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Scheme Title Proposed A254 Guesling Thorn + Icklesham Bypass (Winchelsea Bypass)	Details Assessment of Archaeological Impact on The National Trust at Winchelsea, East Sussex
Road Number A254	Date December 1993 Rev January 1994
South Eastern Contractor Archaeological Services	
County East Sussex	
OS Reference TQ 81	
Single sided ✓ Double sided A3 1 Colour 0	

**An Assessment of the Archaeological Impact of the  
Proposed A259 Guestling Thorn and Icklesham Bypass  
(Winchelsea Bypass) Upon the Property of  
The National Trust  
at Winchelsea, East Sussex**

**by Mark Gardiner BA FSA MIFA**

**Project no. 1993/73**

**December 1993  
Revised January 1994**

**South Eastern Archaeological Services  
Turner Dumbrell Workshops, North End  
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## **South Eastern Archaeological Services**

*South Eastern Archaeological Services (SEAS) is a division of the Field Archaeology Unit, University College London; one of the largest concentrations of academic archaeologists in the country. Consequently, SEAS have access to the conservation, computing and environmental backup of the college as well as a range of other archaeological services.*

*The Field Archaeology Unit and SEAS were established in 1974 and 1991 respectively. Although field projects have been conducted worldwide, FAU/SEAS retain a special interest in southeast England with the majority of our contract and consultancy work concentrated in Sussex, Kent and Essex.*

*Based in the local community, the Field Archaeology Unit sees an important part of its work as explaining the results to the broad public. Public lectures, open days, training courses and liaison with local archaeological societies are aspects of its community-based approach.*

*Since its foundation in 1974 the Field Archaeology Unit has carried out more excavations in East and West Sussex than any other organisation. The experience acquired over nearly 20 years' work gives it unparalleled knowledge of the archaeology and local conditions in the two counties.*

*Drawing on experience of the countryside and towns of Sussex the Unit can give advice and carry out surveys at an early stage in the planning process. By working closely with developers and planning authorities it is possible to incorporate archaeological work into developments with little inconvenience.*

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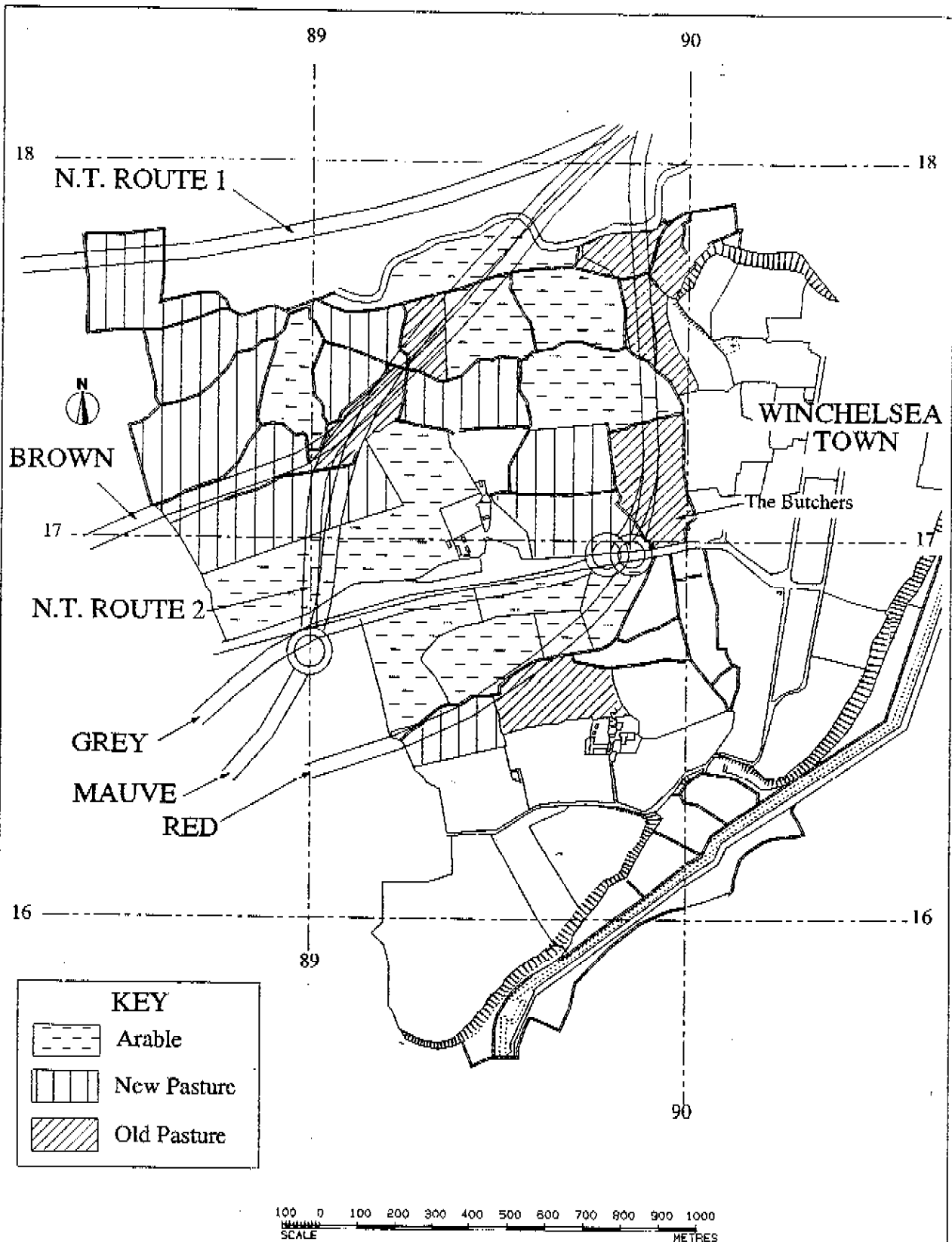
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**1. Introduction**

- 1.1 This report was commissioned by the National Trust in November 1993 to determine the impact of the proposed A259 Guestling Thorn and Icklesham bypass (including the western end of the Winchelsea bypass) on the archaeological features within the property of the National Trust in and around Winchelsea, East Sussex.
- 1.2 The Department of Transport announced in July 1991 that it intended to bypass the village of Icklesham and provide a link with the Winchelsea bypass. Although a preferred route for the Winchelsea bypass had already been announced by the DoT, the western end of that road is now being reconsidered in the area to the south-west of Station Road.
- 1.3 The previously announced Winchelsea bypass, and all the current options cut across the property of the National Trust to the west and south-west of Winchelsea. The present impact assessment considers the damage to the historic landscape which might be caused by the Red, Grey, Mauve and Brown routes proposed by the DoT. In addition, it also considers two further routes suggested by the National Trust.
- 1.4 The present report considers the impact of each of these routes on:
  - a) archaeological sites on the line of the routes, both within and beyond the National Trust's land
  - b) archaeological sites on National Trust property adjacent to the road
  - c) the wider impact of the routes on the historical landscape on the National Trust's property.
- 1.5 The impact assessment is based upon a field survey of landscape features on National Trust property made by Luke Barber and an examination of historic sources made by David and Barbara Martin for South Eastern Archaeological Services in November 1993. In addition, the line of each route was walked to determine the likely impact of the road on the broader landscape.
- 1.6 The condition of each field crossed by the road lines was classified as Arable, New Pasture or Old Pasture (Fig. 1). The distinction between Old and New Pasture was determined by the survival of earthworks and by vegetation diversity. Land which appeared to have been ploughed at some time in the past, and consequently to have flattened or reduced earthworks, was classified as



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Site

NATIONAL TRUST LAND AT WINCHELSEA, E. SUSSEX

Title

PLAN SHOWING STATE OF FIELDS IN WINTER 1993-1994

Drawn By

D. Martin

Date

20/12/93

Project Ref

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Figure No

1

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New Pasture. Fields with low species diversity is likely to be re-seeded grassland. In a few instances the distinction between Old and New Pasture was not clear and an arbitrary decision was necessary.

1.7 The importance of each site has been graded in the text below:

- Grade 5 - Outstanding importance
- Grade 4 - Significant regional interest
- Grade 3 - Moderate regional interest
- Grade 2 - Local interest
- Grade 1 - Minor importance

These grades have been determined according to the English Heritage non-statutory criteria for evaluating archaeological sites:

- survival/condition
- period
- rarity
- documentation
- group value
- potential

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**2. Historic Background (Fig. 2)**

- 2.1 It is probable that this area was settled at an early date in the medieval period and an estate including upland and marshland is mentioned in 10th-century clauses of an Anglo-Saxon charter.<sup>1</sup>
- 2.2 The property directly affected by the road scheme lay historically within the tenement or manor of Wickham, the demesne of Icklesham manor, the manor of Iham and an area of marshland in the Brede valley.
- 2.3 Before about 1200 the marshes around Winchelsea Hill seems to have been protected from the sea by a bank of shingle running between the high land at Fairlight in Sussex and Broomhill on the county boundary. The Brede estuary was a broad marine inlet extending as far as Brede Bridge. Enclosure of the marshland seems to have begun below Cadborough Cliff shortly before 1200 and extended south-west towards the River Brede. The storms of the mid and late 13th century may have affected the marshland and certainly there was widespread flooding on 4th February 1288, when the land in the Brede valley was submerged.<sup>2</sup>
- 2.4 The marshland in the Brede valley was re-enclosed after the flooding of 1287-8 in the late 13th century and early 14th century, but one of the results was to restrict the ebb and flow of the tide up the river. This reduced the scouring action of the tide in the lower part of the valley and in 1357 it was recorded that the port of New Winchelsea on the river Brede was becoming increasingly clogged with sediment. The king issued an instruction to remove the 'obstruction' at *Sloughdam* so that the sea could again ebb and flow.

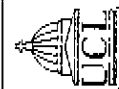
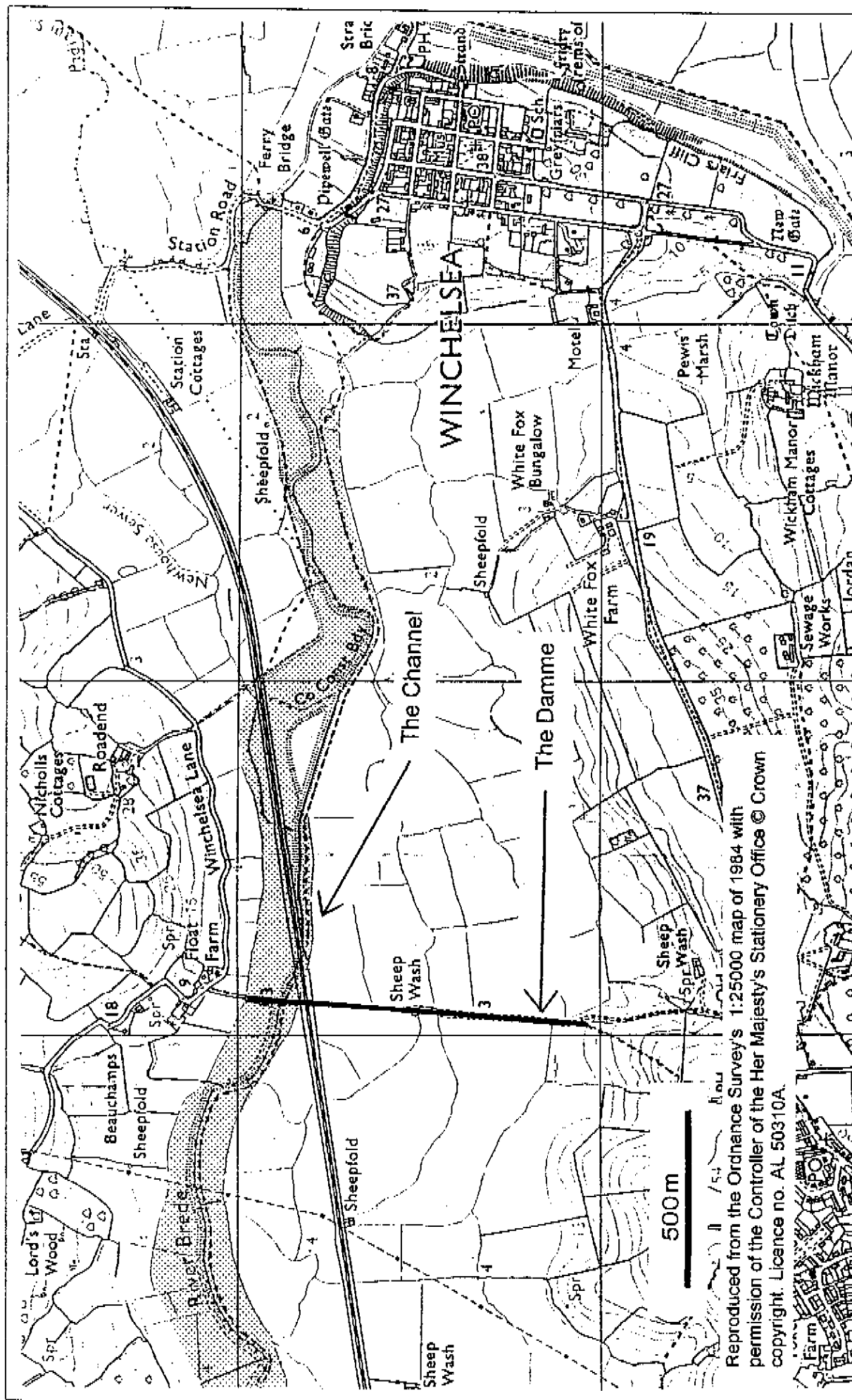
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<sup>1</sup> P.H. Sawyer, *Anglo-Saxon Charters: An Annotated List and Bibliography* (1968), no. 108; see also M.F. Gardiner, 'Some Lost Anglo-Saxon Charters and the Endowment of Hastings College', *Sussex Archaeological Collections* 127 (1987), 39-48.

<sup>2</sup> M.F. Gardiner, 'Medieval Farming and Flooding in the Brede Valley', in J. Eddison (ed.), *Romney Marsh: The Debateable Ground* (OUCA monograph, forthcoming) citing Public Record Office II 1/929, m. 25v.

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Site

NATIONAL TRUST LAND AT WINCHELSEA, EAST SUSSEX

Title

HISTORIC FEATURES IN THE BREDE VALLEY

Drawn By

M F Gardiner

Date

20/12/93

Project Ref

1993/73

Figure No

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*Sloughdam*, literally the 'sluice dam', seems to have been an embankment running across the Brede valley to the north of New Winchelsea.<sup>3</sup>

- 2.5 Difficulties of drainage from the Brede valley persisted for the interests of the holders of marshland conflicted with those who wished to improve the port of Winchelsea. Between 1419 and 1442 a major new embanked cutting called 'The Channel' was made for the river to the north of and parallel with the former river course. It measured about 150m wide and was at least 7.5km long. Its purpose was clear, to allow the sea to ebb and flow up the Brede valley in a new broad course and so scour the bed of the river, enable access to the port at Winchelsea and the free drainage of water from the marshes either side.
- 2.6 From about 1050 until 1250 Old Winchelsea was one of the more important seaports on the south coast. By the mid 13th century coastal erosion was affecting the town, and when it became apparent that the site could not be protected from the sea, Edward I obtained land on Iham (Winchelsea) Hill to lay out a new borough and harbour. Commissioners were appointed in 1283 to lay out the site of the new town and by 1288 a mayor was appointed and land allotted to the burgesses. New Winchelsea, however, never became as important as its predecessor, and its gradual decay, particularly from the late 14th century, has left the remarkably well preserved remains of a planned medieval new town (Grade 5).<sup>5</sup>
- 2.7 Before its acquisition Winchelsea Hill had been divided between the manor of Iham held by William de Grandison and land held by the Fécamp Abbey. A small settlement called Iham lay within the land held by the abbey. This was not taken by Edward I when he acquired land for New Winchelsea. The settlement of Iham very probably lay on the north-west end of the Winchelsea

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<sup>3</sup> *Calendar of Close Rolls 1354-60*, 315. For location of *Sloughdam*, see Gardiner, 'Medieval Farming and Flooding in the Brede Valley' and the papers of W.M. Homan in East Sussex Record Office.

<sup>4</sup> British Library Add. Ch. 972; Centre for Kentish Studies Fa/TQ 2/6.

<sup>5</sup> W.M. Homan, 'The Founding of New Winchelsea', *Sussex Archaeological Collections* 88 (1949), 22-41.

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Hill which remained outside the Liberty of Winchelsea. Iham probably included a fishing settlement for its rent included a payment of 4005 herrings.<sup>6</sup>

- 2.8 The Brede valley above Lidham was protected by a wall probably constructed before 1278 and certainly before 1309. This wall built to exclude the sea water from the upper valley was called the *Damme*. The wall also provided a route across the valley from Udimore on the north to Old Place on the south.<sup>7</sup>
- 2.9 The Brede valley and the site of New Winchelsea form an important and well preserved area of landscape with remains of marshland enclosure, river drainage and a medieval port and town. The value of this landscape lies in the ensemble of elements which have not only a physical, but also historical interrelatedness.

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<sup>6</sup> For the extent of the Liberty of Winchelsea, see Ordnance Survey first-edition six-inch map.

<sup>7</sup> Gardiner, 'Medieval Farming and Flooding in the Brede Valley'.

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**3. Introduction to the Proposed Routes**

- 3.1 The Winchelsea area is of particular interest in terms of its location, for it lies at the boundary of two environments: the marshlands of the Brede valley and the upland at the eastern end of the Sussex Weald. This location has produced a complex historical landscape with the deserted medieval village of Tham, the shrunken medieval new town of New Winchelsea and marshland enclosure in the surrounding area.
- 3.2 Though the landscape within Winchelsea village itself is intimate, that of the surrounding area is open. There is limited woodland in the area surrounding Winchelsea Hill and fields are separated by dykes, wire fences and some thorn hedges. Some lengths of pollarded willow survive, though these have been neglected and are decaying. In the open landscape there are extensive views westwards up the Brede valley, southwards to the sea and northwards and eastwards to Cadborough and Rye.
- 3.3 Detailed design work on the roadlines has not been completed by the DoT at this stage, but the location of cuttings and embankments is indicated in the text of the published consultation document. All the proposed routes would cross the marshland to the west or north-west of Winchelsea. The consultation document states that the road across the Brede Level would be set on a low embankment. It may also be flanked on either side by new drainage ditches cut to take surface water from the road and facilitate drainage in the marshland. This practice has been adopted in the recently-constructed section of Ham Street bypass crossing Romney Marsh.
- 3.4 Particular attention has been paid in the discussion below to the impact of road junctions and especially of roundabouts. The present A259 road is not illuminated by road lights, and it is unlikely that the future Icklesham Bypass would need to be lit in rural areas. However, the roundabouts connecting the bypass with the present A259 road are likely to be illuminated with lamp standards. These may be visually intrusive upon the historic landscape by day, and will create a highly visible impact in the rural area at night when illuminated.
- 3.5 The archaeological impact of the road routes has been determined primarily by considering the effect on surface archaeology. The possibility of buried archaeological remains of the Brede valley should also be borne in mind. The area has not been investigated for potential remains, though sedimentary work has shown that the valley deposits include peat from alder carr which formed up to 120±80 ad (radiocarbon years). The top of the alder carr deposits lie at depths greater than 3.5m below ground level in the valley below Old Place

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(Icklesham), though upstream they lie near the surface and in the Doleham Ditch valley are visible in the sides of drainage channels (observed 1991). Overlying deposits were laid down in a sand or mud flat environment and these are more likely to be affected by road construction.<sup>8</sup> Timber and other structures may have been preserved in the water-logged conditions of the marsh. These might include trackways, fishtraps and, conceivably, even settlements. Other remains may survive at the edge of the marsh and upland where prehistoric communities may have exploited the two environments. Roads along the base of the upland may be highly destructive of such remains (Fig. 3).

- 3.6 The palaeo-environmental potential for reconstructing past vegetation has not been completely investigated, though a pollen diagram does exist for sediments at Old Place, Icklesham.

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<sup>8</sup> M. Waller, P.J. Burrin and A. Marlow, 'Flandrian Sedimentation and Palaeoenvironments in Pett Level, the Brede and Lower Rother Valleys and Walland Marsh', in J. Eddison and C. Green (eds.), *Romney Marsh: Evolution, Occupation, Reclamation* (1988), 3-29.

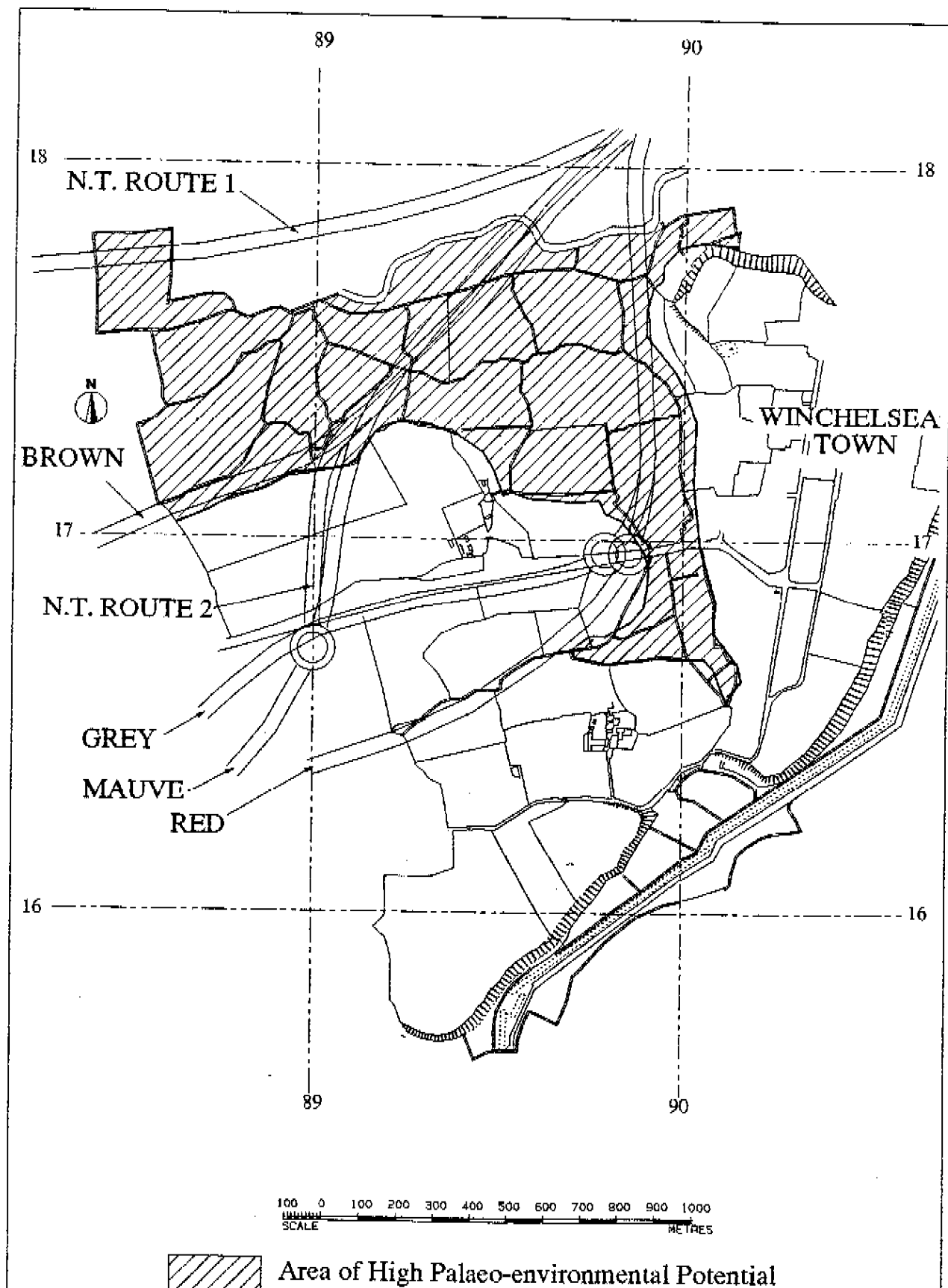
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**4. The Red Route**

- 4.1 The Red route passes eastwards from Workhouse Lane, goes along the south side of the valley to the north of Wickham manor and drops into a valley to the west of Pewis Marsh. It joins the existing A259 at a new roundabout adjacent to the Motel. It then passes close under Winchelsea Hill on the same line as the Grey route and joins the Winchelsea bypass at Station Road
- 4.2 This route is considered in two parts, the section to the south of the existing A259, and that to the north.
- 4.3 Red Route South of Present A259**
- 4.3.1 The proposed road would run from Workhouse Lane down along the embankment to the south of the sewage works and join the existing A259 on a new roundabout to the west of the motel.
- 4.3.2 The road passes north of scatter of bloomery slag centred on TQ 895165 (Fig. 4, no. 2; Grade 2) The work of the Wealden Iron Research Group suggests that scatters of bloomery slag date mostly to the Roman period. Though common in the central eastern Weald, fewer bloomeries are known at the east end of Sussex.
- 4.3.3 The road route crosses the west end of a trackway terraced into the hillslope at approximately TQ 89581663. The date of the trackway is unknown (Fig. 4, no. 3; Grade 1).
- 4.3.4 It also crosses, and would largely remove, a bank with trackway on the south side of the valley centred on TQ 89571661 (Fig. 4, no. 3; Grade 1). The date of this earthwork is unknown.
- 4.3.5 The road passes south of a possible parchmark situated at TQ 89571683 (Fig. 4, no. 4; Grade 2). The parchmark may suggest the presence of a demolished building of unknown date.
- 4.3.6 This section of the Red route is highly visible from Winchelsea Hill and has a significant impact on the view to the south and west. Although the road does not cross Pewis Marsh, the road severs the view from Winchelsea Hill of the Marsh and the sea beyond through the gap east of Wickham Manor. The proposed roundabout to the west of the motel would be moderately visually intrusive during the day, but it is very likely that it will be lit by lamp standards and will be especially visible by night



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Site

NATIONAL TRUST LAND AT WINCHELSEA, E. SUSSEX

Title

PLAN SHOWING AREA OF HIGH PALAEO-ENVIRONMENTAL POTENTIAL

Drawn By

D. Martin

Date

20/12/93

Project Ref

1993/73

Figure No

3

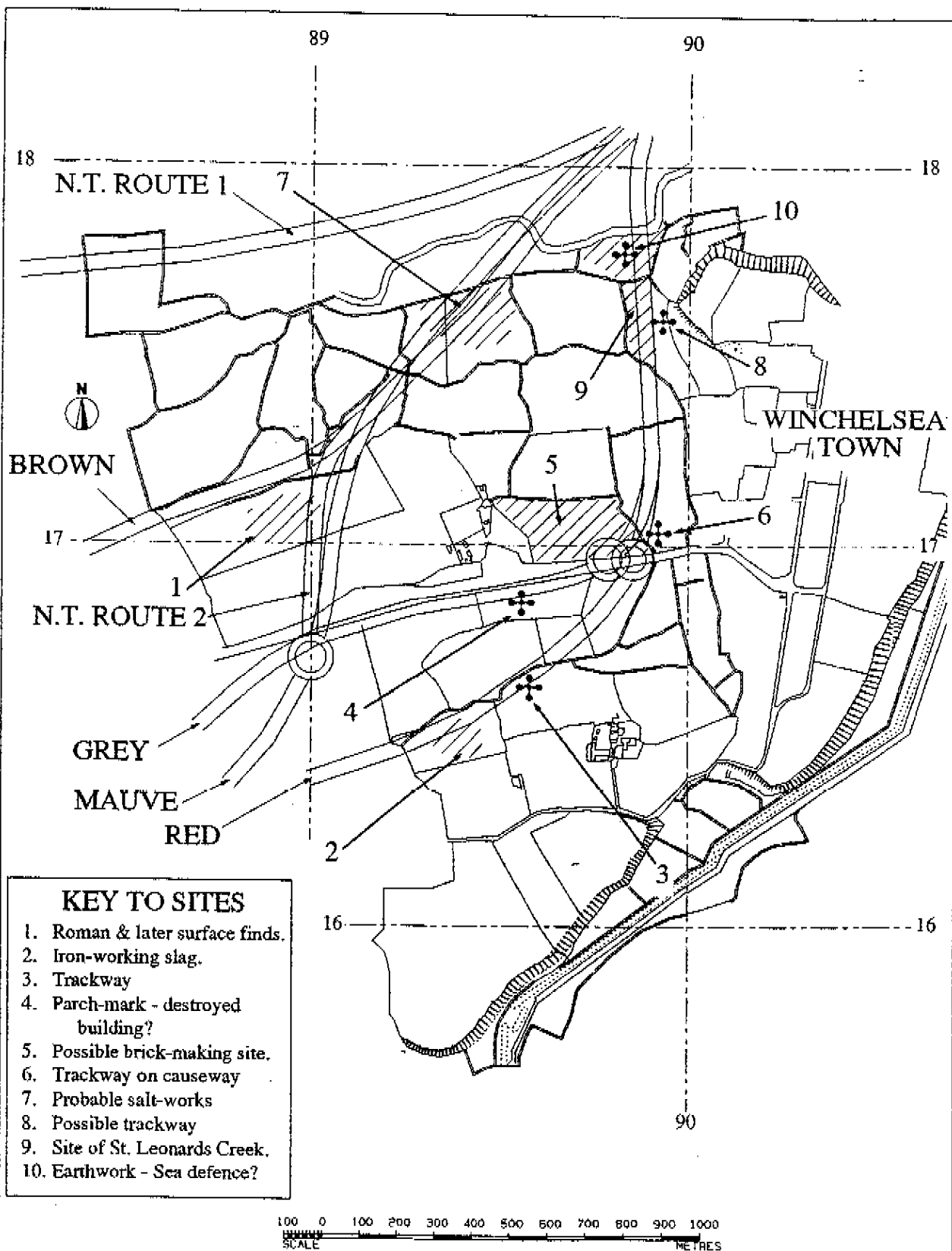
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**4.4 Red Route North of Present A259**

- 4.4.1 This route crosses The Butchers, a field of permanent pasture with good surviving earthworks. It passes north into The Goldings, an arable field and then crosses the stream draining northwards from Pewis Marsh through two fields of permanent pasture before crossing the River Brede and passing out of the property of the National Trust (Fig. 1; Grade 2).
- 4.4.2 This line will affect the following sites in the possession of the National Trust:
- a) a raised causeway about 20m long running north from the existing A259 in The Butchers at TQ 89831700 (Fig. 4, no. 3; Grade 2)
  - b) a lynchet and causeway running eastwards from the feature above and turns to the east (TQ 89911702 to 89991704) (Fig. 4, no. 3; Grade 2)
  - c) a slight linear hollow about 4m wide possibly representing a continuation of a hollow way, which descends Winchelsea Hill (TQ 89951753) (Fig. 4, no. 8; Grade 2)
  - d) a pair of banks which meet at right angles and evidently protected land in the marsh at the foot of Winchelsea Hill from flooding (TQ 89841769 to 89821776 to 899317850). These banks are apparently associated with the Channel, and are one of few lengths where the earthworks of the 15th-century drainage scheme survive unploughed (Fig. 4, no. 10; Grade 3).
- 4.4.3 The road would also cross the head of St Leonards Creek. No certain archaeological remains are known here, but its position close to the site of the medieval settlement of Iham and accessible from by tracks descending the hillside suggests that it may have been the site of the harbour for the village (Fig. 4, no. 9; Grade 4).
- 4.4.4 To the north of the National Trust land, the route crosses the line of 'The Channel' and would remove the embankment particularly on the south side where it is well preserved (Fig. 2; Grade 2).
- 4.4.5 The road route would cross three fields of Old Pasture with fine surviving earthworks produced by natural drainage runnels and excavated ditches. Such marshland landforms were once common, but are increasingly rare as land is brought under the plough. The total length of road upon Old Pasture in National Trust ownership is 590m (overall Grade 2).
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Site

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Title

PLAN SHOWING KNOWN SITES NEAR ROAD ROUTES

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Date

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Figure No

4

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- 4.4.6 The route runs close to the base of the boundary of the upland and the marshland. This area may have prehistoric remains, though none was detected in the present survey.
- 4.4.7 The effect of placing the road close to the base of Winchelsea Hill are twofold. On the one hand, the location of the road close under the hill will reduce the impact of traffic noise; on the other it makes it most obtrusive from the west side of Winchelsea Hill. The historic landscape on the hillslopes will be severed from the marshland at its base, which provides a context for the location of the medieval new town.

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**5. The Grey Route**

- 5.1 The Grey Route passes eastwards from Workhouse Lane, crosses the valley to the west of the sewage works and passes through an orchard to run parallel with the existing A259 road which it joins at a roundabout near the Motel. To the north it follows the same route as the Red Route and the report should be read with Section 4.4 above.
- 5.2 The roadline to the south and west of the Motel crosses no known archaeological sites, but passes a short distance south of a parchmark lying at TQ 89571683 (see also 4.3.4).
- 5.3 The Grey Route roundabout partially covers Brick Field, a field name which evidently originated between 1767 and 1845. Crutches Farmhouse and several other buildings were constructed during this period, and it may be that bricks were manufactured here for these. The location of the Grey Route roundabout further west than the Red Route may ensure that the earthworks mentioned in 4.4.2 (a, b) are not destroyed (Fig. 4, no. 5; Grade 2).
- 5.4 The Grey Route will run parallel to the present A259 along the Icklesham ridge and will be visible from both Winchelsea to the north and Wickham to the south. The present and proposed roads will form a broad routeway which will sever the countryside around Wickham from Winchelsea and the Brede valley to the north. The impact of the route to the north of the present A259 will be similar to the Red Route (see 4.4).

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**6. The Brown Route**

- 6.1 The Brown Route passes to the north of Icklesham and follows the base of the Icklesham ridge until it reaches to the north of Crutches Farm when it turns north-eastwards across the Brede Valley towards Winchelsea station. A link road would join the present A259 road and would descend into the Brede valley from near Old Place. It would join the Icklesham bypass at a roundabout.
- 6.2 Two sites within the National Trust property are likely to be affected by the road scheme. The first is an area of possible salt-working, two mounds of which are likely to be wholly or partially destroyed (TQ 89341757, 89491763). Salt mounds are created by washing brine through salt-impregnated silt dug from alluvium on the valley floor. The waste silt is deposited in a mound or mounds which is then often used as a site for salt-making. The most conspicuous remains of the manufacturing process are the mounds, though tanks for holding brine have been excavated on rare occasions. It is possible slight buildings called 'salt cots' may have been built on the salt mounds (Fig. 4, no. 7; Grade 3)
- 6.3 Traces of the banks of The Channel will be removed by road construction, though these, both on the north and south sides, have been partially levelled by agricultural activity (Fig. 2; Grade 2).
- 6.4 The Brown route cuts across two fields of Old Pasture in the Brede valley and will largely remove the earthworks of the natural and humanly-made drainage channels along a total length of about 450m (Fig. 1; Grade 2).
- 6.5 On the west side of Crutches Farm the Brown route passes along the edge of the marshland at the base of the Icklesham ridge. The junction of the upland and marshland is likely to have been an important zone for prehistoric groups exploiting the resources of the two environments. Studies of sediment have suggested that peat formation had ceased in  $120 \pm 80$  ad (radiocarbon years) and that since that date approximately 3.5m of overlying sediments have been deposited (see 3.5) (Fig. 3; Grade not determined).
- 6.6 The Brown route is less obtrusive on the setting of Winchelsea than the Red or Grey routes. A considerable length of the Brown route will be visible to the west of Winchelsea up the Brede valley. The proposed roundabout to the north-east of Old Place and the link road to the present A259 would not be very noticeable from Winchelsea Hill.

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**7. The Mauve Route**

- 7.1 The Mauve route passes from Workhouse Lane near Manor Farm, Icklesham crosses the valley to the west of the sewage works and joins with the present A259 at a roundabout. It then descends from the Icklesham ridge in a deep cutting to the Brede valley and follows a line along the valley to Winchelsea station.
- 7.2 The sites affected by the Mauve route to the north of the present A259 are largely the same as the Brown Route. No sites have been identified to the south of the A259 to the east of Workhouse Lane.
- 7.3 The Mauve route cuts approximately the same length of Old Pasture as the Brown route, about 450m (Fig. 1; Grade 2).
- 7.4 The impact of the Mauve route on the setting of Winchelsea is limited. It passes further to the north than the other routes proposed by the DoT. The cutting by which the road will ascend the Icklesham ridge is unlikely to be visible from Winchelsea Hill, for it begins behind a slight spur on the south side of the Brede valley. The proposed roundabout with the A259 is likely to be more obtrusive, especially when lit at night. The lamp standards will appear on the skyline when viewed from Winchelsea.

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**8. National Trust Route 1**

- 8.1 The National Trust have also requested that a revised route be considered which would take the road along the Brede valley parallel with the railway line. Details of the full length of the suggested route have not been supplied, but the proposal is that the road should run along the Brede Level alongside the railway joining the Winchelsea bypass at Station Road.
- 8.2 The chief merit of this route is that the direct impact on National Trust property is low, for it crosses only a single field of New Pasture in its possession lying at the north-west end of Crutches Farm. No archaeological remains are known in that field.
- 8.3 The route does, however, have the greatest impact on historic features outside the National Trust property. The Channel, a mid 15th-century drainage project, and a later river cut, apparently made in the 18th century, will both be damaged by the road construction. The earthworks of these cuttings have been rather degraded by ploughing, but traces of the embankments and the raised levels created by sedimentation within The Channel are still visible (Fig. 2; Grade 2 for this length).
- 8.4 Further up the valley route crosses the *Damme*, a mid to late 13th-century embankment which carried a road. The embankment does not survive as a prominent feature, though there is a clear difference in ground levels to the west and east caused by sedimentation (Fig. 2; Grade 2).
- 8.5 The benefits of the negligible direct impact of this route on National Trust must be set against the highly intrusive nature of the road on the historic landscape in the vicinity of Winchelsea. The road will be a dominant feature in the landscape when viewed from Winchelsea Hill, for it draws the eye along its length up the valley. It will sever the historic landscape on the north and south sides of the valley floor. The railway has already created some severance, but its impact is relatively slight, because it is a narrow band. The construction of the road will reinforce this effect, whether the road is set close to the railway, or slight further away. If the latter course was adopted it would create a band of 'dead ground' between the two communication routes.

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**9. National Trust Route 2**

- 9.1 The second proposed route suggested by the National Trust would take the road from a roundabout on the existing A259 road near to the sewage works to join with the Brown to the north-west of Crutches Farm.
- 9.2 The route has no direct impact on sites, except the salt-working mounds and the banks of The Chamel already discussed in relationship to the Brown route.
- 9.3 The route passes close to an area of Roman surface finds at c. TQ 8890 1700 located by the Hastings Area Archaeological Group. It may be significant that the place name, Crutches means 'broken pieces of crockery' or pottery. Little further is known about this site (Fig. 4; Grade 2).
- 9.2 This route is closely comparable to the Mauve route, and to a lesser extent to the Brown route, which it partly follows. Like the Mauve route it would require a roundabout at the junction with the present A259. The impact of this has already been discussed (Section 7).

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**10. Summary of Impact of Routes**

- 10.1 The impact of the various routes on the historic and archaeological remains are summarised in Table 1. No historic buildings will be directly affected by any of the road routes.
- 10.2 All the routes will have some destructive effect on the archaeology of the area. The preferred road route will be that which will be least damaging overall to the remains considered to be of the low historic value and avoid areas of greater value. No one route is recommended here, though the comparative merits of each may be considered against roadlines of similar character.
- 10.3 We consider that the feature of paramount importance in the vicinity of the road scheme to be Winchelsea Hill. The impact of the route on this unique archaeological site may be of prime consideration to the National Trust. The impact on the setting of Winchelsea is noted separately in the summary below (Table 1).
- 10.4 The road schemes can be divided broadly into three. In the first group are the Red and Grey routes which pass close to the foot of Winchelsea Hill. The second group comprises the Brown, Purple and National Trust route 2, which pass to the north-west of Winchelsea. The National Trust route 1 passing to the north of Winchelsea lies in the third group. The best scheme may be selected from each of these groups, but the preferred route will depend upon the relative value given to the factors of the historic landscape.
- 10.5 The Grey route is preferred to the Red route for the reason that it avoids damage to the earthworks in the valley to the east of the sewage works. Both schemes are visually intrusive from Winchelsea Hill, though the Red route which crosses close to Pewis Marsh is the more noticeable. The Grey route will lie slightly beyond the ridge when viewed from Winchelsea Hill and may be less visible.
- 10.6 The Mauve, Brown and National Trust route 2 follow a similar line between the north of Crutches Farm and Winchelsea station. The Mauve route, and presumably the NT route 2, then reach the present A259 by means of a cutting on the north side of the Icklesham ridge. The Brown route continues up the Brede valley. There is little to choose between these routes, though the Brown route is perhaps the least attractive as it runs in sight of Winchelsea Hill for the greatest distance. The Brown route also runs close to the boundary of the upland and river valley, an area likely to include prehistoric sites.
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- 10.7 The impact of the National Trust route 1 on the Brede valley has already been discussed (section 8). The route will have the least direct impact on National Trust, but cause the greatest visual intrusion upon the landscape when viewed from Winchelsea Hill. It will also create severance of the historic landscape on the north and south sides of the Brede valley.
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Table 1

## Summary of Impact of Routes on the Historic Landscape

Archaeological Sites on Route	Archaeological Sites Adjacent to Route	Impact on Historic Landscape	Impact on the Setting of Winchelsea
<b>Red Route</b>  Direct damage to sites of slight importance to south of present A259. Damage to well preserved earthworks of The Channel. Possible damage to any remains in St Leonard's Creek. Possibly damaging to any archaeological sites at the junction of upland and river valley. Cuts across 590m of Old Pasture.	Parchmark of building and scatter of bloomery slag.	High impact on earthworks adjoining 'The Channel', and on possible site of Ham harbour. Creates severance between Winchelsea Hill and marshland at base.	Damaging to the setting of Winchelsea. The Red route will be in the foreground when viewed from Winchelsea Hill. Damaging to views southwards to sea. Obtrusive roundabout near to motel.
<b>Grey Route</b>  Site of possible brick kilns. Damage to well preserved earthworks of The Channel. Possible damage to any remains in St Leonard's Creek. Possibly damaging to any archaeological sites at the junction of upland and river valley. Cuts across 590m of Old Pasture.	Parchmark of building.	High impact on earthworks adjoining 'The Channel', and on possible site of Ham harbour. Creates severance between Winchelsea Hill and marshland at base.	Damaging to the setting of Winchelsea. The Grey route will be in the foreground when viewed from Winchelsea Hill. Obtrusive roundabout near to motel.
<b>Brown Route</b>  Two salt-making mounds, line of the banks of The Channel. Possibly damaging to any archaeological sites at the junction of upland and river valley. Cuts across 450m of Old Pasture.	Further salt-making mounds. Possible further sites at the junction of upland and river valley.	Creates severance of historic landscape close to Winchelsea and further up the Brede valley.	Lies some distance from Winchelsea Hill. Road line visible for some distance up the Brede valley.
<b>Mauve Route</b>  Two salt-making mounds, line of the banks of The Channel. Cuts across 450m of Old Pasture.	Further salt-making mounds.	Creates severance of historic landscape close to Winchelsea and further up the Brede valley.	DoT route lying at greatest distance from Winchelsea. Roundabout at junction with present A259 is likely to be obtrusive as lamp standards will be set against the skyline.
<b>NT Route 1</b>  Cuts across line of The Channel. Further west up the valley it will cut across the <i>Damme</i> .	None known	Divorces historic marshland landscape to the north and south of the Brede valley.	Considerable impact on view from Winchelsea Hill and will carry eye up the Brede valley along its length.
<b>NT Route 2</b>  Two salt-making mounds, line of the banks of The Channel. Cuts across 450m of Old Pasture.	Further salt-making mounds.	Creates severance of historic landscape close to Winchelsea and further up the Brede valley.	Route may require roundabout at junction with present A259 which is likely to be obtrusive as lamp standards will be set against the skyline.