitative descriptive narrative is also provided for each asset to summarise and explain each of the professional value judgments that have been made.

The interactions determining significance of impact on settings of the assets in question is shown in Table 9.

**TABLE 9:** Significance of Impact on the Setting of Cultural Heritage Features

<b>Impact magnitude</b>	<b>Relative Sensitivity</b>			
	<i>Marginal</i>	<i>Low</i>	<i>Medium</i>	<i>High</i>
<i>High</i>	Minor	Minor-Moderate	Moderate	Major
<i>Medium</i>	Negligible	Minor	Minor-Moderate	Moderate
<i>Low</i>	None/Negligible	Negligible	Minor	Minor-Moderate
<i>Marginal</i>	None	None	Negligible	Minor
The impacts recorded in shaded cells are 'significant' in planning terms.				

## APPENDIX B GAZETTEER OF HERITAGE ASSETS

In order to understand the nature and extent of the surrounding archaeological resource, a study area of a 500m radius from the centre of the PWH BL has been obtained from the Kent Historic Environment Record and Listed Buildings (from National Heritage List for England) was adopted. The following gazetteer represents all of the entries from the Chichester Historic Environment Record; deletions of HER entries with the same number in different locations has only occurred if not relevant to the site. Event entries have been included within this gazetteer where physical evidence has been identified but there is no associated monument reference (a separate list of all events is provided in Appendix C). The entries are sorted by designation followed by period. Where relevant to the site the HER description summary is supplemented with the full description. Where previously unrecorded heritage assets are identified, these will be given an AOC reference e.g. (AOC X).

### Abbreviations:

**AOC No.:** Number assigned to sites or features not previously recorded, referred to in the text in round brackets e.g. (AOC 1)

**CHER:** Kent Historic Environments Record

**MONUID:** Kent Historic Environments Record monument identification reference number

**EVUID:** Kent Historic Environments Record events identification reference number

**DESUID:** Kent Historic Environments Record / National Heritage List for England Listed Building identification reference number

**NGR:** National Grid Reference

**TABLE 10:** Gazetteer of Relevant Heritage Assets

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
1020382		POST-MEDIEVAL	THE SITE OF BEDGEBURY FURNACE, 100M SOUTH EAST OF FURNACE FARM		SCHEDULED MONUMENT
35306		MEDIEVAL & POST-MEDIEVAL	MOATED SITE IMMEDIATELY WEST OF FURNACE FARM		SCHEDULED MONUMENT
1017546		MEDIEVAL & POST-MEDIEVAL	MEDIEVAL MOATED SITE AT SHARE FARM		SCHEDULED MONUMENT
367			LAND ASSOCIATED WITH RECTORY PARK		REGISTERED PARK AND GARDEN
370			LAND ASSOCIATED WITH RECTORY PARK		REGISTERED PARK AND GARDEN

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
251			RECTORY PARK		REGISTERED PARK AND GARDEN
DKE22303		MODERN	CRASH SITE OF MESSERSCHMITT BF109E-4	AIRCRAFT	PROTECTED MILITARY REMAINS
DKE22259		MODERN	CRASH SITE OF MESSERSCHMITT BF109E-1	AIRCRAFT	PROTECTED MILITARY REMAINS
DKE22212		MODERN	CRASH SITE OF HAWKER HURRICANE I	AIRCRAFT	PROTECTED MILITARY REMAINS
TQ 74 SW 15	1893 AD TO 1961 AD	POST-MEDIEVAL TO MODERN	SITE OF HORSMONDEN RAILWAY STATION	RAILWAY STATION	
TQ 74 SW 11	1867 AD TO 2007 AD	POST-MEDIEVAL TO MODERN	FORMER SITE OF CAPEL MANOR, CAPEL CROSS, HORSMONDEN	COUNTRY HOUSE, TREE AVENUE, WALLED GARDEN	
TQ 73 SE 18	1892 AD TO 1961 AD	POST-MEDIEVAL TO MODERN	BADGERS OAK RAILWAY TUNNEL, CRANBROOK	RAILWAY TUNNEL	
TQ 74 SW 190	1890 AD TO 1961 AD	POST-MEDIEVAL TO MODERN	HORSMONDEN TUNNEL, HORSMONDEN	RAILWAY TUNNEL	
TQ 73 NW 19	1540 AD TO 1900 AD	POST-MEDIEVAL	SITE OF FORMER MILL, BROAD FORD, HORSMONDEN	CORN MILL, FULLING MILL, MILL POND	
TQ 73 NW 6	1574 AD TO 1664 AD	POST-MEDIEVAL	SITE OF BEDGEBURY FORGE, GOUDHURST	FORGE, POND BAY	
TQ 73 NW 7	1570 AD TO 1690 AD	POST-MEDIEVAL	A 16TH CENTURY BEACON SITE, GOUDHURST	BEACON	
TQ 74 SW 128	1500 AD TO 1866 AD	MEDIEVAL & POST-MEDIEVAL	CROWHURSTS' SHOP WITH WALL ATTACHED	SITE, HALL HOUSE, HOUSE, SHOP, CROSS WING HOUSE, WALL	
TQ 73 NW 189	1500 AD TO 1699 AD	MEDIEVAL & POST-MEDIEVAL	OLD NEVERGOOD FARMHOUSE	SITE, TIMBER FRAMED HOUSE, TIMBER FRAMED HOUSE	
TQ 74 SW 191	1750 AD TO 1800 AD	POST-MEDIEVAL	SITE OF A GIBBET, GIBBET LANE, HORSMONDEN	GIBBET	
TQ 74 SW 6	1892 AD TO 1961 AD	POST-MEDIEVAL TO MODERN	PADDOCK WOOD TO HAWKHURST BRANCH LINE	RAILWAY	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 73 NW 84	1820 AD TO 1860 AD	POST-MEDIEVAL	BERESFORD LODGE	SITE, GATE LODGE, WALL, GATE	
TQ 73 SW 20		UNKNOWN	AREA OF ARCHAEOLOGICAL FEATURES POSSIBLY ASSOCIATED WITH THE RAILWAY	PIT, SPOIL HEAP, DITCH	
TQ 74 SW 142	1400 AD TO 1939 AD	MEDIEVAL TO MODERN	WEAVERS	HOUSE, HOUSE, HOUSE, TENEMENT HOUSE, HOUSE, SITE, WEALDEN HOUSE, TIMBER FRAMED HOUSE, TIMBER FRAMED HOUSE	
TQ 73 NW 18	1893 AD TO 1961 AD	POST-MEDIEVAL TO MODERN	SITE OF GOUDHURST RAILWAY STATION	RAILWAY STATION	
TQ 73 SE 16	1893 AD TO 1961 AD	POST-MEDIEVAL TO MODERN	SITE OF HAWKHURST RAILWAY STATION	RAILWAY STATION	
TQ 74 SW 19		POST-MEDIEVAL TO MODERN	SITE OF ALL SAINTS' CHAPEL OF EASE, HORSMONDEN	CHAPEL OF EASE	
TQ 73 SW 16	1540 AD TO 1900 AD	POST-MEDIEVAL	TWO PITS, LIKELY TO BE OF AN INDUSTRIAL FUNCTION, AND A CLAY QUARRY PIT	PIT, PIT	
TQ 73 NW 23	1540 AD TO 1900 AD	POST-MEDIEVAL	POST MEDIEVAL TILE SPREAD, POND AND PATH AT SHARE FARM, HORSMONDEN	POND, PATH	
TQ 73 NW 96	1767 AD TO 1799 AD	POST-MEDIEVAL	BROWTINGS	SITE, TIMBER FRAMED HOUSE	
TQ 73 NW 91	1800 AD TO 1966 AD	POST-MEDIEVAL TO MODERN	OASTHOUSE ABOUT 20 METRES NORTH OF CHURCH COTTAGE	SITE, OASTHOUSE, OASTHOUSE	
TQ 74 SW 129	1500 AD TO 1899 AD	MEDIEVAL TO POST-MEDIEVAL	CLUNCHER COTTAGE	SITE, TIMBER FRAMED HOUSE, HOUSE, HOUSE	
TQ 73 NW 57	1680 AD TO 1720 AD	POST-MEDIEVAL	CHEST TOMB OF RICHARD AND ALICE TYLER, ABOUT 1 METRE NORTH OF CHURCH OF ST MARGARET	SITE, CHEST TOMB	
TQ 73 SE 22	1600 AD TO 1899 AD	POST-MEDIEVAL	BULL FARMHOUSE	SITE, TIMBER FRAMED HOUSE, FARMHOUSE,	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
				FARMHOUSE	
TQ 73 NW 140	1833 AD TO 1866 AD	POST-MEDIEVAL	OASTHOUSE ABOUT 50 METRES NORTH OF PARK FARMHOUSE	SITE, OASTHOUSE	
TQ 74 SW 193	1400 AD TO 1799 AD	MEDIEVAL TO POST-MEDIEVAL	COTTAGE	SITE, OPEN HALL HOUSE, BEER HOUSE, TIMBER FRAMED HOUSE, CROSS WING HOUSE, HOUSE	
TQ 74 SW 161	1580 AD TO 1620 AD	POST-MEDIEVAL	BARN ABOUT 20 METRES NORTH OF POPLARS	SITE, TIMBER FRAMED BARN	
TQ 73 NW 38	1833 AD TO 1866 AD	POST-MEDIEVAL	RAILED TOMB OF AUSTEN FAMILY, ABOUT 4 METRES SOUTH WEST OF CHURCH OF ST MARGARET	SITE, CHEST TOMB, RAILINGS, GATE	
TQ 73 NW 39	1500 AD TO 1999 AD	MEDIEVAL TO MODERN	PAINE'S FARMHOUSE	SITE, TIMBER FRAMED HOUSE, HOUSE, HOUSE	
TQ 74 SW 155	1400 AD TO 1832 AD	MEDIEVAL TO POST-MEDIEVAL	POPLARS	SITE, WEALDEN HOUSE, HOUSE, HOUSE, GARDEN WALL	
TQ 74 SW 153	1800 AD TO 1832 AD	POST-MEDIEVAL	OASTHOUSE AND WALL ATTACHED ABOUT 15 METRES NORTH EAST OF KIRKINS FARMHOUSE	SITE, OASTHOUSE, WALL	
TQ 73 NW 48	1700 AD TO 1832 AD	POST-MEDIEVAL	BARN AND OUTHUSES ABOUT 20 METRES NORTH OF PARK FARMHOUSE	SITE, TIMBER FRAMED BARN, TIMBER FRAMED BUILDING, OUTBUILDING, BARN, OUTBUILDING	
TQ 64 NE 155	1599 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	OLD MULLIONS	SITE, HOUSE, LOBBY ENTRY HOUSE, JETTIED HOUSE, HOUSE	
TQ 64 SE 65	1650 AD TO 1800 AD	POST-MEDIEVAL	HAWTHORNS	SITE, HOUSE, HOUSE	
TQ 74 SW 110	1500 AD TO 2050 AD	MEDIEVAL TO MODERN	SPRING FARMHOUSE AND RAILED FORECOURT	SITE, TIMBER FRAMED HOUSE, FORECOURT, RAILINGS, WALL	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 74 SW 115	1750 AD TO 1899 AD	POST-MEDIEVAL	BARN, OUTBUILDING AND FORMER STABLES IMMEDIATELY NORTH WEST OF POPLARS	SITE, TIMBER FRAMED BUILDING, STOREHOUSE, STABLE, TIMBER FRAMED BARN, OUTBUILDING, COURTYARD	
TQ 74 SW 120	1600 AD TO 1866 AD	POST-MEDIEVAL	MABLEFORD COTTAGE	SITE, TIMBER FRAMED HOUSE, HOUSE	
TQ 73 SE 137	1833 AD TO 1866 AD	POST-MEDIEVAL	OASTHOUSE ABOUT 15 METRES NORTH OF GILL'S GREEN FARMHOUSE	SITE, OASTHOUSE, STOREHOUSE	
TQ 74 SW 151	1600 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	RAMS HILL	SITE, TIMBER FRAMED HOUSE, HOUSE	
TQ 64 SE 113	1700 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	HEATH COURT	SITE, HOUSE, HOUSE, HOUSE	
TQ 74 SW 154	1700 AD TO 1799 AD	POST-MEDIEVAL	BARN ABOUT 50 METRES SOUTH OF YEW TREE FARMHOUSE	SITE, TIMBER FRAMED BARN	
TQ 73 SE 129	1600 AD TO 1799 AD	POST-MEDIEVAL	BADGERS OAK FARMHOUSE	SITE, TIMBER FRAMED HOUSE, FARMHOUSE, FARMHOUSE	
TQ 73 SE 143	1567 AD TO 1799 AD	POST-MEDIEVAL	TRENLEY'S FARMHOUSE	SITE, TIMBER FRAMED HOUSE, FARMHOUSE, FARMHOUSE, HOUSE	
TQ 74 SW 166	1700 AD TO 1832 AD	POST-MEDIEVAL	CAPEL CROSS	SITE, HOUSE, HOUSE	
TQ 74 SW 167	1800 AD TO 1832 AD	POST-MEDIEVAL	SMALL BARN ABOUT 20 METRES EAST OF KIRKINS FARMHOUSE	SITE, TIMBER FRAMED BARN	
TQ 73 NW 139	1500 AD TO 1999 AD	MEDIEVAL TO MODERN	SHARE FARMHOUSE	SITE, TIMBER FRAMED HOUSE, HOUSE, HOUSE	
TQ 73 NW 116	1670 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	STABLE BLOCK TO EAST OF BROADFORD	SITE, STABLE, HOUSE, HOUSE	
TQ 73 SE 170	1450 AD TO 1799 AD	MEDIEVAL & POST-MEDIEVAL	OSBORNE'S FARMHOUSE	SITE, TIMBER FRAMED HOUSE, HOUSE	
TQ 64 SE 84	1800 AD TO 1833 AD	POST-MEDIEVAL	CROSSWAYS SHOP	SITE, FORGE, TIMBER FRAMED BUILDING, SHOP	



PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 73 SE 177	1700 AD TO 1899 AD	POST-MEDIEVAL	OASTHOUSE ABOUT 15 METRES EAST OF TUBSLAKE	SITE, TIMBER FRAMED BUILDING, OASTHOUSE, OASTHOUSE	
TQ 73 NW 110	1600 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	STABLE AND BARN ABOUT 50 METRES SOUTH WEST OF FORGE FARMHOUSE	SITE, TIMBER FRAMED BARN, BARN, STABLE, GARAGE	
TQ 74 SW 125	1833 AD TO 1866 AD	POST-MEDIEVAL	OASTHOUSE ABOUT 50 METRES EAST OF CASTLEMAINE FARM COTTAGE	SITE, OASTHOUSE	
TQ 73 NW 174	1700 AD TO 1832 AD	POST-MEDIEVAL	BARN ABOUT 5 METRES SOUTH EAST OF MILL HOUSE	SITE, TIMBER FRAMED BARN, BARN, GARAGE	
TQ 73 NW 187	1833 AD TO 1866 AD	POST-MEDIEVAL	PARK LODGE	SITE, ESTATE COTTAGE	
TQ 73 NW 201	1814 AD	POST-MEDIEVAL	RAILED TOMB OF TOMPSETT FAMILY, ABOUT 3 METRES SOUTH WEST OF CHURCH OF ST MARGARET	SITE, CHEST TOMB, RAILINGS	
TQ 73 NW 185	1767 AD TO 1799 AD	POST-MEDIEVAL	PAIR OF CHEST TOMBS OF COLE FAMILY, ABOUT 20 METRES SOUTH EAST OF CHURCH OF ST MARGARET	SITE, CHEST TOMB	
TQ 74 SW 130	1717 AD	POST-MEDIEVAL	AUGUST PITTS AND WALLS ATTACHED	SITE, TIMBER FRAMED HOUSE, DATE STONE, WALL, GATE	
TQ 74 SW 160	1400 AD TO 1932 AD	MEDIEVAL TO MODERN	YEW TREE FARMHOUSE	SITE, JETTIED HOUSE, HOUSE	
TQ 73 NW 173	1700 AD TO 1799 AD	POST-MEDIEVAL	EVERGOOD REST	SITE, HOUSE	
TQ 73 NW 164	1833 AD TO 1966 AD	POST-MEDIEVAL TO MODERN	CHURCH LODGE	SITE, LODGE, LODGE	
TQ 74 SW 150	1833 AD TO 1866 AD	POST-MEDIEVAL	COACHHOUSE ABOUT 3 METRES SOUTH OF SPRING FARMHOUSE	SITE, COACH HOUSE	
TQ 73 NW 209	1758 AD TO 1778 AD	POST-MEDIEVAL	HOPE MILL	SITE, TIMBER FRAMED BUILDING, HOUSE, BREASTSHOT WHEEL, OVERSHOT WHEEL	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 73 NW 213	1500 AD TO 1799 AD	MEDIEVAL TO POST-MEDIEVAL	BLACKBUSH	SITE, TIMBER FRAMED HOUSE, HOUSE	
TQ 73 NW 224	1799 AD TO 1832 AD	POST-MEDIEVAL	OASTHOUSE ABOUT 50 METRES WEST OF FORGE FARMHOUSE	SITE, BUILDING, TIMBER FRAMED BUILDING, OASTHOUSE, STOREHOUSE	
TQ 74 SW 103	1500 AD TO 1966 AD	MEDIEVAL TO MODERN	TAINTER MEAD	SITE, HALL HOUSE, HOUSE, HOUSE	
TQ 74 SW 96	1600 AD TO 1899 AD	POST-MEDIEVAL	THE GUN AND SPITROAST PUBLIC HOUSE AND REAR COURTYARD	SITE, PUBLIC HOUSE, TIMBER FRAMED BUILDING, PUBLIC HOUSE, PUBLIC HOUSE, OUTBUILDING, COURTYARD, FORGE	
TQ 64 NE 163	1433 AD TO 1899 AD	MEDIEVAL TO POST-MEDIEVAL	JOYS COTTAGES	SITE, OPEN HALL HOUSE, JETTIED HOUSE, HOUSE, SERVICE WING	
TQ 74 SW 149	1633 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	POPLARS INCLUDING GARDEN RAILINGS TO THE NORTH	SITE, FARMHOUSE, FARMHOUSE, FARMHOUSE, JETTIED HOUSE, RAILINGS, GATE	
TQ 73 NW 120	1400 AD TO 1566 AD	MEDIEVAL TO POST-MEDIEVAL	PATTYNDENNE MANOR AND REAR COURTYARD	SITE, OPEN HALL HOUSE, CROSS PASSAGE HOUSE, WEALDEN HOUSE, JETTIED HOUSE, HOUSE, HOUSE, OUTBUILDING, COURTYARD	
TQ 73 SE 102	1500 AD TO 1999 AD	MEDIEVAL TO MODERN	TUBSLAKE	SITE, TIMBER FRAMED HOUSE, HALL HOUSE, HOUSE	
TQ 74 SW 169	1800 AD TO 1832 AD	POST-MEDIEVAL	STABLE BLOCK AND WALL ATTACHED WITH HAND PUMP ABOUT 25 METRES SOUTH EAST OF KIRKINS FARMHOUSE	SITE, STABLE, WALL, HAND PUMP	
TQ 74 SW 170	1500 AD TO 1822 AD	MEDIEVAL TO POST-MEDIEVAL	CASTLEMAINE FARM COTTAGE	SITE, TIMBER FRAMED HOUSE, HOUSE, DATE STONE	
TQ 74 SW 171	1680 AD TO 1720 AD	POST-MEDIEVAL	APPLETREE COTTAGE	SITE, HOUSE	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 73 NW 146	1650 AD TO 1866 AD	POST-MEDIEVAL	BRIDGE AT RISEBRIDGE (712 367)	SITE, BRIDGE, BRIDGE	
TQ 74 SW 124	1680 AD TO 1899 AD	POST-MEDIEVAL	OLD BASSETTS COTTAGES	SITE, HOUSE, HOUSE	
TQ 73 NW 88	1580 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	TRILLINGHURST FARMHOUSE	SITE, TIMBER FRAMED HOUSE, OPEN HALL HOUSE, HOUSE, HOUSE, HOUSE	
TQ 73 NW 136	1066 AD TO 1900 AD	MEDIEVAL TO POST-MEDIEVAL	BROADFORD	HOUSE, HOUSE, WEAVERS COTTAGE, WEAVERS COTTAGE, HOUSE, HOUSE, HOUSE, HOUSE, HOUSE, SITE, WEALDEN HOUSE, TIMBER FRAMED HOUSE, TIMBER FRAMED HOUSE, OUTBUILDING, GARAGE	
TQ 73 SE 55	1567 AD TO 1632 AD	POST-MEDIEVAL	HARTLEY HOUSE	SITE, TIMBER FRAMED HOUSE, FARMHOUSE, FARMHOUSE	
TQ 73 NW 229	1550 AD TO 1832 AD	POST-MEDIEVAL	MOUNT PLEASANT	SITE, HOUSE, HOUSE	
TQ 64 NE 176	1800 AD TO 1832 AD	POST-MEDIEVAL	LITTLE RHODEN	SITE, FARMHOUSE, SERVICE WING, STEPS	
TQ 64 SE 90	1632 AD TO 1899 AD	POST-MEDIEVAL	PEARSONS FARMHOUSE	SITE, HOUSE, JETTIED HOUSE, HOUSE, HOUSE, LODGINGS, CARRIAGE HOUSE, OUTBUILDING	
TQ 64 SE 91	1600 AD TO 1989 AD	POST-MEDIEVAL TO MODERN	GREEN WESTON	SITE, JETTIED HOUSE, LOBBY ENTRY HOUSE, HOUSE, HOUSE	
TQ 64 SE 93	1450 AD TO 1989 AD	MEDIEVAL TO MODERN	LITTLE OLD HAY	SITE, TIMBER FRAMED HOUSE, HOUSE, OPEN HALL HOUSE	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 73 SE 125	1667 AD TO 1732 AD	POST-MEDIEVAL	EGGSHELL COTTAGE	SITE, TIMBER FRAMED HOUSE	
TQ 73 SE 156	1500 AD TO 1899 AD	MEDIEVAL TO POST-MEDIEVAL	TURK'S PLACE	SITE, TIMBER FRAMED HOUSE, FARMHOUSE, FARMHOUSE, FARMHOUSE, HOUSE	
TQ 73 SE 43	1667 AD TO 1732 AD	POST-MEDIEVAL	BARN 50 YARDS NORTH OF BULL FARMHOUSE	SITE, TIMBER FRAMED BARN	
TQ 73 NW 43	1800 AD TO 1832 AD	POST-MEDIEVAL	RAILED CHEST TOMB OF HODGKIN FAMILY AND RAILED ENCLOSURE ATTACHED, ABOUT 25 METRES SOUTH EAST OF CHURCH OF ST MARGARET	SITE, CHEST TOMB, RAILINGS	
TQ 73 NW 27	1800 AD TO 1832 AD	POST-MEDIEVAL	CHEST TOMB OF THOMAS TWORT, ABOUT 15 METRES SOUTH EAST OF CHURCH OF ST MARGARET	SITE, CHEST TOMB	
TQ 73 NW 30	1500 AD TO 1832 AD	MEDIEVAL TO POST-MEDIEVAL	RANTERS HALL	SITE, TIMBER FRAMED HOUSE, HOUSE, HOUSE, ROW	
TQ 74 SW 192	1500 AD TO 2050 AD	MEDIEVAL TO MODERN	SWIGS HOLE FARMHOUSE	SITE, TIMBER FRAMED HOUSE, CROSS WING HOUSE	LISTED BUILDING
TQ 74 SW 112	1833 AD TO 1866 AD	POST-MEDIEVAL	COACHHOUSE/HOUSE ABOUT 20 METRES WEST OF SPRING FARMHOUSE	SITE, COACH HOUSE, TIMBER FRAMED HOUSE	
TQ 74 SW 107	1767 AD TO 1799 AD	POST-MEDIEVAL	WALL AND RAILINGS APPROXIMATELY 7 METRES NORTH OF TANYARD HOUSE	SITE, WALL, GATE, RAILINGS	
TQ 73 NW 61	1500 AD TO 1699 AD	MEDIEVAL TO POST-MEDIEVAL	SMUGLEY FARMHOUSE	SITE, CONTINUOUS JETTY HOUSE, HOUSE	
TQ 73 NW 60	1600 AD TO 1699 AD	POST-MEDIEVAL	CAPEL CROSS COTTAGE	SITE, TIMBER FRAMED HOUSE	
TQ 74 SW 98	1400 AD TO 1999 AD	MEDIEVAL TO MODERN	CORNER COTTAGE	SITE, WEALDEN HOUSE, HOUSE, TIMBER FRAMED HOUSE	
TQ 73 SE 59	1580 AD TO 1832 AD	POST-MEDIEVAL	GILL'S GREEN FARMHOUSE	SITE, JETTIED HOUSE, HOUSE	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 73 SE 91	1600 AD TO 1899 AD	POST-MEDIEVAL	BARN ABOUT 30 METRES NORTH WEST OF GILL'S GREEN FARMHOUSE	SITE, TIMBER FRAMED BARN, BARN	
TQ 74 SW 101	1700 AD TO 1799 AD	POST-MEDIEVAL	STABLE, NOW FARM SHOP ABOUT 30 METRES NORTH EAST OF CASTLEMAINE FARM COTTAGE	SITE, STABLE, TIMBER FRAMED BUILDING, SHOP	
TQ 74 SW 94	1780 AD TO 1820 AD	POST-MEDIEVAL	CEDAR COTTAGE	SITE, HOUSE	
TQ 64 SE 37	1680 AD TO 1720 AD	POST-MEDIEVAL	HEATH COTTAGE	SITE, HOUSE, TIMBER FRAMED HOUSE	
TQ 74 SW 113	1700 AD TO 1799 AD	POST-MEDIEVAL	BARN ABOUT 30 METRES SOUTH OF YEW TREE FARMHOUSE	SITE, TIMBER FRAMED BARN	
TQ 73 NW 128	1500 AD TO 1799 AD	MEDIEVAL TO POST-MEDIEVAL	FORGE FARMHOUSE	SITE, TIMBER FRAMED HOUSE, HOUSE, FURNACE	
TQ 73 SW 40	1600 AD TO 1699 AD	POST-MEDIEVAL	FURNACE FARMHOUSE	SITE, TIMBER FRAMED HOUSE, FARMHOUSE	
TQ 73 SE 49	1500 AD TO 1532 AD	MEDIEVAL	HILL COTTAGES	SITE, TIMBER FRAMED HOUSE, HALL HOUSE	
TQ 73 SE 47	1400 AD TO 1899 AD	MEDIEVAL TO POST-MEDIEVAL	HALL WOOD FARMHOUSE	SITE, OPEN HALL HOUSE, TIMBER FRAMED HOUSE, HOUSE, HOUSE, FARMHOUSE	
TQ 73 NW 228	1500 AD TO 1866 AD	MEDIEVAL TO POST-MEDIEVAL	PARK FARMHOUSE	SITE, TIMBER FRAMED HOUSE, HOUSE, HALL HOUSE	
TQ 74 SW 108	1700 AD TO 1966 AD	POST-MEDIEVAL TO MODERN	THE LIMES COTTAGE	SITE, HOUSE, HOUSE, HOUSE, SHOP, HOUSE, SHOP	
TQ 74 SW 106	1600 AD TO 1699 AD	POST-MEDIEVAL	BIRCH COTTAGE	SITE, TIMBER FRAMED HOUSE	
TQ 74 SW 116	1700 AD TO 1899 AD	POST-MEDIEVAL	MANCHESTER HOUSE WITH THE POST OFFICE AND HEATH STORES	SITE, HOUSE, POST OFFICE, SHOP	
TQ 74 SW 117	1500 AD TO 1599 AD	MEDIEVAL TO POST-MEDIEVAL	YEW TREE COTTAGE	SITE, HALL HOUSE	
TQ 74 SW 165	1500 AD TO 1832 AD	MEDIEVAL TO POST-MEDIEVAL	STYLES YARD COTTAGE AND OASTHOUSE	SITE, TIMBER FRAMED HOUSE, TIMBER FRAMED HOUSE, OASTHOUSE,	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
				OASTHOUSE	
TQ 74 SW 168	1600 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	STYLES FARMHOUSE	SITE, TIMBER FRAMED HOUSE, FARMHOUSE	LISTED BUILDING
TQ 74 SW 137	1780 AD TO 1820 AD	POST-MEDIEVAL	KIRKINS FARMHOUSE	SITE, HOUSE, TIMBER FRAMED HOUSE	
TQ 74 SW 138	1800 AD TO 1832 AD	POST-MEDIEVAL	HEATHLEIGH COTTAGES	SITE, HOUSE	
TQ 73 NW 181	1400 AD TO 1866 AD	MEDIEVAL TO POST-MEDIEVAL	MILL HOUSE	SITE, TIMBER FRAMED HOUSE, TIMBER FRAMED HOUSE, TIMBER FRAMED HOUSE	
TQ 73 NW 180	1699 AD TO 1799 AD	POST-MEDIEVAL	CHURCH COTTAGE	SITE, TIMBER FRAMED HOUSE, HOUSE	
TQ 73 NW 179	1480 AD TO 1999 AD	MEDIEVAL TO MODERN	CHURCH BARN	SITE, TIMBER FRAMED BARN, HOUSE	
TQ 73 NW 178	1780 AD TO 1820 AD	POST-MEDIEVAL	RAILED CHEST TOMB OF TWORT FAMILY, ABOUT 10 METRES SOUTH OF CHURCH OF ST MARGARET	SITE, CHEST TOMB, RAILINGS	
TQ 73 NW 177	1800 AD TO 1832 AD	POST-MEDIEVAL	WOODEN INSCRIPTION BOARD TO PIERCE FAMILY, ABOUT 20 METRES NORTH EAST OF CHURCH OF ST MARGARET	SITE, COMMEMORATIVE MONUMENT	
TQ 73 NW 155	1600 AD TO 1699 AD	POST-MEDIEVAL	MOUNTING BLOCK ABOUT 20 METRES NORTH OF CHURCH OF ST MARGARET	SITE, MOUNTING BLOCK	
TQ 73 NW 175	1840 AD TO 1880 AD	POST-MEDIEVAL	SOUTH LODGE	SITE, GATE LODGE	
TQ 74 SW 143	1867 AD TO 1899 AD	POST-MEDIEVAL	OAST HOUSE AT 7055 4031	SITE, OASTHOUSE	
TQ 74 SW 144	1700 AD TO 1799 AD	POST-MEDIEVAL	TANYARD HOUSE	SITE, HOUSE	
TQ 74 SW 145	1700 AD TO 1799 AD	POST-MEDIEVAL	DOLPHIN HOUSE	SITE, HOUSE	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 74 SW 146	1700 AD TO 1732 AD	POST-MEDIEVAL	CAPEL CROSS COTTAGE	SITE, HOUSE	
TQ 73 SE 109	1400 AD TO 1599 AD	MEDIEVAL TO POST-MEDIEVAL	ROSE'S FARMHOUSE	SITE, TIMBER FRAMED HOUSE, HALL HOUSE, HOUSE, CONTINUOUS JETTY HOUSE	
TQ 73 SE 117	1700 AD TO 1732 AD	POST-MEDIEVAL	THE MANOR HOUSE AND WALL ATTACHED	SITE, HOUSE, WALL	
TQ 73 SE 151	1800 AD TO 1999 AD	POST-MEDIEVAL TO MODERN	WELLINGTON ARMS	SITE, TIMBER FRAMED BUILDING, PUBLIC HOUSE, PUBLIC HOUSE	
TQ 73 NW 198	1567 AD TO 1599 AD	POST-MEDIEVAL	RISEBRIDGE FARMHOUSE	SITE, JETTIED HOUSE	
TQ 73 NW 188	1600 AD TO 1799 AD	POST-MEDIEVAL	BARN ABOUT 20 METRES TO SOUTH OF TRILLINGHURST FARMHOUSE	SITE, TIMBER FRAMED BARN, COMBINATION BARN, STABLE	
TQ 73 NW 150	1550 AD TO 1899 AD	POST-MEDIEVAL	HOPE MILL HOUSE	SITE, TIMBER FRAMED HOUSE, HOUSE, HOUSE	
TQ 73 NW 237	1500 AD TO 1999 AD	MEDIEVAL TO MODERN	LITTLE PATTENDEN	SITE, JETTIED HOUSE, HOUSE, WEALDEN HOUSE	
TQ 73 NW 226	1820 AD TO 1860 AD	POST-MEDIEVAL	GATES, PIERS AND QUADRANT WALLS ADJACENT TO BERESFORD LODGE	SITE, GATE, GATE PIER, WALL	
TQ 73 NW 59		UNKNOWN	PALAEOENVIRONMENTAL EVIDENCE FOUND DURING BOREHOLE SURVEY, GOUDHURST	SITE	
TQ 73 SE 181	1833 AD TO 1866 AD	POST-MEDIEVAL	MILESTONE AND BOUNDARY STONE AT 759 336	SITE, MILESTONE, BOUNDARY STONE	
TQ 74 SW 104	1400 AD TO 1599 AD	MEDIEVAL TO POST-MEDIEVAL	WESTERNHANGER	HOUSE, HOUSE, HOUSE, SITE, WEALDEN HOUSE, TIMBER FRAMED HOUSE	
MKE74589	1500 AD TO 1699 AD	MEDIEVAL TO POST-MEDIEVAL	MEDIEVAL COPPER ALLOY HARNESS FITTING	FINDSPOT	
MKE74590	1648 AD TO 1649 AD	POST-MEDIEVAL	POST MEDIEVAL SILVER COIN	FINDSPOT	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
MKE74591	43 AD TO 409 AD	ROMAN	ROMAN LEAD WEIGHT	FINDSPOT	
MKE74592	1200 AD TO 1799 AD	MEDIEVAL TO POST-MEDIEVAL	MEDIEVAL COPPER ALLOY RING	FINDSPOT	
MKE74606	1600 AD TO 1700 AD	POST-MEDIEVAL	POST MEDIEVAL LEAD ALLOY TOKEN	FINDSPOT	
MKE74719	8300 BC TO 3500 BC	PREHISTORIC	MESOLITHIC FLINT LITHIC IMPLEMENT	FINDSPOT	
MKE74582	43 AD TO 409 AD	ROMAN	ROMAN LEAD WEIGHT	FINDSPOT	
MKE75046	1500 AD TO 1799 AD	MEDIEVAL TO POST-MEDIEVAL	POST MEDIEVAL LEAD ALLOY TOKEN	FINDSPOT	
MKE75056	1200 AD TO 1699 AD	MEDIEVAL TO POST-MEDIEVAL	MEDIEVAL COPPER ALLOY CAULDRON	FINDSPOT	
MKE75057	1500 AD TO 1650 AD	MEDIEVAL TO POST-MEDIEVAL	POST MEDIEVAL COPPER ALLOY BUCKLE	FINDSPOT	
MKE75064	1200 AD TO 1699 AD	MEDIEVAL TO POST-MEDIEVAL	MEDIEVAL COPPER ALLOY COOKING VESSEL	FINDSPOT	
TQ 73 SE 15	1893 AD TO 1961 AD	POST-MEDIEVAL TO MODERN	SITE OF CRANBROOK RAILWAY STATION	RAILWAY STATION	
TQ 73 NW 264	1540 AD	POST-MEDIEVAL	PARK FARM	FARMSTEAD	
TQ 73 NW 265	1700 AD	POST-MEDIEVAL	CHURCH FARM	FARMSTEAD	
TQ 73 NW 273	1540 AD	POST-MEDIEVAL	SHARE FARM	FARMSTEAD	
TQ 73 NW 274	1540 AD	POST-MEDIEVAL	BROADFORD MILL	FARMSTEAD	
TQ 73 NW 281	1800 AD	POST-MEDIEVAL	LOWER CORWBOURNE FARM	FARMSTEAD	
TQ 73 NW 283	1540 AD	POST-MEDIEVAL	RISEBRIDGE FARM	FARMSTEAD	
TQ 73 NW 284	1540 AD	POST-MEDIEVAL	PAINES FARM	FARMSTEAD	



PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 73 NW 285	1540 AD	POST-MEDIEVAL	PATTENDEN	FARMSTEAD	
TQ 73 NW 286	1540 AD	POST-MEDIEVAL	TRILLINGHURST FARM	FARMSTEAD	
MKE81055	1800 AD	POST-MEDIEVAL	WHITESTOCKS	FARMSTEAD	
MKE81056	1540 AD	POST-MEDIEVAL	SMUGLEY FARM	FARMSTEAD	
MKE81058	1540 AD	POST-MEDIEVAL	FORGE FARM	FARMSTEAD	
MKE81072	1800 AD	POST-MEDIEVAL	BLACKBUSH	FARMSTEAD	
MKE81073	1600 AD	POST-MEDIEVAL	FURNACE FARM	FARMSTEAD	
MKE81103	1800 AD	POST-MEDIEVAL	BISHOPS FARM	FARMSTEAD	
MKE81104	1540 AD	POST-MEDIEVAL	HALLWOOD FARM (HALL FARM)	FARMSTEAD	
MKE81110	1600 AD	POST-MEDIEVAL	BADGERS OAK FARM	FARMSTEAD	
MKE81111	1540 AD	POST-MEDIEVAL	TUBSLAKE	FARMSTEAD	
MKE81112	1540 AD	POST-MEDIEVAL	OSBORNES FARM	FARMSTEAD	
MKE81115	1800 AD	POST-MEDIEVAL	YEW TREE FARM	FARMSTEAD	
MKE81118	1540 AD	POST-MEDIEVAL	GILLS GREEN FARM	FARMSTEAD	
MKE81479	1800 AD	POST-MEDIEVAL	OUTFARM NORTH OF BEALS GREEN FARM	FARMSTEAD	
MKE81501	1600 AD	POST-MEDIEVAL	BULL FARM	FARMSTEAD	
MKE81503	1540 AD	POST-MEDIEVAL	TURKS PLACE	FARMSTEAD	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
MKE81507	1540 AD	POST-MEDIEVAL	ROSES FARM	FARMSTEAD	
MKE81508	1540 AD	POST-MEDIEVAL	TRENLEYS FARM	FARMSTEAD	
MKE81510	1800 AD	POST-MEDIEVAL	LIMES GROVE	FARMSTEAD	
MKE81511	1800 AD	POST-MEDIEVAL	ELERSLIE FARM	FARMSTEAD	
MKE81874	1800 AD	POST-MEDIEVAL	LEDGER'S FARM	FARMSTEAD	
MKE81875	1800 AD	POST-MEDIEVAL	PARK FARM	FARMSTEAD	
MKE81876	1800 AD	POST-MEDIEVAL	RHODEN FARM	FARMSTEAD	
MKE81877	1540 AD	POST-MEDIEVAL	JOYS COTTAGES	FARMSTEAD	
MKE81878	1800 AD	POST-MEDIEVAL	LITTLE RHODEN	FARMSTEAD	
MKE81918	1540 AD	POST-MEDIEVAL	LITTLE OLD HAY	FARMSTEAD	
MKE81919	1800 AD	POST-MEDIEVAL	THREETAX	FARMSTEAD	
MKE81920	1600 AD	POST-MEDIEVAL	GREEN WESTON	FARMSTEAD	
MKE81921	1600 AD	POST-MEDIEVAL	PEARSON'S GREEN FARM	FARMSTEAD	
MKE81922	1700 AD	POST-MEDIEVAL	AUGUST PITTS	FARMSTEAD	
MKE81972	1800 AD	POST-MEDIEVAL	BADMONDEN	FARMSTEAD	
MKE82525	1540 AD	POST-MEDIEVAL	NEVERGOOD	FARMSTEAD	
MKE82526	1800 AD	POST-MEDIEVAL	FIELD BARN NORTH OF NEVERGOOD	FARMSTEAD	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
MKE82527	1540 AD	POST-MEDIEVAL	SPRING FARM (PONDS FARM)	FARMSTEAD	
MKE82528	1700 AD	POST-MEDIEVAL	KIRKINS FARM	FARMSTEAD	
MKE82529	1600 AD	POST-MEDIEVAL	STYLES FARM (STILES FARM)	FARMSTEAD	
MKE82530	1540 AD	POST-MEDIEVAL	SWIGS HOLE	FARMSTEAD	
MKE82531	1540 AD	POST-MEDIEVAL	WESTERNHANGAR	FARMSTEAD	
MKE82532	1800 AD	POST-MEDIEVAL	TOLL COTTAGE	FARMSTEAD	
MKE82533	1540 AD	POST-MEDIEVAL	YEW TREE FARM	FARMSTEAD	
MKE82534	1600 AD	POST-MEDIEVAL	RAMS HILL	FARMSTEAD	
MKE82535	1540 AD	POST-MEDIEVAL	BUSHES FARM (POPLAR FARM)	FARMSTEAD	
MKE82536	1540 AD	POST-MEDIEVAL	LOWER RAMSHILL	FARMSTEAD	
MKE82548	1800 AD	POST-MEDIEVAL	OUTFARM NORTH OF CAPEL CROSS	FARMSTEAD	
MKE89165	1800 AD	POST-MEDIEVAL	FIELD BARN NEAR WHITESTOCKS	FARMSTEAD	
MKE89166	1800 AD	POST-MEDIEVAL	FIELD BARN NEAR WHITESTOCKS	FARMSTEAD	
MKE89174	1540 AD	POST-MEDIEVAL	PATTENDEN	FARMSTEAD	
MKE89175	1540 AD	POST-MEDIEVAL	MOUNT PLEASANT	FARMSTEAD	
TQ 64 SE 238	1840 AD TO 2050 AD	POST-MEDIEVAL TO MODERN	HOP PICKERS HUTS AT HARDLOTS	HOPPERS HUT	
TQ 64 SE 239	1843 AD TO 1947 AD	POST-MEDIEVAL TO MODERN	HOP PICKERS HUTS SOUTH EAST OF GREENFIELDS FARM	HOPPERS HUT	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
TQ 74 SW 178	1842 AD TO 1947 AD	POST-MEDIEVAL TO MODERN	HOP PICKERS HUTS NORTH OF AUGUST PITTS	HOPPERS HUT	
TQ 74 SW 179	1880 AD TO 2050 AD	POST-MEDIEVAL TO MODERN	OASTHOUSE EAST OF HORSEMONDEN	OASTHOUSE	
TQ 73 NW 55	1066 AD TO 1900 AD	MEDIEVAL TO POST-MEDIEVAL	CHURCH OF ST MARGARET	EMORATIVE MONUMENT, COMMEMORATIVE MONUMENT, COMMEMORATIVE MONUMENT	
TQ 73 SE 189	1940 AD	MODERN	CRASH SITE OF MESSERSCHMITT BF109E-4	AIRCRAFT CRASH SITE, ME109	
TQ 73 NW 256	1940 AD	MODERN	CRASH SITE OF MESSERSCHMITT BF109E-1	AIRCRAFT CRASH SITE, ME109	
TQ 73 NW 259	1940 AD	MODERN	CRASH SITE OF HAWKER HURRICANE I	AIRCRAFT CRASH SITE, HURRICANE	
MKE74192	10000 BC TO 4001 BC	PREHISTORIC	MESOLITHIC FLINT LITHIC IMPLEMENT	FINDSPOT	
TQ 74 SW 188	1969 AD TO 2050 AD	MODERN	CAPEL MANOR HOUSE, INCLUDING THE REMAINS OF THE WINTER GARDEN AND THE ARCADED RETAINING WALL WITH BALUSTRADE AND STEPS BELONGING TO AN EARLIER HOUSE	HOUSE	
TQ 74 SW 189	1870 AD TO 2050 AD	POST-MEDIEVAL TO MODERN	ALL SAINTS ROMAN CATHOLIC CHURCH	CHAPEL OF EASE, ROMAN CATHOLIC CHURCH	
TQ 73 NW 248		UNKNOWN	LAND ASSOCIATED WITH RECTORY PARK	LANDSCAPE PARK	
TQ 73 NW 249		UNKNOWN	LAND ASSOCIATED WITH RECTORY PARK	LANDSCAPE PARK	
TQ 73 SW 58	500000 BC TO 1900 AD	UNKNOWN	BEDGEBURY FOREST, A HISTORIC WOODLAND	BANK (EARTHWORK), DITCH, DITCH, HOLLOW WAY, WELL, PROSPECT MOUND, QUARRY, BOUNDARY STONE, SAW MILL, HEARTH, LYNCHET,	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
				BANK (EARTHWORK), BRICKWORKS, POND BAY, SAW PIT, PARK, PARK PALE, RESERVOIR	
TQ 73 SW 4	1066 AD TO 1900 AD	MEDIEVAL TO POST-MEDIEVAL	HOMESTEAD MOAT, FURNACE FARM, CRANBROOK	MOAT	
TQ 73 SW 5	1574 AD TO 1908 AD	POST-MEDIEVAL TO MODERN	SITE OF BEDGEBURY FURNACE, NEAR FURNACE FARM, CRANBROOK	IRON FURNACE, POND BAY, BUILDING	
TQ 73 NW 2	1066 AD TO 1539 AD	MEDIEVAL	HOMESTEAD MOAT, SHARE FARM, HORSMONDEN	MOAT	
TQ 73 NW 243	1800 AD TO 2050 AD	POST-MEDIEVAL TO MODERN	RECTORY PARK, HORSMONDEN	ORNAMENTAL GARDEN	
TQ 84 SW 1	1844 AD TO 2050 AD	POST-MEDIEVAL	LONDON AND DOVER RAILWAY	RAILWAY	
TQ 75 SW 256	1844 AD TO 2050 AD	POST-MEDIEVAL	MAIDSTONE AND PADDOCK WOOD BRANCH RAILWAY	RAILWAY	
TQ 73 NW 240	1892 AD TO 1961 AD	POST-MEDIEVAL	PADDOCK WOOD AND HAWKHURST BRANCH LINE	RAILWAY	
EKE10264		UNKNOWN	GEOARCHAEOLOGICAL BOREHOLES ON THE GOUDHURST RAW WATER MAINS RENEWAL SCHEME, WEST GOUDHURST	GEOTECHNICAL SURVEY	
EKE11364		MEDIEVAL & POST-MEDIEVAL	BUILDING SURVEY OF OLD NEVERGOOD FARMHOUSE, HORSMONDEN	BUILDING SURVEY	
EKE10108		NONE	ARCHAEOLOGICAL LANDSCAPE ASSESSMENT AND SURVEY OF BEDGEBURY FOREST, GOUDHURST, 2006-2008	DESK BASED ASSESSMENT, FIELD SURVEY	
EKE9450		POST-MEDIEVAL	WATCHING BRIEF CARRIED OUT DURING CONSTRUCTION OF NEW HORSE ARENA, SHARE FARM, HORSMONDEN	WATCHING BRIEF	

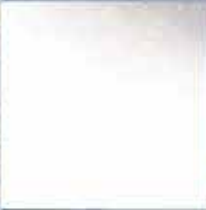
PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
EKE14613		NONE	HERITAGE DESK-BASED ASSESSMENT: PADDOCK WOOD SOLAR FARM, PADDOCK WOOD, KENT	DESK-BASED ASSESSMENT	
EKE14603		NONE	DESK BASEED ASSESSMENT: LAND AT CHURCH FARM, PADDOCK WOOD, KENT	DESK-BASED ASSESSMENT	
EKE9449		MEDIEVAL	WATCHING BRIEF AT SHORE FARM, HORSEMONDEN	WATCHING BRIEF	
EKE9684		NONE	DESK BASES ASSESSMENT ON WATER PIPELINE LINKING FLIMWELL AND CRANBROOK	DESK BASED ASSESSMENT	
1995/126		POST-MEDIEVAL	WATCHING BRIEF AT SHORE FARM, HORSEMONDEN	EVALUATION	
2000/108		NONE	IRON AND STEEL INDUSTRY (MPP): BEDGEBURY FURNACE	DESK BASED ASSESSMENT	
2004/45		NONE	MONUMENTS PROTECTION PROGRAMME: THE IRON AND STEEL INDUSTRIES, STEP 1 REPORT	SURVEY	
2003/170		POST-MEDIEVAL	AN ARCHAEOLOGICAL WATCHING BRIEF DURING THE CONSTRUCTION OF A NEW HORSE ARENA AT SHARE FARM, BRICK KILN LANE, HORSMONDEN, NR TONBRIDGE, KENT	WATCHING BRIEF	
2010/325		POST-MEDIEVAL	AN ARCHAEOLOGICAL INTERPRETATIVE SURVEY OF OLD NEVERGOOD FARMHOUSE, BRICK KILN LANE, HORSMONDEN, KENT	BUILDING SURVEY	
2014/75		MEDIEVAL TO POST-MEDIEVAL	HORSMONDEN, ST MARGARET: DIOCESAN CHURCH SURVEY	BUILDING SURVEY	
2014/802		NONE	LAND AT CHURCH FARM, PADDOCK WOOD, KENT	DESK-BASED ASSESSMENT	

PADDOCK WOOD TO HAWKHURST BRANCH LINE, TUNBRIDGE WELLS, KENT:  
HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

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KHER MONUID, EVUID OR DESIGUID REF.	HER PERIOD	AOC PERIOD	NAME	MONUMENT TYPE	DESIGNATION
2014/808		NONE	PADDOCK WOOD SOLAR FARM, PADDOCK WOOD: HERITAGE DESK- BASED ASSESSMENT	DESK-BASED ASSESSMENT	



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