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**A21 Lamberhurst to Kipping's Cross
Improvements**

*Preferred, Alternative, and Rejected
Routes*

**Archaeological Impact and Mitigation
Assessment Report**

A21 LAMBERHURST TO KIPPING'S CROSS IMPROVEMENTS

Preferred, Alternative, and Rejected Routes

ARCHAEOLOGICAL IMPACT AND MITIGATION ASSESSMENT REPORT

by

R. P. Cross B.A.

*Canterbury Archaeological Trust
September 1993*

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1 Executive Summary

1.1 Previous Surveys

Two archaeological and historic landscape surveys of the preferred orange, alternative green, brown, blue, red, and objector's routes of the proposed A21 Lamberhurst to Kipping's Cross road improvements have already been undertaken¹, between December 1992, and August 1993. Their main objectives have been to provide an initial understanding of the landscape history of the various routes, and to identify, and provide, a first evaluation, and inventory of the known archaeology.

1.2 The Present Report

The present report has been undertaken with the objective of drawing together the data that has accumulated during these surveys for the purpose of providing an archaeological implications statement. Two major aspects of these implications have been considered. Firstly, a comparative assessment of the effects of the construction and landscaping impacts of the proposed road schemes on the archaeological resource and landscape. Secondly, a review of the options for mitigating the impact of such a development on the archaeological resource and landscape.

1.3 Archaeological Summary

No significant re-deposited archaeological surface finds have been identified or recorded during the field surveys of the various proposed road routes. This assessment therefore deals generally with the historic landscape, and associated features, but includes possible archaeological sites of former medieval, and post-medieval, buildings and industrial sites.

During the course of the field surveys, and desk studies, two areas of archaeological potential were identified which will fall wholly or partly within the impact area as defined by the line of deviation for the proposed road routes, and associated landscaping. These comprise the possible sites of two former late medieval or post-medieval buildings, and an early nineteenth century brick tower windmill. In addition, the site of another former windmill was located, presumably again of eighteenth or early nineteenth date. Documentary evidence suggestive of two other possible buildings, possible industrial activity at two further localities, and the site of a milestone, all of post-medieval date, were noted along the lines of the proposed road routes. The alignments of the former medieval and post-medieval ecclesiastical parish boundaries between Brenchley and Lamberhurst were also identified. Finally, twelve tracts of historic woodland were also observed and noted.

¹Cross, R. P., and Hicks, A. *A21 Lamberhurst to Kipping's Cross Improvements. Preferred Orange Route. Initial Archaeological and Historic Landscape Study* Canterbury Archaeological Trust, December 1992; and: Cross, R. P. *A21 Lamberhurst to Kipping's Cross Improvements. Green, Brown, Blue, Red, and Rejected Alternative Routes. Initial Archaeological and Historic Landscape Study* Canterbury Archaeological Trust, August, 1993.

1.4 Impact Mitigation Summary and Recommendations

The nature of the proposed road construction indicates that direct, immediate and permanent loss of the historic landscape, and of any unknown archaeological remains, is likely to occur across those areas within the line of deviation for the proposed road routes which would be subject to large scale primary earthmoving groundworks. Permanent loss of the historic landscape, and of any unknown archaeological remains, is also likely to occur during the progress of any earthmoving groundworks for associated landscaping, such as cuttings and embankments.

The options for archaeological mitigation are limited during the large scale earthmoving operations to be conducted during the construction phase when permanent loss to the archaeological resource, and historic landscape, is likely to occur. Preservation by record is the preferred option, by evaluation, or open area excavation as required, depending on the importance of the affected resource, and landscape.

The preferred archaeological option is for an online route, following the historic alignment along the contours. This option limits the impact of earthmoving operations on the archaeological resource, and minimises any marginalisation of the historic landscape. The most favourable route for this option is the preferred orange route, which follows the alignment of the existing A21 between Kipping's Cross at the western end of this route, and between Parsonage Wood and the B2162 at the eastern end of this route. All of the other preferred and rejected routes fragment to a greater or lesser extent the historic landscape. The online option also preserves the greater part of the historic woodland, with the exception of Parsonage Wood, identified along the various routes. Similarly, the medieval and post-medieval ecclesiastical parish boundaries would remain extant in the landscape.

Compilation of this report has shown, however, that the major area development impacts on the known archaeological resource will occur along the alignment of the preferred orange route. With the exception of the two 18th century buildings known to be sited within Parcel 98, abutting the former London and Hastings Turnpike Road, and on the line of the alternative red and blue routes, no other definite and important archaeological sites have been recorded along the proposed alternative and rejected routes.

The sites of an early nineteenth century brick tower mill, and of a post-medieval building both fall directly within the impact area for the proposed orange route. In addition, two possible late post-medieval industrial fall on its margins. All of these sites, though, can be classified as of only local importance, and preservation by record is the preferred archaeological mitigation option. This may be achieved in the first instance by further detailed field survey, photographic and architectural recording, and documentary research, followed by field evaluation, and excavation, if necessary. Preservation of standing listed buildings along the line of the present A21 can be largely assured by well planned alignment of the proposed route, and careful on-site management during the construction phase.

2 Impact and Mitigation Assessment

2.1 Introduction

The following assessment provides a description of the area development and archaeological impacts, together with mitigation options, on the archaeological resource and historic landscape of that section of the High Weald between Kipping's Cross and Forstall Farm to be affected by the construction of a new road link.

For the purposes of this assessment definition of the landscape setting of the archaeological resource has been determined by a study area defined by the lines of deviation for the proposed road routes and associated landscaping works. The following assessment details only impacts and mitigation options within this study area. The arrangement and considerations of the assessment are as follows.

2.1.1 Area Development Impacts

These are represented by the scale and type of works to be progressively undertaken from the initial construction phase through to the post-construction phase developments. The latter includes any landscaping designed to enhance the setting of the proposed road construction.

2.1.2 Archaeological Impacts

These can be defined as those that may be likely to occur, in terms of the effects on the material archaeological resource, on specifically known sites, on unknown archaeological sites, and on the landscape as a whole.

2.1.3 Archaeological Mitigation Options

The process of determining the general policy and specific options to mitigate the impact of the proposed road construction is largely one of striking a reasonable balance between the implications of the social and economic necessity for the development, the impact of the development design, and the importance of the affected archaeological resource in its landscape setting.

Mitigation options follow the recommendations set out in PPG 16, the basic philosophy concerning the overall academic and social importance of the archaeological resource being summarised in paragraph six of these guidelines.

From this philosophy the emphasis is clearly to be placed upon the adoption of a mitigation policy based on the preservation of the archaeological resource. Implementation of this objective may be achieved in two ways, either by physical *in situ* preservation of the resource in its local setting, or by the adoption of an acceptable strategy and programme of

archaeological survey and groundworks. Preservation is achieved in the latter instance by the making of a full archaeological field record, and by the promulgation, especially by publication, of the results of the field study and associated landscape and desk studies.

The final decisions regarding the implementation of one or both of the preservation options lies in an assessment of the relative importance of the affected archaeological resource.

2.1.4 Preservation of the Archaeological Resource

Across the affected landscape this is likely to be variable, and largely the result of the local processes of changing land use and settlement. Such processes determine the rate of post-occupation soil deposition and burial, or, in the case of above ground features and structures, the extent, and rate of, erosion and decay. Across the affected area these processes are to date largely the result of agricultural, silvicultural, and associated activities.

In general terms, and particularly across areas subject to arable cultivation, the buried archaeological resource survives at the interface between topsoil and subsoil. In many cases much of the material archaeological resource is also likely to survive as re-deposited surface scatters, suspended in topsoil. In many cases this may also be the only form of survival. In areas subject to continued exploitation, and arable cultivation, the archaeological resource, comprising the landscape features and horizons incorporating the material cultural remains of previous settlement and occupation, are likely to be severely truncated, surviving largely as a widespread horizontal stratigraphy. Only the bases of archaeological features such as pits and ditches, cut into the underlying subsoils, are likely to survive. These are fragile, and vulnerable to damage even by minimal earthmoving operations.

Preservation of the resource is likely to be greater across areas of marginal land, of woodland, and of permanent pasture. This is particularly so in the study area under review where the exploitation of the local resources of timber and iron ore have determined the siting, and type, of archaeological sites such as furnaces and forges.

2.1.5 The Landscape Setting of the Archaeological Resource

Within the confines of the large area to be covered by the proposed road routes the material archaeological remains constitute only part of the resource. A key element of a mitigation policy based on site preservation *in situ*, or by record, is the recognition of the importance of the landscape setting of the affected historical and archaeological resource. This is particularly so in the case of the tracts of ancient semi-natural and replanted woodland identified during the field surveys, and desk studies.

2.2 Orange Route

2.2.1 Site of Brick Tower Mill

The only area of archaeological potential identified lay within Survey Field 9. Here, the base of a brick built tower corn mill is extant (at TQ 64953943) in the extreme southern corner of a close named Mill Meadow in 1842-44. At that date the close also contained a number of minor and presumably associated buildings along its north-eastern boundary (centred on TQ 64983949). All of these buildings fall within the impact area for the preferred road route. The tower mill most probably dates from the early nineteenth century. No trace of a substantial mill mound was noted during the present field survey but the possibility remains that an earlier mill was situated within the property bounds which here is on the 465 foot contour.

The mill may be classified as of only local importance. Two further considerations, however, should be taken into account in determining the extent of the mitigatory action to be taken. Firstly, the landscape setting of the tower mill which is only one element, albeit the most important economically, of a property holding which included a mill house and other associated structures. A number of the latter structures fall within the impact area as defined by the line of deviation for the proposed road route and may similarly be classified as of local importance. Secondly, few structures of this type and date have been systematically investigated archaeologically within Kent. Preservation by record is the preferred mitigation option which in the first instance may be achieved by further evaluation of this site in its setting, comprising a detailed historical and architectural study of the tower mill and comprehensive documentary research to determine the tenorial history.

2.2.2 Site of Former Building

The site of a former building within Survey Area 14 was identified as a result of documentary research. This building, set within its own enclosure or forstall, formerly lay on the west side of the Hastings Road in 1841-43 when it was described as a house and garden. The building was located in the northern corner of this former enclosure (at TQ 65203906). No material evidence for this building was recorded during the field survey and the area now forms part of the ornamental gardens and driveway to a modern property situated to the north named The Croft. The site of both the former building and its associated enclosure falls directly within the impact area for the proposed road route.

No material remains have been recorded of the building, and little at this stage can be said regarding its type or function. With this caveat the building may be classified as of only local importance. Preservation by record is the preferred mitigation option which in the first instance may be achieved by further field evaluation, and identification, of the site location, and its state of preservation, followed by a more detailed assessment of the importance of the building. This should be undertaken in tandem with a detailed documentary study of the tenorial history of the property.

2.2.3 Industrial Areas

Documentary research has shown that two Survey Fields (19 and 51), at separate locations, were named Brick Kiln Field in 1841-43.

The first of these closes so named (Survey Field 19), located east of the Hastings Road and south-east of Swan Farm, is suggestive of a parcel of land given over to industrial use but the interpretation is not conclusive and the name may equally denote a close adjacent to, close by or belonging to an industrial area. During the course of the field survey a large piece of tap slag was recorded from the middle of Survey Field 19 (Location 19/4 at TQ 65413871) but a search of the immediate vicinity did not produce any further material.

The second close so named (Survey Field 51) tends to support such an interpretation. Here, just south of the junction of the Hastings Road and the A262, a series of brick kilns and yards, within their own enclosure of about half an acre, are recorded as extant and presumably in production in 1841-43. By 1897, these brick works had ceased production and the associated kilns demolished, Brick Kiln Field by that date extending as far east as the roadway. The site of these early to mid nineteenth century brick works now lies in the extreme south-western corner of Field 51 (centred on TQ 67723728). The large ponds now extant in Fields 51 and 55 but covering lesser areas in 1841-43, are presumably the clay pits from which the raw materials required for the production of bricks, was won. The former site of the brick kilns does not fall within the impact area for the preferred road route which follows an alignment across the north-east side of the former Brick Kiln Field. Associated structures or features, such as clay extraction pits, may be situated within this impact area.

Although representing sites of local and regional economic and historical importance, these areas lie outside the impact area as defined by the line of deviation for the proposed road route and preservation *in situ* can be largely assured by careful site monitoring. Further detailed documentary research should be undertaken, however, to determine the extent of the industries, particular regard being given to the identification of any associated structures or landscape features within the impact area as represented by the line of deviation for the proposed road route.

2.2.4 Historic Woodland

Six tracts of historic woodland were identified during the field survey, namely Mumpier Shaw and Four Acre Wood (Survey Parcel 28), Great Tongs Wood (Survey Parcel 38), Spring Field Shaw and Jennice Coppice (Survey Parcels 41 and 42), Parsonage Wood (Survey Parcel 48), Lower Tott Shaws (Survey Parcel 57). Of these all, except Parsonage Wood, can be broadly classified as ancient semi-natural woodland, that is, woodland that has been in existence at least since the medieval period (circa 1600 A.D.) and now bearing stands of native trees which have not been obviously planted. Parsonage Wood is largely composed of rows of mature oak standings set about 5 metres apart, each tree being approximately 50 feet in height with a wide canopy and the trunks lopped to ensure straight growth. Conifers are interspersed between the oak standings. There is little underwood. This belt of woodland should be broadly classified as ancient replanted woodland, that is, woodland which has been obviously

replanted and been in existence at least since the medieval period (circa 1600 A.D.). All of these historic woodlands will to a greater or lesser extent fall within the impact area of the preferred road route, that is the northern part of Parcel 28, a section of Parcel 38, all of Parcel 41, part of Parcel 42 and the margins of Parcel 57. The greatest impact, however, falls within Parcel 48 where the preferred road route cuts a wide swathe through Parsonage Wood.

The six parcels of historic woodland identified during the field survey may be classified of regional importance, representing important relict traces of a once extensive tract of ancient forest that covered the High Weald. Preservation *in situ* of this historical resource would be the most appropriate environmental mitigatory option, especially in the case of Parsonage Wood (Survey Parcel 48). Further detailed field survey and documentary research is required to closely identify the stand types and silvicultural and associated botanical natural history of these parcels of woodland. Mitigation of the historical impact on this heritage resource may be achieved, however, through preservation by record, by a detailed landscape and photographic survey. The possibility that recovery of wood samples may be of importance for archaeological dendrochronological dating reference purposes should be investigated.

2.3 Green Route

2.3.1 Possible Site of Former Building

The possible site of a former building was identified within Survey Field 69 (centred on TQ 66133852). One of the two closes comprising Field 69 in 1839-43 was named Gibbs Croft, and under hop cultivation. The close name may indicate the former presence of a building within this enclosure, perhaps situated hard up against the London and Hastings Turnpike road. This would fit the pattern of the situations of buildings along this road in the eighteenth and nineteenth centuries. Alternatively, the close name may indicate nothing more than a close belonging to Gibbs. The evidence is inconclusive. The possible site of this building falls directly within the impact area for the proposed alternative green road route.

This building has only been identified as a result of documentary research, and then not satisfactorily. No material remains have been recorded, and little at this stage can be said regarding the building location, type, or function. With these caveats the possible site can be classified as only of minor local importance. The preferred mitigation option in the first instance is for further documentary research and site identification, including limited field survey, with further evaluation if necessary.

2.3.2 Possible Industrial Area

Documentary research has shown that a particular section, that is Parcel 64, on the northern edge of what is now referred to as Brookland Wood, was named Brick Land Wood in 1839-41. Another section, that is Parcel 66, was named Cowden Wood at the same date, the more likely original name for this expanse of woodland. Brookland is obviously a modern change, and corruption, of Brick Land. The latter wood name suggests that this area was at some time given over to clay extraction, and the use of coppice woodland as a source of fuel. Brick manufacture, however, need not necessarily have been undertaken in the vicinity, and the wood name may simply denote an association, or ownership connection, with this industry. Numerous ponds are situated along the entire length of the various alternative road studies studied, some referred to in the 1843 Tithe Apportionment Plan of Lamberhurst as marl pits. Many of these may have been excavated for the extraction of clay. The southern section of Brick Land Wood (centred on TQ 65703867) falls directly within the impact area for the proposed alternative green road route.

Although representing an industry of local and regional economic and historical importance, the association of Brick Land Wood with brick production has not been proven. Mitigation should, in the first instance be directed towards further documentary research, and limited field survey, to establish the presence, or absence, of any related material archaeological remains in the vicinity of Parcel 64.

2.3.3 Historic Woodland

Four tracts of historic woodland were identified during the desk study, namely Brookland Wood (Parcels 64, 66, and 67), Deadman's Gill (Parcel 75), Hayden Wood (Parcel 91), and Upper Tott Shaw (Parcel 95). All of these, except the north-eastern section of Hayden Wood, can be broadly classified as ancient semi-natural woodland, that is, woodland that has been in existence at least since the medieval period (circa 1600 A.D.) and now bearing stands of native trees which have not been obviously planted. The north-eastern section of Hayden Wood should be broadly classified as ancient replanted woodland, that is, woodland which has been obviously replanted and been in existence at least since the medieval period (circa 1600 A.D.). All of these historic woodlands will, to a greater or lesser extent, fall within the impact area of the alternative green road route.

The four parcels of historic woodland may be classified of regional importance representing important relict traces of a once extensive tract of ancient forest that covered the High Weald. Wherever possible, preservation *in situ* of this historical resource would be the most appropriate mitigatory option, with minimal loss of any woodland areas. In all cases further detailed field survey, and documentary research, is required to closely identify the stand types, and the silvicultural and associated botanical natural history of these parcels of woodland. Mitigation of the historical impact on this heritage resource may be achieved, however, through preservation by record, by a detailed landscape and photographic survey. The possibility that recovery of wood samples may be of importance for archaeological dendrochronological dating reference purposes should be investigated.

2.3.4 Parish Boundaries

The locations of the former ecclesiastical parish boundaries between Brenchlley and Lamberhurst were traced during the desk study following alignments across Field 76 (between TQ 66303826 and TQ 66463836), and between Fields 86 and 88 (between TQ 67123825 and TQ 67253825). These alignments largely follow the present boundaries of the respective modern civil parishes. In the absence of a field survey it is difficult to assess the impact of the alternative road routes on these boundaries. The hardening of ecclesiastical parish boundaries in this area is likely to have occurred late, that is, at the latest, by the end of the thirteenth century with the final phases of settlement.

These boundaries may be classified as of local/regional importance on the basis that the confirmation of the presence, or absence, of any remaining earthworks, or other landscape features, delineating them may be of significance in contributing towards an understanding of the development of the settlement and landscape history of the locality during the medieval period. Mitigation should be directed, therefore, in the first instance, towards further detailed field survey, followed by evaluation, and excavation, if necessary.

2.4 Brown Route

2.4.1 Historic Woodland

Three tracts of historic woodland were identified during the desk study, namely Coldharbour Shaws (Parcel 85), Hayden Wood (Parcel 91), and Upper Tott Shaw (Parcel 95). All of these, except the north-eastern section of Hayden Wood, can be broadly classified as ancient semi-natural woodland, that is, woodland that has been in existence at least since the medieval period (circa 1600 A.D.) and now bearing stands of native trees which have not been obviously planted. The north-eastern section of Hayden Wood should be broadly classified as ancient replanted woodland, that is, woodland which has been obviously replanted and been in existence at least since the medieval period (circa 1600 A.D.). All of these historic woodlands will, to a greater or lesser extent, fall within the impact area of the alternative brown road route.

The three parcels of historic woodland may be classified of regional importance representing important relict traces of a once extensive tract of ancient forest that covered the High Weald. Wherever possible, preservation *in situ* of this historical resource would be the most appropriate mitigatory option, with minimal loss of any woodland areas. In all cases further detailed field survey, and documentary research, is required to closely identify the stand types, and the silvicultural and associated botanical natural history of these parcels of woodland. Mitigation of the historical impact on this heritage resource may be achieved, however, through preservation by record, by a detailed landscape and photographic survey. The possibility that recovery of wood samples may be of importance for archaeological dendrochronological dating reference purposes should be investigated.

2.4.2 Parish Boundaries

The locations of the former ecclesiastical parish boundaries between Brenchley and Lamberhurst were traced during the desk study following alignments across Field 76 (between TQ 66303826 and TQ 66463836), and between Fields 87 and 88 (between TQ 67123825 and TQ 67253825). These alignments largely follow the present boundaries of the respective modern civil parishes. In the absence of a field survey it is difficult to assess the impact of the alternative road routes on these boundaries. The hardening of ecclesiastical parish boundaries in this area is likely to have occurred late, that is, at the latest, by the end of the thirteenth century with the final phases of settlement.

These boundaries may be classified as of local/regional importance on the basis that the confirmation of the presence, or absence, of any remaining earthworks, or other landscape features, delineating them may be of significance in contributing towards an understanding of the development of the settlement and landscape history of the locality during the medieval period. Mitigation should be directed, therefore, in the first instance, towards further detailed field survey, followed by evaluation, and excavation, if necessary.

2.5 Blue Route

2.5.1 Possible Sites of Former Buildings

Parcel 98 includes a modern house, outbuilding, and ornamental gardens occupying grounds abutting the A21. The buildings are not depicted on the second edition Ordnance Survey 1/2500 plan of this area (Kent Sheet 71.15 surveyed 1868, revised 1895, published 1897). In 1843 the area was an expanse of woodland, named Windmill Hill Shaw, situated in the southern corner of Windmill Field. The present northern and southern boundaries are those extant in 1843 but the change of land use has changed the aspect of this former shaw. A plan, dated 1763, giving the bounds of the manor of Bayham Abbey in Brenchley and Lamberhurst parishes, depicts two buildings situated in an area between Cuckoo Lane on the north-west, and the 'Boundary to the Windmill Lands' on the south-east. The buildings are shown abutting the northern side of the London Road to Hastings and Rye (at about TQ 67043785). No other buildings are shown in this position on the 1843 Tithe Apportionment Plan of Lamberhurst, or are presently extant. The possible sites of the two buildings fall directly within the impact area for the proposed alternative blue road route.

These buildings may be classified as of only local importance. In the first instance, mitigation should be directed towards the closer identification of the location of the two buildings by both further documentary research, including examination of primary written archival material, and by field survey

2.5.2 Site of Former Windmill

Field 97 included, in 1839-43, a group of closes named variously Windmill Field, Farther Field, Middle Field, and Footway Field. The first of these close names, along with Windmill Hill Farm, and Windmill Farm, indicate clearly the site of a windmill in the area. Although no structure is referred to, or depicted, on the 1839-43 Tithe Apportionment Schedule and Plan of Lamberhurst, the mill appears to be situated within Field 97 (at TQ 67133790) on the highest point in the locality at 118 metres O. D. The presumed site is located well outside the impact area for the proposed alternative blue road route.

Although within the study area for the desk study, the probable site of the windmill in Field 97 lies outside the line of deviation for the proposed road routes. Many such mills are known in the locality, notably at Cranbrook, where a fine example is preserved, and that within Field 97 can thus only be classified as of limited local importance. However, should associated landscaping schemes impinge further upon Field 97 mitigation should be directed towards further evaluation of the site in its setting, with the aim of determining the site/structure type, and the presence, or absence, of associated archaeological stratigraphy of contemporary or earlier date. This should be followed by preservation by record if necessary, including documentary research.

2.5.3 Milestone

In 1839-41 Field 99 was named Milestone Meadow. The close name suggests that a milestone, presumably erected with the turnpiking of the London and Hastings Road, now the A21, was, or is, situated somewhere along the western roadside close boundary. The location falls on the eastern margins of the impact area for the proposed alternative blue route.

The location and previous siting of this marker seems secure. Mitigation should be directed towards determining its possible survival by limited field survey, and, if located, of its preservation *in situ*. This milestone can be classified as an archaeological monument of local importance, which is enhanced by its direct historical relationship with the present proposed road improvement scheme.

2.5.4 Parish Boundaries

The locations of the former ecclesiastical parish boundaries between Brenchley and Lamberhurst were traced during the desk study following alignments across Field 76 (between TQ 66303826 and TQ 66463836), and between Fields 80 and 82 (between TQ 66683819 and TQ 66703821). These alignments largely follow the present boundaries of the respective modern civil parishes. In the absence of a field survey it is difficult to assess the impact of the alternative road routes on these boundaries. The hardening of ecclesiastical parish boundaries in this area is likely to have occurred late, that is, at the latest, by the end of the thirteenth century with the final phases of settlement.

These boundaries may be classified as of local/regional importance on the basis that the confirmation of the presence, or absence, of any remaining earthworks, or other landscape features, delineating them may be of significance in contributing towards an understanding of the development of the settlement and landscape history of the locality during the medieval period. Mitigation should be directed, therefore, in the first instance, towards further detailed field survey, followed by evaluation, and excavation, if necessary.

2.6 Red Route

2.6.1 Possible Site of Former Building

The possible site of a former building was identified within Survey Field 69 (centred on TQ 66133852). One of the two closes comprising Field 69 in 1839-43 was named Gibbs Croft, and under hop cultivation. The close name may indicate the former presence of a building within this enclosure, perhaps situated hard up against the London and Hastings Turnpike road. This would fit the pattern of the situations of buildings along this road in the eighteenth and nineteenth centuries. Alternatively, the close name may indicate nothing more than a close belonging to Gibbs. The evidence is inconclusive. The possible site of this building falls directly within the impact area for the proposed alternative red road route.

This building has only been identified as a result of documentary research, and then not satisfactorily. No material remains have been recorded, and little at this stage can be said regarding the building location, type, or function. With these caveats the possible site can be classified as only of minor local importance. The preferred mitigation option in the first instance is for further documentary research and site identification, including limited field survey, with further evaluation if necessary.

2.6.2 Possible Industrial Area

Documentary research has shown that a particular section, that is Parcel 64, on the northern edge of what is now referred to as Brookland Wood, was named Brick Land Wood in 1839-41. Another section, that is Parcel 66, was named Cowden Wood at the same date, the more likely original name for this expanse of woodland. Brookland is obviously a modern change, and corruption, of Brick Land. The latter wood name suggests that this area was at some time given over to clay extraction, and the use of coppice woodland as a source of fuel. Brick manufacture, however, need not necessarily have been undertaken in the vicinity, and the wood name may simply denote an association, or ownership connection, with this industry. Numerous ponds are situated along the entire length of the various alternative road studies studied, some referred to in the 1843 Tithe Apportionment Plan of Lamberhurst as marl pits. Many of these may have been excavated for the extraction of clay. The southern section of Brick Land Wood (centred on TQ 65703867) falls directly within the impact area for the proposed alternative red road route.

Although representing an industry of local and regional economic and historical importance, the association of Brick Land Wood with brick production has not been proven. Mitigation should, in the first instance be directed towards further documentary research, and limited field survey, to establish the presence, or absence, of any related material archaeological remains in the vicinity of Parcel 64.

2.6.3 Possible Sites of Former Buildings

Parcel 98 includes a modern house, outbuilding, and ornamental gardens occupying grounds abutting the A21. The buildings are not depicted on the second edition Ordnance Survey 1/2500 plan of this area (Kent Sheet 71.15 surveyed 1868, revised 1895, published 1897). In 1843 the area was an expanse of woodland, named Windmill Hill Shaw, situated in the southern corner of Windmill Field. The present northern and southern boundaries are those extant in 1843 but the change of land use has changed the aspect of this former shaw. A plan, dated 1763, giving the bounds of the manor of Bayham Abbey in Brenchley and Lamberhurst parishes, depicts two buildings situated in an area between Cuckoo Lane on the north-west, and the 'Boundary to the Windmill Lands' on the south-east. The buildings are shown abutting the northern side of the London Road to Hastings and Rye (at about TQ 67043785). No other buildings are shown in this position on the 1843 Tithe Apportionment Plan of Lamberhurst, or are presently extant. The possible sites of the two buildings fall directly within the impact area for the proposed alternative red road route.

These buildings may be classified as of only local importance. In the first instance, mitigation should be directed towards the closer identification of the location of the two buildings by both further documentary research, including examination of primary written archival material, and by field survey

2.6.4 Milestone

In 1839-41 Field 99 was named Milestone Meadow. The close name suggests that a milestone, presumably erected with the turnpiking of the London and Hastings Road, now the A21, was, or is, situated somewhere along the western roadside close boundary. The location falls on the eastern margins of the impact area for the proposed alternative red route.

The location and previous siting of this marker seems secure. Mitigation should be directed towards determining its possible survival by limited field survey, and, if located, of its preservation *in situ*. This milestone can be classified as an archaeological monument of local importance, which is enhanced by its direct historical relationship with the present proposed road improvement scheme.

2.6.5 Historic Woodland

Two tracts of historic woodland were identified during the desk study, namely Brookland Wood (Parcels 64, 66, and 67), and Deadman's Gill (Parcel 75). Both of these can be broadly classified as ancient semi-natural woodland, that is, woodland that has been in existence at least since the medieval period (circa 1600 A.D.), and now bearing stands of native trees which have not been obviously planted. Both of these historic woodlands will, to a greater or lesser extent, fall within the impact area for the alternative red route.

The two parcels of historic woodland may be classified of regional importance, representing important relict traces of a once extensive tract of ancient forest that covered the High Weald.

Wherever possible, preservation *in situ* of this historical resource would be the most appropriate mitigatory option, with minimal loss of woodland. In both cases further detailed field survey, and documentary research, is required to closely identify the stand types, and the silvicultural and associated botanical natural history of these parcels of woodland. Mitigation of the historical impact on this heritage resource may be achieved, however, through preservation by record, by a detailed landscape and photographic survey. The possibility that recovery of wood samples may be of importance for archaeological dendrochronological dating reference purposes should be investigated.

2.6.6 Parish Boundaries

The locations of the former ecclesiastical parish boundaries between Brenchley and Lamberhurst were traced during the desk study following alignments across Field 76 (between TQ 66303826 and TQ 66463836), and between Fields 80 and 82 (between TQ 66683819 and TQ 66703821). These alignments largely follow the present boundaries of the respective modern civil parishes. In the absence of a field survey it is difficult to assess the impact of the alternative road routes on these boundaries. The hardening of ecclesiastical parish boundaries in this area is likely to have occurred late, that is, at the latest, by the end of the thirteenth century with the final phases of settlement.

These boundaries may be classified as of local/regional importance on the basis that the confirmation of the presence, or absence, of any remaining earthworks, or other landscape features, delineating them may be of significance in contributing towards an understanding of the development of the settlement and landscape history of the locality during the medieval period. Mitigation should be directed, therefore, in the first instance, towards further detailed field survey, followed by evaluation, and excavation, if necessary.

2.7 Rejected Route

2.7.1 Historic Woodland

One tract of historic woodland was identified during the desk study, namely Amblesford Wood (Parcels 102, and 104). This can be broadly classified as ancient semi-natural woodland, that is, woodland that has been in existence at least since the medieval period (circa 1600 A.D.) and now bearing stands of native trees which have not been obviously planted. This historic woodland will, to a greater or lesser extent, fall within the impact area for the rejected road route.

This parcel of historic woodland may be classified of regional importance representing an important relict part of what once was an extensive tract of ancient forest that covered the High Weald. Wherever possible, preservation *in situ* of this historical resource would be the most appropriate mitigatory option, with minimal loss of woodland. Further detailed field survey, and documentary research, is required to closely identify the stand types, and the silvicultural and associated botanical natural history of this parcel of woodland. Mitigation of the historical impact on this heritage resource may be achieved, however, through preservation by record, by a detailed landscape and photographic survey. The possibility that recovery of wood samples may be of importance for archaeological dendrochronological dating reference purposes should be investigated.

Appendix I

A21 Kipping's Cross to Lamberhurst Improvements *Preferred Orange Route*

Gazetteer of Recorded Sites and Finds

Field Location	Period/Date and Find/Site Type	Description	National Grid Reference
9/1	Post-Medieval brick tower corn mill	brick base	at TQ 64953943
9/2	Post-Medieval building, site of		at TQ 64943953
9/3	Post-Medieval buildings, sites of		at TQ 64973949 and TQ 64983948
14/1	Post-Medieval building, site of		at TQ 65203906
19/1	Post-Medieval circa 1825 and later pottery, peg-tile, and brick	re-deposited surface finds	centred TQ 65403872
19/2	Post-Medieval circa 1825 and later pottery, peg-tile, and brick	re-deposited surface finds	centred TQ 65333881
19/3	Post-Medieval fragment tap slag	re-deposited surface find	at TQ 65413871

Appendix II

A21 Kipping's Cross to Lamberhurst Improvements Green, Brown, Blue, Red, and Rejected Alternative Routes

Gazetteer of Recorded Sites and Finds

Field Location	Period/Date and Find/Site Type	Description	National Grid Reference
64/1	Post-Medieval ? brick production site	Brick Land Wood wood name in 1843	centred on TR 65703867
69/1	Post-Medieval ? building, site of	Gibbs Croft field name in 1843	centred on TQ 66133852
76/1	Medieval and Post-Medieval parish boundaries	Brenchley and Lamberhurst	between TQ66303826 and TQ 66463836
80/1 82/1	Medieval and Post-Medieval parish boundaries	Brenchley and Lamberhurst	between TQ 66683819 and TQ 66703821
86/1 87/1 88/1	Medieval and Post-Medieval parish boundaries	Brenchley and Lamberhurst	between TQ 67123825 and TQ 67253825
98/1	Post-Medieval buildings, sites of	extant 1763 abutting road	at about TQ 67043785
99/1	Post-Medieval ? milestone, site of	1862 or later turnpike	unlocated