



Archaeological Desk-Based Assessment in Advance of the Proposed Development at the Former Klondyke Works, Newtown Road, Ashford, Kent.

September 2019

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National Grid Reference TR 01546 41661



Report for Pascoe Property Developers Ltd

Date of Report: 18th September 2019

SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent ME13 8UP

Tel; 01795 532548 or 07885 700 112

www.swatarchaeology.co.uk

Contents

1	INTRODUCTION	6
1.1	Project Background	6
1.2	The Site	7
1.3	The Proposed Development.....	8
1.4	Project Constraints	8
1.5	Scope of Document	8
2	PLANNING BACKGROUND	8
2.1	Introduction.....	8
2.2	National Planning Policy Framework (NPPF).....	9
2.3	Local Policies.....	10
3	AIMS AND OBJECTIVES	13
3.1	Introduction.....	13
3.2	Desk-Based Assessment – Chartered Institute for Archaeologists (2017)	13
4	METHODOLOGY	14
4.1	Introduction.....	14
4.2	Sources	15
5	ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT	16
5.1	Introduction.....	16
5.2	Designated Heritage Assets	17
5.3	Previous Archaeological Works	18
5.4	Archaeological and Historical Narrative	22
5.5	Cartographic Sources and Map Regression.....	26
5.6	Aerial Photographs	29
5.7	Walkover Survey.....	30
5.8	Summary of Potential.....	30
6	IMPACT ASSESSMENT	33
6.1	Introduction.....	33
6.2	Historic Impacts	34
7	SIGNIFICANCE	35
7.1	Introduction.....	35
7.2	Significance Criteria	35
8	ARCHAEOLOGICAL MITIGATION	37
8.1	Introduction.....	37
9	OTHER CONSIDERATIONS	37
9.1	Archive.....	37
9.2	Reliability/Limitations of Sources.....	38
9.3	Copyright	38
10	REFERENCES	39
10.1	Bibliographic.....	39
10.2	Websites	39
11	APPENDIX 1 – KCC HER Data (see Figures 12-15).	49

List of Plates

- | | |
|----------|---|
| Plate 1. | Aerial photograph from 1940 |
| Plate 2. | Aerial photograph from 1960 |
| Plate 3. | Aerial photograph from 1990 |
| Plate 4. | Aerial photograph from 2003 |
| Plate 5. | Aerial photograph from 2013 |
| Plate 6. | Aerial photograph from 2017 |
| Plate 7. | View of the PDA (facing W) |
| Plate 8. | View of the PDA (facing SW) |
| Plate 9. | View of the PDA eastern boundary (facing S) |

List of Figures

- | | |
|--------|---|
| Fig.1 | Site location map, scale 1:640,000, 1:20,000, 1:1250. |
| Fig.2 | Proposed Plan |
| Fig.3 | Andrews, Dury and Herbert map from 1767 |
| Fig.4 | Hasted, 1798 |
| Fig.5 | Ordnance Surveyors Drawing, 1797 |
| Fig.6 | 1842 Tithe Map |
| Fig.7 | Historic mapping OS 1872 |
| Fig.8 | Historic mapping OS 1896 |
| Fig.9 | Historic mapping OS 1908 |
| Fig.10 | Historic mapping OS 1931 |
| Fig.11 | Historic mapping OS 1938 |
| Fig.12 | Gazetteer of KHER Monuments |
| Fig.13 | KHER Monuments Map |
| Fig.14 | KHER Historic Landscape Character |
| Fig.15 | KHER Stour Palaeolithic Areas |

Archaeological Desk-Based Assessment in Advance of the proposed development of Land at the Former Klondyke Works, Newtown Road, Ashford, Kent.

Summary

SWAT Archaeology has been commissioned by Pascoe Property Developers Ltd to prepare an Archaeological Desk-Based Assessment of the proposed development area (PDA) of land at the former Klondyke Works, Newtown Road, Ashford, Kent.

This Desk Based Assessment is intended to explore and disseminate the known and potential heritage resource within the site and the surrounding area, and to assess the likely impacts of the development proposals on this resource. Based on this data the potential for archaeological sites either on or in the near vicinity of the proposed development can be summarized as:

- Prehistoric: **low**
- Iron Age: **low**
- Roman: **low**
- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **high**
- Modern: **low**

The PDA is situated in the south east area of Ashford known as Newtown on the western side of Newtown Road and covers an area of 2.4 acres of the former Klondyke Carriage works for the Ashford Railway Works. The centre of Ashford is circa 1km to the north west. The western side of the PDA is bordered by the railway line from Ashford towards Hastings. To the south is Newton School and the west and north Newtown Road, with the surviving railway works on the opposite side of Newtown Road. The site lies on the western side of the East Stour river valley and was previously an area of pasture prior to the Railway Works.

The Stour, has been an attraction for millennia. Evidence from Palaeolithic and Neolithic period have been found along the Stour, especially in the area to the north of Ashford around the Conningbrook quarry. South and south east of Ashford has found evidence of the Mesolithic, Bronze Age, Iron Age and Roman although within the PDA assessment area, there is little by

way of below ground archaeology. Much of the KHER records in the assessment area are dominated by known locations of the Post Medieval demolished Railway Works buildings or surviving Grade II listed buildings.

The PDA does not affect their significance which is for reasons that are historical and aesthetical. Map regressions confirms that the PDA has been used for agricultural land as pasture from at least the Medieval period until the arrival of the Railway Works at the PDA in 1898 and its subsequent demolition in 2010. Therefore, any impact on surviving archaeological remains from prior to the Post Medieval period is likely to have been high. Aside from any below ground archaeology relating to the Klondyke Works, the PDA has low potential for all other periods. The site potentially has superficial deposits of river gravels as seen in previous geotechnical analysis, which can be associated with Palaeolithic deposits, although it is unclear whether these survive in-situ un-truncated. Understanding any in-situ Palaeolithic deposits where they exist and establishing a model of Palaeolithic potential in the Ashford area is considered a priority and understanding the railway and the Kimberley works is also a national/regional priority.

It is unclear as to the level of survivability of any remains relating to the Klondyke works below the current scrub and concrete. However, the severe levelling and truncation that has occurred at the PDA offers little by way of surviving archaeological remains from earlier periods. The use of the PDA is for a number of 3 ½ and 2 ½ storey residential blocks will require foundations. As a consequence, the proposed development will have a high impact upon any potential archaeology within the area of the foundations. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities but it is envisaged that an evaluation will be required to assess the potential of archaeology relating to the Klondyke works.

1 INTRODUCTION

1.1 Project Background

1.1.1 Swale & Thames Survey Company (SWAT) was commissioned by Pascoe Property Developers Ltd (the 'Client'), to carry out an archaeological desk-based assessment of the proposed development area (PDA) of land at the former Klondyke Works,

Newtown Road, Ashford, Kent centred on National Grid Reference (NGR) TR 01546 41661 (Fig 1).

1.2 The Site

- 1.2.1 The PDA is situated in the south east area of Ashford known as Newtown on the western side of Newtown Road. The PDA covers an area of 2.4 acres. The centre of Ashford is circa 1km to the north west. The western side of the PDA is bordered by the railway line from Ashford towards Hastings. To the south is Newton School. The south east borders a parking area for Wainwright Place, which is a cul-de-sac with Newton Road to the north east. The PDA lies on level ground at an average height of 40m AOD (Fig. 1)
- 1.2.2 The British Geological Society (BGS 1995) shows that the local geology at the PDA consists of Weald Clay Formation – Mudstone. deposited between 100 and 112 million years ago in the Cretaceous period. Mudstone is made up of fine-grained clay particles compressed together and form where clay has settled out in calm water such as in lakes, lagoons, or deep sea.
- 1.2.3 The site potentially has superficial deposits of Alluvium - Clay, Silt Sand and Gravel from the East Stour river which passes on a north-south axis circa 230m west of the PDA. The East Stour river is a tributary of the Great Stour and flows from Postling near Hythe, before joining the Great Stour circa 1km north of the PDA. This data is at relatively low resolution (1:50,000) and offers only a rough indication of the site geology, and the site's location within a river valley landscape could mean a high level of variation is present in the geological deposits.

Geotechnical Information

- 1.2.4 A geotechnical investigation was undertaken by RSK Environment in relation to the previous planning application in 2018. The investigation showed that there were alluvial deposits across the PDA at 0.1m and 2.8m below ground and that Wealden Clay was circa 1m to 2.8m underground. As to be expected, the entire site also contains made ground between 0.1m and 3.5m thick.

- 1.2.5 A separate borehole scan (BGS: TR04SW298) undertaken as part of the Channel Tunnel Rail Link (CTRL) in 1994, circa 5m north west of the PDA, also confirms alluvium between 40-37.3m aOD with clay below 37.3m aOD.

1.3 The Proposed Development

- 1.3.1 The proposed development is for 6 blocks of residential units. The majority of which are 3 ½ storeys, except for those at the northern end aside the road that are 2 ½ storeys (Fig.2).

1.4 Project Constraints

- 1.4.1 No constraints were associated with this project.

1.5 Scope of Document

- 1.5.1 This assessment was requested by the Client in order to determine, as far as is possible from existing information, the nature, extent and significance of the Historic Environment and to assess the potential impact of development on Heritage Assets. The assessment forms part of the initial stages of the archaeological investigation and is intended to inform and assist with decisions regarding archaeological mitigation for the proposed development and associated planning applications.

2 PLANNING BACKGROUND

2.1 Introduction

- 2.1.1 National legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations is defined under the provisions of the Town and Country Planning Act 1990. In addition, local authorities are responsible for the protection of the historic environment within the planning system and ensure that a Heritage Asset is protected to enable it to be passed on to future generations.
- 2.1.2 Statutory protection is also provided to certain classes of designated heritage assets under the following legislation:

- Planning (Listed Buildings and Conservation Areas) Act 1990;
- Ancient Monuments and Archaeological Areas Act 1979; and
- Hedgerow Regulations (statutory Instrument No. 1160) 1997
- Treasures Act 1996
- Burial Act 1857.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government’s core principles in relation to planning and the historic environment and is covered in section 16, paragraphs 185-202. These principles are designed to underpin the planning and decision-making process to ensure that Local Planning Authorities (LPA), developers and owners of heritage assets adopt a consistent approach to the conservation of the Historic Environment.

2.2.2 The Historic Environment, as defined in the National Planning Policy Framework (NPPF 2019): Annex 2, comprises:

‘all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.’

2.2.3 NPPF Annex 2 defines a Heritage Asset as:

‘a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing)’.

2.2.4 Paragraph 189 of the NPPF states that:

‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.’

2.2.5 Paragraph 190 of the NPPF states that:

'The LPA should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'

2.2.6 The NPPF further provides definitions of terms which relate to the historic environment in order to clarify the policy guidance given. For the purposes of this report, the following are important to note:

- **Significance.** The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
- **Setting.** 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.

2.2.7 The NPPF is supported by the Planning Policy Guidance, which includes Conservation Principles, Policy and Guidance (2008) as well as Good Practice Advice in Planning Notes 1 to 3, all issued by Historic England.

2.3 Local Policies

2.3.1 The Ashford Borough Council Local Plan to 2030 was adopted in February 2019. In addition, Ashford Borough Council also has a Heritage Strategy dated October 2017 relating to the heritage assets of the Borough. There are three policies in the new Local Plan that address the protection and enhancement of the heritage assets of the borough. Policy ENV13 Conservation and Enhancement of Heritage Assets, ENV14 Conservation Areas and ENV15 Archaeology. As the PDA is not close to a Conservation Area, only ENV13 and ENV15 are expanded upon below. In addition, the Local Plan also has a specific site policy, S7 relating to the PDA. These are each covered below.

POLICY ENV13: Conservation and Enhancement of Heritage Assets.

2.3.2 Proposals which protect, conserve and enhance the heritage assets of the Borough, sustaining and enhancing their significance and the contribution they make to local character and distinctiveness, will be supported. Proposals that make sensitive use of heritage assets through regeneration, particularly where these bring redundant or under-used buildings and areas into appropriate and viable use consistent with their conservation, will be encouraged. Development will not be permitted where it will cause loss or substantial harm to the significance of heritage assets or their settings unless it can be demonstrated that substantial public benefits will be delivered that outweigh the harm or loss. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, or where a non-designated heritage asset is likely to be impacted, harm will be weighed against the public benefits of the proposal, including securing the optimum viable use of the heritage asset. All applications which will affect a heritage asset or its setting should be supported by a description of the asset's historic, architectural or archaeological significance with an appropriate level of detail relating to the asset and the likely impact of the proposals on its significance.

POLICY ENV15: Archaeology

2.3.3 The archaeological and historic integrity of Scheduled Monuments and other important archaeological sites, together with their settings, will be protected and where possible enhanced. Development which would adversely affect such designated heritage assets will be assessed in line with Policy ENV13.

2.3.4 In addition, where the assessment outlined in Policy ENV13 reveals that important or potentially significant archaeological heritage assets may exist, developers will be required to arrange for field evaluations to be carried out in advance of the determination of planning applications.

2.3.5 Where the case for development affecting a site of archaeological interest is accepted, any archaeological remains should be preserved in situ as the preferred approach. Where this is not possible or justified, appropriate provision for preservation by record may be an acceptable alternative dependent upon their significance. Any archaeological recording should be by an approved

archaeological body and take place in accordance with a specification and programme of work to be submitted to and approved by the Borough Council in advance of development commencing.

Policy S7 - Former Klondyke Works

2.3.6 The site of the former Klondyke Railway Works has a site-specific plan and the Local Plan shows the site is proposed for residential development with an indicative capacity for 90 dwellings. A comprehensive masterplan / development brief for the site and the adjoining Newtown Works site should be prepared. Development proposals for this site shall be in accordance with the agreed masterplan / development brief and:-

- a) Provide a sensitively designed access to the sites from Newtown Road;
- b) Fund the signalisation of the Crowbridge Road bridge, and traffic management works required as a result of the development;
- c) Deliver excellent and comprehensively planned public realm as part of the development, including a detailed range of materials, proposals for outdoor lighting and street furniture, signage, bus shelters, public art and landscaping;
- d) Provide new pedestrian routes and cycleways and convenient links to existing routes to areas around the site and local services and the town centre;
- e) Retain important trees and be based on a site-wide landscaping plan; and,
- f) Provide details that deal with contamination of land and/or groundwater, building recording and archaeology.

2.3.7 Unless justified through an agreed Transport Assessment, only development that would generate no more traffic than would have been generated by the equivalent of the previous lawful uses of the site, shall be built and occupied until additional capacity has been provided at the Orbital Park / A2070 junction.

Local Planning Guidance

2.3.8 The Kent Design Guide, 2008. Prepared by the Kent Design Group, it provides the criteria necessary for assessing planning applications. Helps building designers,

engineers, planners and developers achieve high standards of design and construction. It is adopted by the Council as a Supplementary Planning Document.

3 AIMS AND OBJECTIVES

3.1 Introduction

3.1.1 This Desk-Based Assessment was commissioned by Pascoe Property Developers Ltd to support a planning application. This assessment has been prepared in accordance with guidelines set out by the Chartered Institute for Archaeologists (see below) and in the National Planning Policy Framework and the Good Practice Advice notes 1, 2 and 3, which now supersede the PPS 5 Practice Guide, which has been withdrawn by the Government.

3.1.2 This Desk-Based Assessment therefore forms the initial stage of the archaeological investigation and is intended to inform and assist in decisions regarding archaeological mitigation for the proposed development and associated planning applications.

3.2 Desk-Based Assessment – Chartered Institute for Archaeologists (2017)

3.2.1 This desktop study has been produced in line with archaeological standards, as defined by the Chartered Institute for Archaeologists (2014, revised 2017). A desktop, or desk-based assessment, is defined as being:

‘Desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct and other relevant regulations of ClfA. In a development context desk-based assessment will establish the impact of the proposed development on the significance of the historic environment (or will identify the need for further evaluation to do so) and will enable reasoned proposals and decisions to be made whether to mitigate, offset or accept without further intervention that impact.’

(2017:4)

3.2.2 The purpose of the desk-based assessment is, therefore, an assessment that provides a contextual archaeological record, in order to provide:

- *an assessment of the potential for heritage assets to survive within the area of study*
- *an assessment of the significance of the known or predicted heritage assets considering, in England, their archaeological, historic, architectural and artistic interests*
- *strategies for further evaluation whether or not intrusive, where the nature, extent or significance of the resource is not sufficiently well defined*
- *an assessment of the impact of proposed development or other land use changes on the significance of the heritage assets and their settings*
- *strategies to conserve the significance of heritage assets, and their settings*
- *design strategies to ensure new development makes a positive contribution to the character and local distinctiveness of the historic environment and local place-shaping*
- *proposals for further archaeological investigation within a programme of research, whether undertaken in response to a threat or not.*

CIFA (2017:4)

4 METHODOLOGY

4.1 Introduction

4.1.1 The methodology employed during this assessment has been based upon relevant professional guidance including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIFA, 2017).

4.2 Sources

- 4.2.1 A number of publicly accessible sources were consulted prior to the preparation of this document.

Archaeological databases

- 4.2.2 Although it is recognised that national databases are an appropriate resource for this particular type of assessment, the local Historic Environmental Record held at Kent County Council (KCCHER) contains sufficient data to provide an accurate insight into catalogued sites and finds within both the proposed development area and the surrounding landscape.
- 4.2.3 The National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets and is the preferred archive for a comprehensive HER search.
- 4.2.4 The Archaeology Data Service Online Catalogue (ADS) was also used. The search was carried out within a 500m radius of the proposed development site and relevant HER data is included in the report. The Portable Antiquities Scheme Database (PAS) was also searched as an additional source as the information contained within is not always transferred to the local HER.

Cartographic and Pictorial Documents

- 4.2.5 A full map regression exercise has been incorporated within this assessment. Research was carried out using resources offered by the Kent County Council, the internet, Ordnance Survey and the Kent Archaeological Society. A full listing of bibliographic and cartographic documents used in this study is provided in Section 10.

Aerial photographs

- 4.2.6 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1-6).

Secondary and Statutory Resources

- 4.2.7 Secondary and statutory sources, such as regional and periodic archaeological studies, archaeological reports associated with development control, landscape

studies, dissertations and research frameworks are considered appropriate to this type of study and have been included within this assessment.

Walkover Survey

4.2.8 The Site is visited for a walkover survey. This is for the purpose of:

- Identifying any historic landscape features not shown on maps.
- Conducting a rapid survey for archaeological features.
- Making a note of any surface scatters of archaeological material.
- Identifying constraints or areas of disturbance that may affect archaeological investigation.

5 ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT

5.1 Introduction

5.1.1 This section of the assessment will focus on the archaeological and historical development of this area, placing it within a local context. Each period classification will provide a brief introduction to the wider landscape (500m radius from the PDA boundary), followed by a full record of archaeological sites, monuments and records within the site's immediate vicinity. There are no Conservation Areas, Scheduled Monuments, Registered Parks and Gardens, Historic Parks and Gardens, Protected Military Remains or cropmarks in the assessment area. Time scales for archaeological periods represented in the report are listed in Table 1.

Prehistoric	Palaeolithic	c. 500,000 BC – c.10,000 BC
	Mesolithic	c.10,000 BC – c. 4,300 BC
	Neolithic	c. 4,300 BC – c. 2,300 BC
	Bronze Age	c. 2,300 BC – c. 600 BC
	Iron Age	c. 600 BC – c. AD 43
	Romano-British	c. AD 43 – c. AD 410
	Anglo-Saxon	AD 410 – AD 1066
	Medieval	AD 1066 – AD 1485
	Post-medieval	AD 1485 – AD 1900
	Modern	AD 1901 – present day
Table 1: Classification of Archaeological periods		

5.1.2 The Kent HER records within the 500m assessment predominately relate the former railway works from the Post Medieval and Modern period. There is very little in the KHER by way of below ground archaeology. The table in Figure 12 details all the finds, features and buildings within the assessment area.

5.2 Designated Heritage Assets

5.2.1 One of the tasks of the site visit was aimed to identify any designated heritage assets within the wider context of the PDA in accordance with The Setting of Heritage Assets – English Heritage Guidance (English Heritage 2011).

5.2.2 This guidance states that “setting embraces all of the surroundings (land, sea, structures, features and skyline) from which the heritage asset can be experienced or that can be experienced from or with the asset” (The Setting of Heritage Assets, English Heritage 2011).

5.2.3 In total there are seven Grade II listed assets within the assessment area of which six are related to standing buildings of the former railway works. The remaining listed building is Newtown School which was built as part of the services for the workers in the New Town in the Victorian period. Of these seven listed buildings, four have intervisibility with the PDA and these are listed in Table 2 below. Figure 12 provides a full detailed list of all of these designated heritage assets.

5.2.4 Newtown School, immediately adjacent to the site sits at a higher elevation than the PDA. Depending on the height and location of the proposed buildings within the development, these may impact upon the designated asset. At present there are trees that have shielded the PDA from the school and these should remain if

possible, to reduce the intervisibility. The school's significance is due to reasons that are historical and aesthetic.

- 5.2.5 On the north and eastern side of Newtown Road are the Carriage Works and Gatehouse that clearly have direct intervisibility with the PDA. There is no intervisibility with the Former Acetylene Store given the distance along the road.
- 5.2.6 The earliest building that was listed was that of the Gate House in 1976, the Acetylene Store was next in 1984 and Newtown School in 1985. The remaining railway works buildings that are listed were done in 2001 after their closure.
- 5.2.7 The railway buildings all form a group on the north and eastern side of Newtown Road, and the PDA, having already lost its railway buildings no longer forms part of that setting. The significance of these buildings as a group are also historical and aesthetic as well as the group setting. The proposed development will therefore not impact upon this group setting and therefore their significance.

Table 2: Designated Heritage Assets

TR 04 SW 334	Post Medieval	Newtown Primary School. Grade II listed (1217768). Former School (St Theresa's) 1852
TR 04 SW 224	Post Medieval	Carriage Shop at Newtown Railway Works. Grade II listed (1389434). Built between 1858 & 1871, the former carriage shop is a brick building of 21 bays
TR 04 SW 309	Post Medieval to Modern	Gate House to Railway Works. Grade II listed (1362862). Circa 1850
TR 04 SW 363	Post Medieval to Modern	Former Acetylene Store. Grade II listed (1071021). C19. Red brick with red brick barrel-vaulted roof

5.3 Previous Archaeological Works

- 5.3.1 There have been a number of events related to the Railway Carriage Works. In 1991 a Historic Building report was produced by RCHME, which cover details regarding the building that was at the PDA. In terms of intrusive works, an excavation was undertaken at Hunter Avenue. These are all covered in greater detail below.

Railway Works and the Klondyke Carriage Works

- 5.3.2 With railway works at the site starting in 1847, with further buildings for the carriage and wagon works in 1850. The Locomotive workshop and associated

workshops are considered to be one of the earliest surviving layouts in the country. The carriage and wagon works are currently shells with little surviving of interest. The report goes into detail regarding the expansion phases of the works. The Klondyke building at the time of the report survived, containing much by way of original features including the metal-framed roof constructed of angle-iron.

- 5.3.3 Within the report is a drawing of the building that confirms that the building was a 22 bay, 2 range shed of some 320ft by 100ft width, with a smaller seven bay workshop range on the eastern side. Railway tracks approached the shed from the north and continued inside. The drawing shows on the far western side outside of the main ranges were open inspection pits. The Klondyke sheds were originally for the repair and maintenance of rolling stock. Photographs exist of the exterior and interior of the building. Many of the other railway buildings were finally listed in 2001, some 10 years after the report and the Klondyke Works were still in existence at that time. Despite the information in the RCHME report that much by way of original features survived and the early use of the angle-iron, the building was not felt worthy of listed status. Subsequently it was demolished in 2010 (*Unpublished Document: RCHME, 1991, The Railway Works Ashford*).

Watching Brief at Railway Works

- 5.3.4 This was undertaken by MOLA in 2018 some 320m east, south east of the PDA in the far eastern end of the main railway works complex area ahead of residential housing. In this area, no evidence of ancient ground services were seen due to truncation of the site by the railway works. Remains of structures relating to the works were recorded confirming that even if above ground has been demolished, structures may remain below ground (*Unpublished Document: Museum of London Archaeology, 2013, New Town Works, New Town Road, Ashford: Watching Brief Report*).

Standing Building Survey Report: Newtown Railway Works

- 5.3.5 This was undertaken by MOLA in 2009 on 10 buildings, five which were listed and the remaining five due for demolition ahead of redevelopment across the main part of the Railway Works site to the north east and east of the PDA. The PDA was outside of the area of assessment (*Unpublished Document: Museum of London Archaeology, 2008, New Town Works, New Town Road, Ashford: A standing building survey report*).

Land at Hunter Avenue

- 5.3.6 This area is located circa 340m east, north east of the PDA, where a 2009 evaluation was conducted ahead of residential development in an area of some 13 acres. The site was originally part of the railway works where buildings had been demolished. Evidence relating to the works were found. However, earlier archaeological features were identified including a north-south ditch containing late Bronze Age pottery. Other linear features were also found containing Bronze Age pottery and struck flints possibly of Late Mesolithic/ Early Neolithic date and considered to all be part of a structured agricultural landscape from the Bronze Age into the Iron Age. These features were found in areas not disturbed by the railway works (*Unpublished document: CgMs Consulting. 2011. Assessment of Archaeological Evaluation and Excavation: Hunter Avenue, Ashford, Kent*).

Landscape Characterisation

- 5.3.7 The PDA is in an area characterised by KCC Historic Landscape Characterisation of 'Post 1810 settlement (general)'. However, it was essentially river valley pasture until the railway works in the 1840s as it was considered cheap land. To the west and south west is classified as 'miscellaneous valley bottom paddocks and pastures'. It was not until 1906 that this area was built upon for the Kimberley Railway Works (Fig. 14).

Stour Palaeolithic Area

- 5.3.8 The PDA sits within two separate areas (Fig.15). The north west part sits within an area classified as 36 and the south eastern part in an area classified 34. Essentially Area 36 follows the river itself and is part of the Stour floodplain and associated alluvium. This area follows as far north as Wye. It is of the Holocene period in date and can at its edges be underlain by Pleistocene slopewash deposits. Finds from this area are rare, although north of Ashford at Conningbrook Manor Quarry, evidence of the early Upper Palaeolithic has been found and is of national importance. Overall the likelihood of Palaeolithic finds is considered low.
- 5.3.9 Area 34 in the south eastern part of the site applies to the south and east side of Ashford. Up towards the north of Ashford. These areas contain some terrace deposits as well as head brickearth, that are slopewash deposits and may overly terrace deposits. The terrace deposits are Middle or late Pleistocene (500k-10k

BP) with the brickearth for the Late Devensian period (25-15k BP). There are no finds from this area but it is thought that those found at Conningbrook Manor may extend into this area. Consequently, any finds from the terrace deposits would be of national importance.

- 5.3.10 The geology and borehole data do suggest that the site contains alluvium and therefore it is possible that there may be Palaeolithic evidence at the PDA although due to levelling that has occurred at the site it is unclear as to the potential for remains from this period.

0-100m Radius

- 5.3.11 There are six KHER records within this area. Three of which relate to Grade II listed buildings being the Newtown School (TR 04 SW 334), the Gate House to the railway (TR 04 SW 309) and the Former Acetylene Store (TR 04 SW 363), which have been discussed previously. The PDA itself was the site of the Klondyke Carriage Works (TR 04 SW 64), built in 1898 and demolished in 2010. The railway works themselves started in 1847, adjoin the PDA to the north and east (TR 04 SW 55), with the Ashford to Hastings railway line forming the western boundary of the PDA (TQ 92 NW 80).

100-200m Radius

- 5.3.12 There are four KHER entries for this area from the centre of the PDA, all to the radius from the north to the east. Two of the records are Grade II listed buildings relating to the railway works being the Engine Shed (TR 04 SW 222) and the Carriage Shop (TR 04 SW 224). The Engine Shed was built in 1860 and later extended a number of times and the Carriage Works was built in the 1860s and is still in use by Network Rail and is the least altered of all the Railway Works group of buildings. The other two records provide locations of Railway Works buildings that have been demolished. The Balancing Shed (TR 04 SW 58) was circa 165m north east of the PDA and the Wagon Shop (TR 04 SW 61), circa 165m east, south east of the PDA.

200-300m Radius

5.3.13 There are five KHER entries for this area from the centre of the PDA. Four relate to locations of workshops and buildings for the Railway Works that have been lost. On the western side of the Ashford to Hastings line was the area known as the Kimberley Works, opened in 1906 (TR 04 SW 75). The other railway buildings were located within the main group of buildings to the east of the PDA. These included the Channel House (TR 04 SW 67), the Machine Shop (TR 04 SW 62), and general workshops (TR 04 SW 56) being the original component part of the site. The remaining record is for a George V letter box, circa 240m to the south east of the PDA (TR 04 SW 415).

300-400m Radius

5.3.14 There are four KHER records for this area. Two of which are to the north east and are railways lines. The Ashford to Dover line (TQ 84 SW 1) completed by 1844 and the Ashford to Margate Line built in 1846 (TR 15 NE 1063). The other two records are further buildings relating to the Railway Works to the east and south east, both of which still survive and are Grade II listed. The Locomotive erecting Workshops (TR 04 SW 245) and the Paint Store respectively (TR 04 SW 63).

400m and over Radius

5.3.15 There are two KHER records for this area. Circa 515m east of the PDA, an excavation revealed evidence pertaining to the Bronze Age in the form of ditches, post holes, other unidentifiable features, along with pottery and flints (TR 04 SW 7). This is the only below ground archaeological record in the assessment area. The second record is that of a non-designated building record of a former Beulah Chapel, which is currently not in use (TR 04 SW 475).

5.4 Archaeological and Historical Narrative

5.4.1 Ashford means Ash-tree corner by ford. Being *esc sceat ford* in Old English. Changing to *Essetesford* in 1086 AD, *Aescedesford* circa 1100 AD, with many other variations before becoming Ashford by 1610. The town lies on a large bend of the Great Stour and therefore appears to have been a crossing place.

- 5.4.2 In the Prehistoric period the attraction to the area would have been the wooded North Downs, north of the PDA and the valley of the Great Stour. Ashford town marks the start of the middle section of the River Stour. Here the East Stour and the Great River Stour join. After Ashford, the River Stour heads North East up through, Wye and Chilham, reaching Canterbury. Archaeological assets in the area attest to Palaeolithic activity in the form of Acheulian hand axe along with unstratified material recovered from Conningbrook quarry in the form of faunal and mammal remains as well as lithics. Prehistoric Barrows are located at various places along the North Downs. During the Neolithic period there was clearance of woodland. Neolithic earthen long barrows are seen in the Stour Valley at Wye and Chilham with Julieberrie's grave a few km downstream from the PDA. Other possible long barrows are at Boughton Aluph and Elmestead. In addition, dredging of the Stour north of Ashford uncovered Neolithic artefacts. Mesolithic evidence as flint assemblages have been found at Park Farm, south of the PDA, Brisley Farm, south west Ashford (2.7km from the PDA) and Westhawk Farm, also south, south east of Ashford and 2.2km from the PDA.
- 5.4.3 Along with burial mounds of the Bronze Age there are as well Bronze Age field systems in places such as Westwell, Wye with Hinxhill. On the outskirts of Sevington, south east of the PDA, Bronze Age ring ditches, fields systems and trackways have also been found. At Park Farm a prehistoric settlement for the Late Neolithic period was discovered.
- 5.4.4 Iron Age evidence in the Ashford area is at Brisley Farm, that contained two warrior burials from the 1st century AD being of national importance given they are considered the latest of their type in southern Britain. Iron Age remains can also be found at Sevington. Iron Age remains are also not far from the PDA, under a Medieval moated Manor site in Willesborough, to the south east of Boys Halls. Iron Age hillforts have been found up on the top of the Downs at Oldbury near Sevenoaks, Bigbury near Canterbury, also a couple in Thanet. At North School north east of the PDA, pottery of late Iron Age/Roman date were found.
- 5.4.5 Given Ashford's location in Kent and close to the coast and trade routes with the weald, North Downs and the Continent, it is not surprising that Roman evidence is found in the area across the Borough in Ashford. Ashford itself lies on the junction of two Roman roads, one from London to the Roman port town of

Lympne and the other from the Weald, through Canterbury and onto to Richborough. A Roman settlement was found at Westhawk Farm, that includes shrines, temple and a Roman road. There are other known Roman villas such as at Aldington and outside of Wye. Evidence suggests that the River Stour, which runs through Ashford, was used by both the Roman for the transportation of goods and animals. North of the PDA on the Stour at Wye was also a Roman water mill, which suggests that the Romans were exploiting the Great Stour. Wye as well as Ashford were considered fording points.

- 5.4.6 The town is thought to having originated in the 9th century although the Roman presence suggest it may have originated earlier. The area in Anglo-Saxon times would have been rural and wooded. Many of the villages around Ashford end in the name 'den'. This is Anglo-Saxon to mean a woodland swine pasture. During the spread of Augustine's work in the seventh century, many Anglo-Saxon churches were built across the South East, and many of Ashford's churches have Anglo- Saxon origins. For example, the Church of St Mary in the centre of Ashford and Kennington's church. In terms of archaeology, information is limited for this period.
- 5.4.7 In the Domesday Book in 1086 AD, Ashford has a church, two mills and 21 'households'. In 1243, Henry III granted the town a charter to hold a market. By the 1600s, Ashford was established in the area as a market town centered around the parish church,
- 5.4.8 The area south east and north east of Ashford has a number of Medieval motes such as at Sevington and Wye. Farming was of considerable importance in Kent and this is seen with the high number of Post Medieval farms in the area surrounding Ashford, some of which still existing in operation today although others have been demolished or converted to residential housing. The town continued to grow during the Medieval and Post Medieval period.
- 5.4.9 The Ashford Heritage Strategy devotes a whole chapter specifically to the railway as it was a decisive factor that allowed the industry in Ashford to grow substantially in the Victorian period and led to significant development in the town. The development of New Town in Ashford was considered to be a model

town for the railways and reflects the overall history in the development of railways in Britain.

- 5.4.10 In 1842, Ashford was connected by rail to London, which was later extended towards Folkestone. In 1846, Ashford was linked to Canterbury with another line to Hastings in 1851. The Maidstone Line was extended to Ashford in 1884, originally terminating west of the town but later joined with the Southeastern Railway line in 1892. Even today Ashford remains a central railway hub with the advent of the Ashford International Station for the Eurostar.
- 5.4.11 In 1847, the Ashford Locomotive works for South Eastern Railway opened after the Southeastern Railway company obtained a parliamentary endorsement to spend £500,000, which was used to buy 185 acres of cheap land to build the locomotive works. The locomotive works consisted of 25 bays of workshops, and a gatehouse and a lodge. These later two buildings formed the entrance to the railways works on the north and north east side of Newtown Road. The works are Grade II listed as it is considered the most complete surviving example of an early locomotive works.
- 5.4.12 To house the increasing numbers of employees for the railway works, initially 72 cottages were built, as well as a general store, public baths, a school, a library and a church as part of a new town to be known as Alfred Town but which became known as New Town. During the 19th and 20th century, the number of worker houses increased to nearly 300. Due to the amalgamation of the railways and then nationalisation, the locomotive works closed in June 1962, although the wagon works continued until 1982.
- 5.4.13 The value Ashford places on its railway heritage is attested to by a number of Grade II listed buildings in Newtown. A carriage shop, situated north of the PDA was built between 1858 and 1871. The basic construction consisted of two parallel red brick ranges, with steel sheet roofs. The original block held 21 bays. In 1898 the building was extended to become a sawmill, and a water tower was added. It was the only workshop of its kind that held automatic fire extinguishing apparatus. The building is the only one in near original use, being used by Balfour Beatty since 1998.

- 5.4.14 Engine Shed, is east of the PDA. This railway engine shed was built around 1860 for the Southeastern Railway. It was constructed of red and yellow brick with a corrugated asbestos sheet roof. The original block comprised 14 bays by 3 bays. The shed was extended in to the west in 1909-12. The engine shed at the 2 other major surviving works do not exist, so this example at Ashford is of high importance. The original 1847 shed was demolished in the 1930s, leaving this shed of increased importance.
- 5.4.15 Former Acetylene Store, located south east of the Gatehouse and east of the PDA. This historic building was part of the locomotive workshops. It stored the chemical acetylene, which was used in the lights of train carriages. It was constructed in the 1800s out of red brick and holds a barrel-vaulted roof. It an excellent example of a Victorian railway workshop and evidence of some of the processes involved in running trains.
- 5.4.16 Newtown Primary School, south of the PDA, was built as part of the Newtown railway estate supporting community services for the workers and was opened in 1852.
- 5.4.17 The Paint Stores and Electroplating Shop, south east of the PDA, is also Grade II listed, built in 1865, as a single storey yellow painted brick building with a slate roof. The painted brick was a special design feature, that was supposedly to be semi-fire proof.
- 5.4.18 The Klondyke Works at the PDA were built in 1898. In terms of its name, this coincides timing wise with the Klondyke an area in the Yukon River Valley in north west Canada, where gold was found in 1896, with the subsequent gold rush of 1897-8, where thousands flocked to the area. The Canadian spelling of Klondike, meaning a 'rich source of something'. The gold rush obviously having an impact even on British consciousness at the time.

5.5 Cartographic Sources and Map Regression

Andrews, Dury and Herbert map of 1769

- 5.5.1 Andrews, Dury and Herbert published their atlas some thirty years before the Ordnance Survey, immediately becoming the best large-scale maps of the county.

This shows a sparsely populated landscape to the south east of the town of Ashford. It lies in the river valley of the East Stour close to where a number of tributaries meet and may potentially be marshy ground. To the north is what appears to be a hamlet south of the main road eastwards out of Ashford towards Folkestone and Hythe. To the south east is a hamlet called Ashford Green, now known as Aylesford Green (Fig. 3).

Hasted, 1798

- 5.5.2 The area is still sparsely populated and the locations of buildings, river and roads not dissimilar to the map above (Fig. 4).

Ordnance Surveyors Drawings 1797

- 5.5.3 This map shows the individual buildings and field boundaries. It essentially shows an agricultural landscape of arable and pasture fields. The route of the East Stour appears to have been straightened in places with the land now becoming a managed landscape. Spread through the region are a number of farmsteads (Fig. 5).

Tithe Map from 1842

- 5.5.4 The tithe map shows greater detail. As at 1842, it already shows the line of the Ashford to Dover section of the railway. The PDA is part of several fields designated 226, 227 and 298. In addition, the far northern portion of the site actually cross a drainage ditch connected to the East Stour suggesting this area was marshy. The land here is all pasture. Fields designated 226 and 227 are owned by the Earl of Thanet and occupied by Walter Merton and the fields called 'Part of Little Shet Field' and 'Harmon Mead' respectively. Field designated 298 is owned between five individuals as part of the Whitfield family and occupied by John Rolfe (Fig.6).

Historic OS Map 1872

- 5.5.5 This is the first properly scaled OS map. The PDA site boundaries are now established. The Hastings railway line has now been constructed and forms the western boundary of the PDA. To the south of the PDA the South Eastern Railway Company school has been built. To the east and north east is the Dover railway line and south of that the South Eastern Railway Company works and sidings. Newtown Road forms part of the north eastern boundary and the road is set lower

than the surrounding area in order that it passes under the Hastings railway line. Opposite the works on the southern side can be seen the workers housing and this area is now called 'New Town' and also includes public baths and Post Office set around a green. South east of the PDA, on the eastern side of Newtown Road is a building called the Mechanics Institute. Mechanics' Institutes were educational establishments for adult education usually in technical subject and usually funded by local industrialists. At Ashford this housed a library and reading room. Despite the railway works the area around is still rural. East, north east of the PDA is a building marked as 'Lodge' being the gatehouse to the works. Within the PDA there is a rectangular block (structure and purpose unclear) that joins the western boundary with two smaller buildings in the north east corner of this block (Fig. 7).

Historic OS map 1896

5.5.6 There is little change (Fig.8).

Historic OS map 1908

5.5.7 The block within the PDA has been replaced by a new larger building accessed by railway tracks. This is the Klondyke shop building that opened in 1898 and undertook carriage lifting and repairs. The area west of the Hastings Line now includes further railway buildings and sidings which covers a large area. There is a footbridge over the Hastings railway line from the Klondyke Shop to the new railway buildings on the western side of the Hastings line. South of Ashford there is a growth in the housing seen (Fig.9).

Historic OS map 1931

5.5.8 There is little change to the PDA other than a new building has been built on the eastern boundary. The works area to the west has expanded as have the works to the east, with the inclusion of an Engine Shed north of the Dover line. To the south east of the PDA, New Town has expanded with more housing built. To the south of the original school is a new school building. To the north west are sports grounds (Fig.10).

Historic OS map 1938

5.5.9 There appears to be no changes (Fig.11).

5.6 Aerial Photographs

1940s

5.6.1 This shows the Klondyke Shop in the PDA which consists of three roof spaces, two of which are long and one on the eastern side that is shorter. Railway tracks to access the building can be seen at the northern end of the PDA. Newtown road passes under the railway line at the far northern tip of the PDA. (Plate 1).

1960s

5.6.2 There is little change (Plate 2).

1990

5.6.3 The area of the PDA is disused. Whilst the building remains, the railway tracks accessing it have been removed. To the south east, the original New Town houses have been replaced by more modern housing. North of the Dover line, some of the railway works buildings have been demolished as is the area to the west of the Hasting line (Plate 3).

2003

5.6.4 There is little change at the PDA. The railway works to the west of the Hastings line have been replaced by the McArthur Glen retail outlet. (Plate 4).

2013

5.6.5 The Klondyke shop building has been demolished leaving a concreted area. The area of what was the engine shed, north of the Dover line has been replaced by housing. The railway works to the east, have had most of their building demolished (Plate 5).

2017

5.6.6 The PDA consists of scrub and broken concrete (Plate 6).

5.7 Walkover Survey

- 5.7.1 The walkover survey is not intended as a detailed survey but the rapid identification of archaeological features and any evidence for buried archaeology in the form of surface scatters of lithic or pottery artefacts. The walkover survey was undertaken on the 13th April 2019. No artefacts or archaeological features were identified in the walkover.
- 5.7.2 The PDA is covered with overgrown vegetation and scrub on slabs of modern broken concrete and piled vegetation covered mounds as a result of previous demolition at the site. The site shows much by way of different levels to that of the surrounding area especially in the south and south eastern part of the site with the school and street somewhat 2-3 metres higher than within the PDA suggesting this end of the PDA was reduced in level to create level ground for the Klondyke works. Overall the view of the site suggests that there has been historically significant levels and truncation (Plates 7-9).

5.8 Summary of Potential

Palaeolithic

- 5.8.1 The Palaeolithic period represents the earliest phases of human activity in the British Isles, up to the end of the last Ice Age. The Kent HER has no records from this period within the assessment area. However, in the wider area to the north of Ashford at the Conningbrook Manor gravel pit, Palaeolithic finds have been found. Discovered at the pit were tools as well as datable Pleistocene fauna and palaeoenvironmental evidence, possibly suggesting some form of hunting may be occurring in the area in that period with Great Stour river making the area attractive. The geology of the PDA lies in the alluvium in of the East Stour in the north west part and the fluvial terrace and brickearth deposits in the south east part. The Stour Palaeolithic Project suggests, that theses deposits have a moderate possibility of containing Palaeolithic remains although nothing has been found in the immediate area. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Mesolithic

- 5.8.2 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. The Kent HER has no records from this period within the assessment area. Whilst it is possible that the river valley could have continued to be exploited during this period it is considered that the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Neolithic

- 5.8.3 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. The Kent HER has no records from this period within the assessment area. However, we know that the Great Stour Valley was attractive in the Neolithic period with Neolithic earthen long barrows downstream from the PDA at Wye and Chilham with Julieberrie's grave as well as Neolithic evidence located north east of Ashford from the Great Stour dredged material. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Bronze Age

- 5.8.4 The Bronze Age was a period of large migrations from the continent and more complex social developments on a domestic, industrial and ceremonial level. The Kent HER has one record from this period within the assessment area in the form of ditches, and other unknown features along with pottery. In the wider area, Bronze Age field systems have been found to the north east of Ashford in the Hinxhill/Wye area and ring ditches to the south east at Sevington. However, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Iron Age

- 5.8.5 The Iron Age is, by definition a period of established rural farming communities with extensive field systems and large 'urban' centres (the Iron Age 'Tribal capital' or civitas of the Cantiaci). The Kent HER has no records from this period within the assessment area. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Romano-British

- 5.8.6 The Romano-British period is the term given to the Romanised culture of Britain under the rule of the Roman Empire, following the Claudian invasion in AD 43, Britain then formed part of the Roman Empire for nearly 400 years. The Kent HER has no records from this period within the assessment area. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Anglo-Saxon

- 5.8.7 The Kent HER has no records from this period within the assessment area. Whilst Ashford is believed to have Anglo-Saxon origins, the PDA was likely to be in a marshy area in this period. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Medieval

- 5.8.8 The Kent HER has no records from this period within the assessment area. It is likely from map regression that the area was either marsh or pasture in this period. Therefore, the potential for finding remains that date to this period is considered **low**.

Post Medieval

- 5.8.9 Of the total of 21 KHER records, 20 relate to this period within the assessment area, all of which are railway related. The majority of which are either standing buildings that are Grade II listed for the railway works or records that inform of specific locations of railway works for buildings no longer in place or are just shells. The majority of which are grouped and are located north east, east and south east of the PDA, although there is one record for the Kimberley works which were located west of the PDA. In addition, three records are for the railway lines. Another record also relates to the Grade II listed school that adjoins the PDA and was built as part of the estate specifically for three workers. The one remaining record that is non railway related is that of the Beulah Chapel, now disused, that is west of the PDA.
- 5.8.10 The PDA itself was part of the works for the railway known as the Klondyke Carriage Works that included buildings and railway tracks built in 1898 and demolished in 2010, although it does not appear that any below ground remains

have been removed. Prior to that it was pasture. Consequently, there is the possibility of finding remains below ground in relation to the railway Works and therefore the potential for Post Medieval remains is considered **high**.

Modern

5.8.11 KHER has just one record dating to this period being that of a pillar box of George V period. The potential for finding remains dating to this period in the PDA is considered **low**.

Overview

5.8.12 This desk-based assessment has considered the archaeological potential of the site but this potential can only be tested by fieldwork.

5.8.13 The desk-based assessment has considered the archaeological potential of the site. Archaeological investigations in the vicinity, map research, the historical environment record results and recent archaeological investigations have shown that the PDA may contain archaeological sites and these can be summarised as:

- Prehistoric: **low**

- Iron Age: **low**

- Roman: **low**

- Anglo-Saxon: **low**

- Medieval: **low**

- Post-Medieval: **high**

- Modern: **low**

6 IMPACT ASSESSMENT

6.1 Introduction

6.1.1 Cartographic Regression, Topographical Analysis, and Historic Research have provided evidence for the historic use of the site. By collating this information, we

have assessed the impact on previous archaeological remains through the following method of categorisation:

- **Total Impact** - Where the area has undergone a destructive process to a depth that would in all probability have destroyed any archaeological remains e.g. construction, mining, quarrying, archaeological evaluations etc.
- **High Impact** – Where the ground level has been reduced to below natural geographical levels that would leave archaeological remains partly in situ either in plan or section e.g. the construction of roads, railways, buildings, strip foundations etc.
- **Medium Impact** – Where there has been low level or random disturbance of the ground that would result in the survival of archaeological remains in areas undisturbed e.g. the installation of services, pad-stone or piled foundations, temporary structures etc.
- **Low Impact** – Where the ground has been penetrated to a very low level e.g. farming, landscaping, slab foundation etc.

6.2 Historic Impacts

6.2.1 Cartographic regression (5.5), Topographic analysis (1.2) and Historical research (5.4) indicate that the PDA was agricultural land until the coming of the railway and the eventual building of the Klondyke Works in 1898 and its later expansion that it covered the majority of the PDA. The site was levelled for the works particularly at the southern end, which would have had a high impact upon any potential archaeology for periods earlier than the Post Medieval period. In addition, the site has also undergone demolitions and further truncation and therefore the survivability of archaeological remains relating to the Post Medieval period and that of the Klondyke Works is uncertain. Therefore, any impact on surviving archaeological remains is likely to have been **high/total**.

6.2.2 The use of the PDA for residential development of houses of between 2 ½ and 3 ½ storeys will require foundations. As a consequence, the proposed development will have a **high** impact upon any potential archaeology within the area of the foundations.

7 SIGNIFICANCE

7.1 Introduction

7.1.1 Archaeological Significance is assessed under a number of criteria, which includes, Period, Rarity, Group Value, Survival/Condition, Fragility/Vulnerability, Diversity and Potential. These criteria are the same as used by the Government in the scheduling of ancient monuments and provide a useful framework in assessing significance and also pulls together and summarises the findings in the report.

7.2 Significance Criteria

Period

7.2.1 There is little by way of below ground archaeology apart from the finds at Hunter Avenue. Nearly everything else relates to structures and features in relation to the Post Medieval/ Modern railway works, much which has been demolished with the remainder Grade II listed. Prior to the railway works it appears this area outside of the main settlement of Ashford was pasture.

Rarity

7.2.2 Prehistoric activity, particularly in the Palaeolithic period is rare and as a result, understanding the occupation and activity and exploitation of the Stour river valley is a key research topic of national significance. Based on the geology, there is the possibility of alluvium and terrace gravels relating to the Palaeolithic period, although it is possible that this has been truncated by the railway works. The remains relating to possible prehistoric, Medieval and Post-Medieval agricultural activity can be considered to be of local rarity. Understanding the use of the area for the railways is of national/regional significance.

Documentation

7.2.3 The historical and landscape development of the PDA can be understood reasonably well from the cartographic, photographic and other sources. In addition, the railway works have in recent years been a focus of attention with the RCHME report and the MOLA standing building survey ahead of the demolitions of railways works that were not listed providing a reasonable understanding of the railways works and the PDA. It is possible that further research will uncover more documentary evidence with regards to the railways,

although it is unlikely to alter the conclusion present in this report. Unfortunately, it does not appear that the Klondyke Works had a standing building record before its demolition.

Group Value

- 7.2.4 The potential for the PDA as part of the Stour valley to have Palaeolithic remains has a high group value with the remains from this period elsewhere in Ashford already found, representing the use of the river valley. The Railways Works complex has group value and the PDA was previously part of that until the demolition in 2010 of the structure on the site. The main part of the railway complex is to the north east and east of the PDA, which is where the listed buildings in relation to the Railway Works are located. The school to the south of the PDA, whilst not part of the works, it still has a group value in that it was part of the supporting infrastructure built for the railway workers as part of the New Town.

Survival / Condition

- 7.2.5 There is possible that some below ground evidence in relation to the Klondyke Works still remain. However, it is likely that the construction of the works has severely truncated any archaeological remains in relation to earlier periods.

Fragility / Vulnerability

- 7.2.6 Any potential remains within the PDA, should they survive in-situ will be vulnerable to damage during the proposed development.

Diversity

- 7.2.7 There is little by way of diversity. There is the potential for chance remains from the Post Medieval period.

Potential

- 7.2.8 The report has confirmed that there is high archaeological potential for the Post Medieval period.

Significance

- 7.2.9 Based on the information gained in this report, it can be concluded that the site is of low archaeological interest. The south east research framework (SERF), mentions the need to understand Palaeolithic chronology especially in areas of

Palaeolithic deposits, of which the Stour Valley is significant. With many Palaeolithic finds found during quarrying rather than detail archaeological examination, the opportunity to potentially assess any Palaeolithic potential is of national importance. However, it is likely that there has been significant levelling and truncation at the site offering little by way of opportunity of archaeological remains from this period. Understanding the agricultural activity during the Medieval period onwards is of local significance. Understanding the Railway Works is of national/regional significance.

8 ARCHAEOLOGICAL MITIGATION

8.1 Introduction

- 8.1.1 The purpose of this archaeological desk-based assessment was to provide an assessment of the contextual archaeological record in order to determine the potential survival of archaeological deposits that may be impacted upon during any proposed construction works.
- 8.1.2 The assessment has generally shown that the area to be developed is within an area of **high** archaeological potential for the Post Medieval period and **low** for all other periods. It is unclear as to the level of survivability of any remains relating to the Klondyke works below the current scrub and concrete. However, the severe levelling and truncation that has occurred at the PDA offers little by way of surviving archaeological remains from earlier periods. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities but it is envisaged that an evaluation will be required to assess the potential of archaeology relating to the Klondyke works.

9 OTHER CONSIDERATIONS

9.1 Archive

- 9.1.1 Subject to any contractual requirements on confidentiality, two copies of this desk-based assessment will be submitted to the LPA and Kent County Council (Heritage) within 6 months of completion.

9.2 Reliability/Limitations of Sources

- 9.2.1 The sources that were used in this assessment were, in general, of high quality. The majority of the information provided herewith has been gained from either published texts or archaeological 'grey' literature held at Kent County Council, and therefore considered as being reliable.

9.3 Copyright

- 9.3.1 Swale & Thames Survey Company and the author shall retain full copyright on the commissioned report under the Copyright, Designs and Patents Act 1988. All rights are reserved, excepting that it hereby provides exclusive licence to Pascoe Property Developers Ltd (and representatives) for the use of this document in all matters directly relating to the project.

Paul Wilkinson PhD MCIfA.

SWAT Archaeology

September 2019

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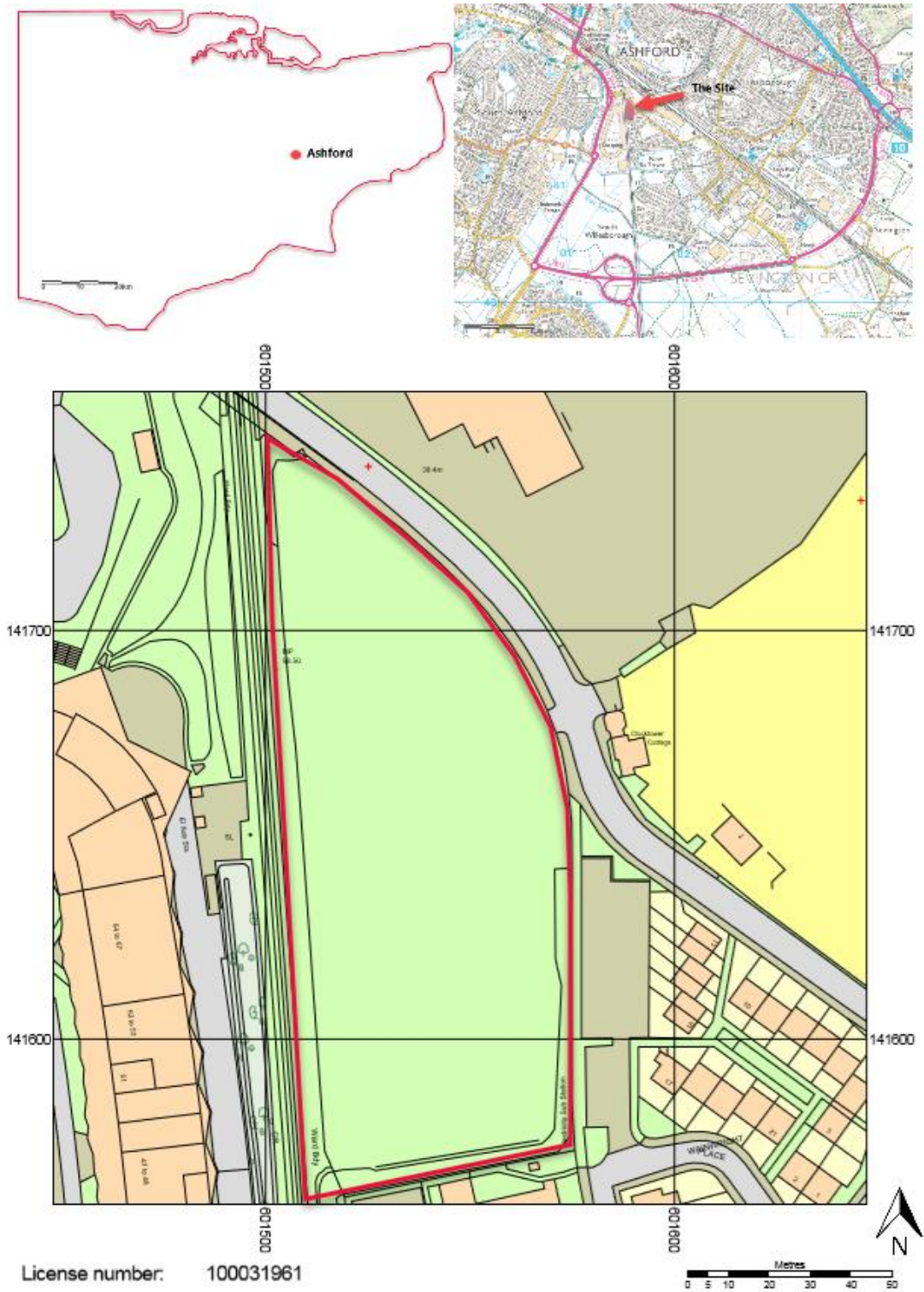


Figure 1: Site location map, scale 1:640,000, 1:20,000, 1:1250.

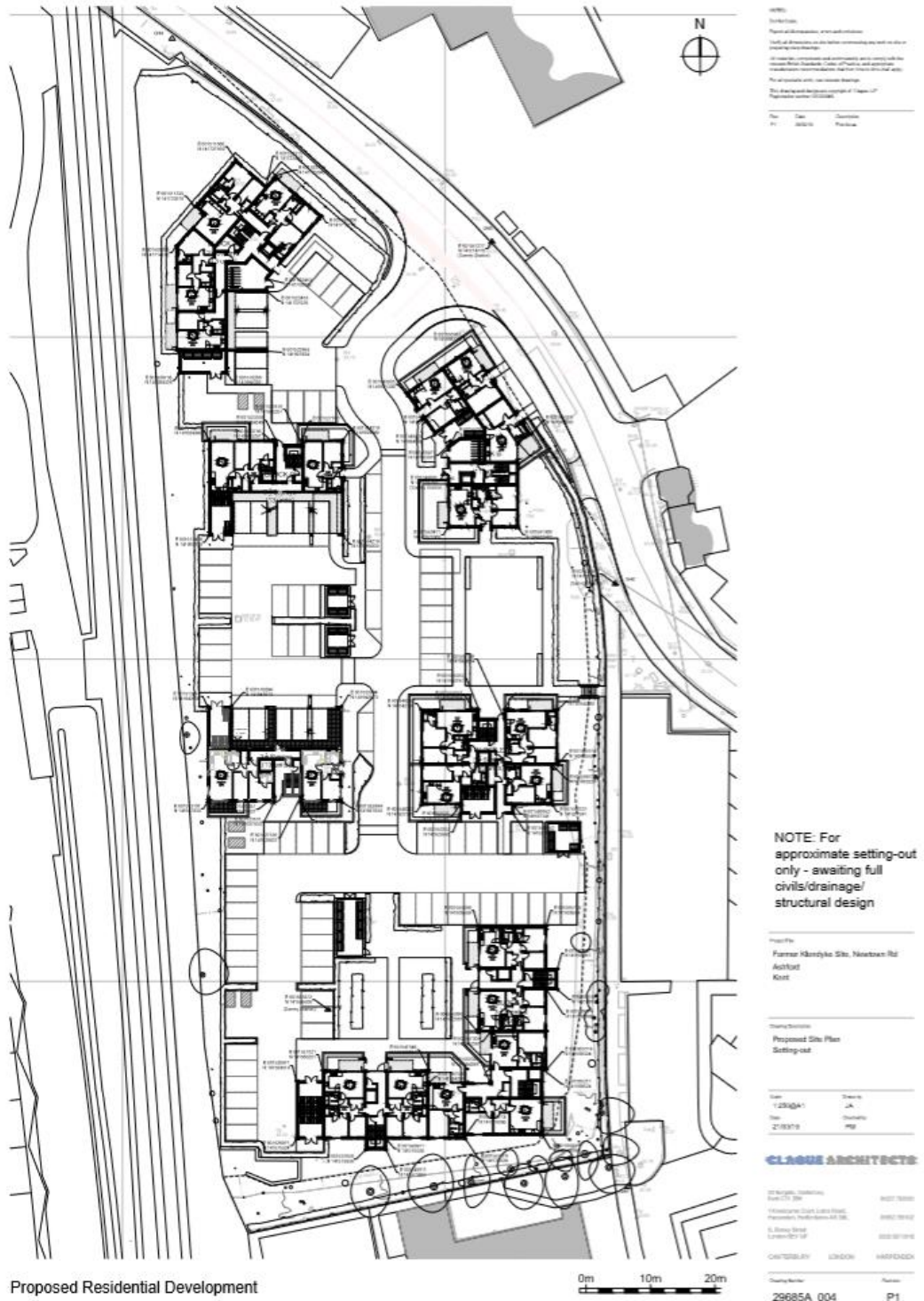


Figure 2: Proposed Plan



Figure 3: Andrew, Dury and Herbert Map from 1769



Figure 4: Hasted, 1798



Figure 5: Ordnance Surveyors Drawing, 1797

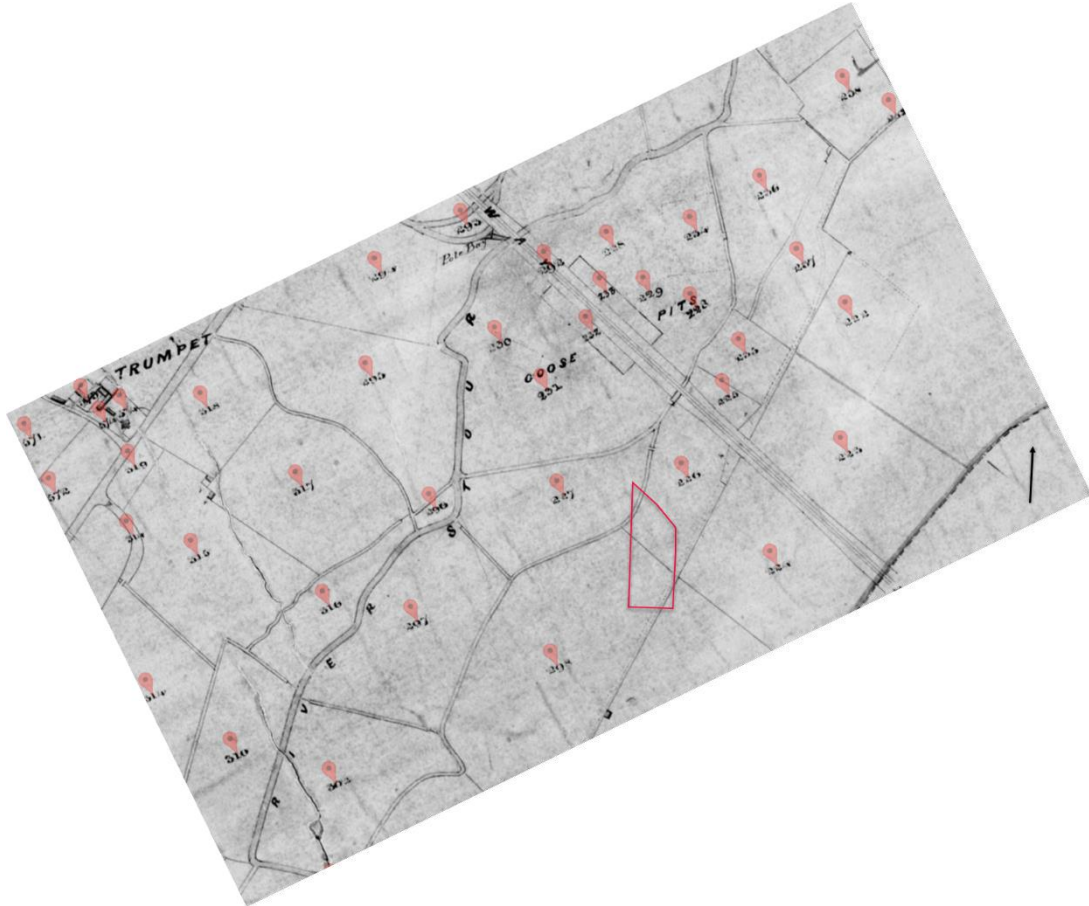


Figure 6: 1842 Tithe Map

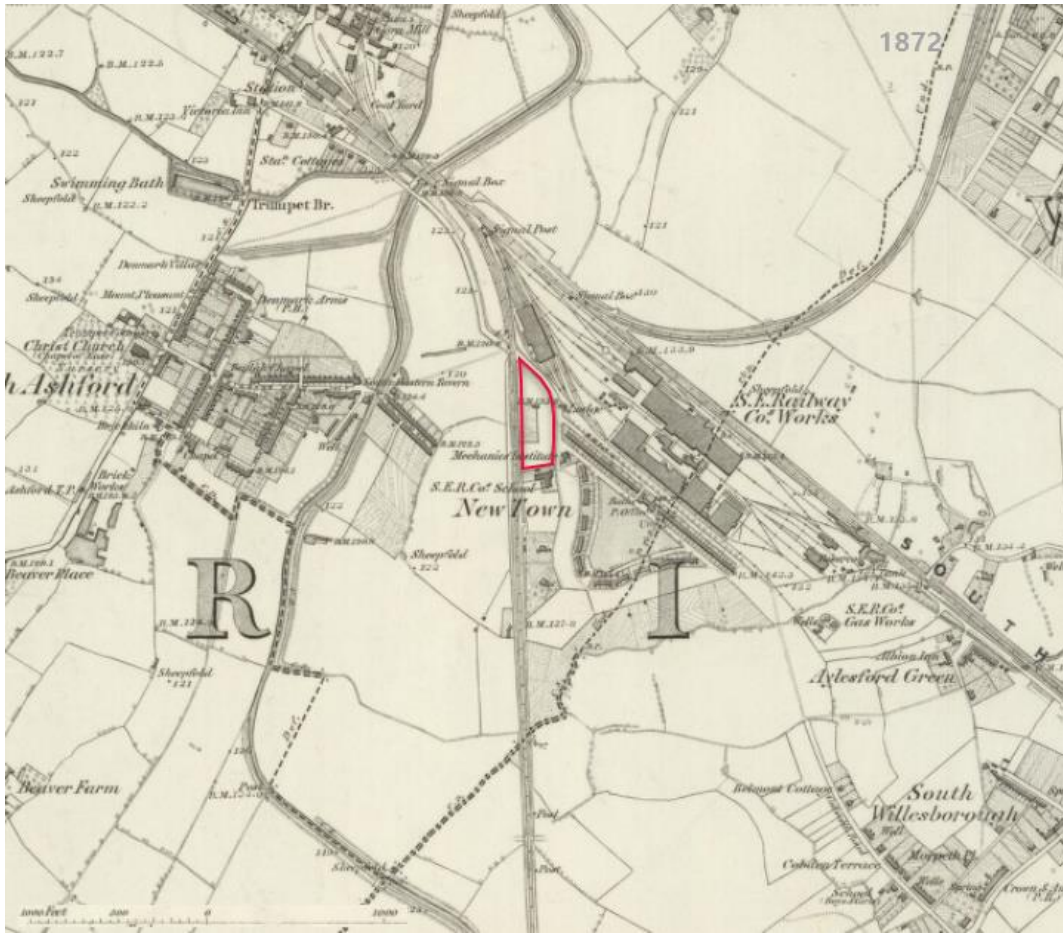


Figure 7: Historic OS Map 1872



Figure 8: Historic OS Map from 1896

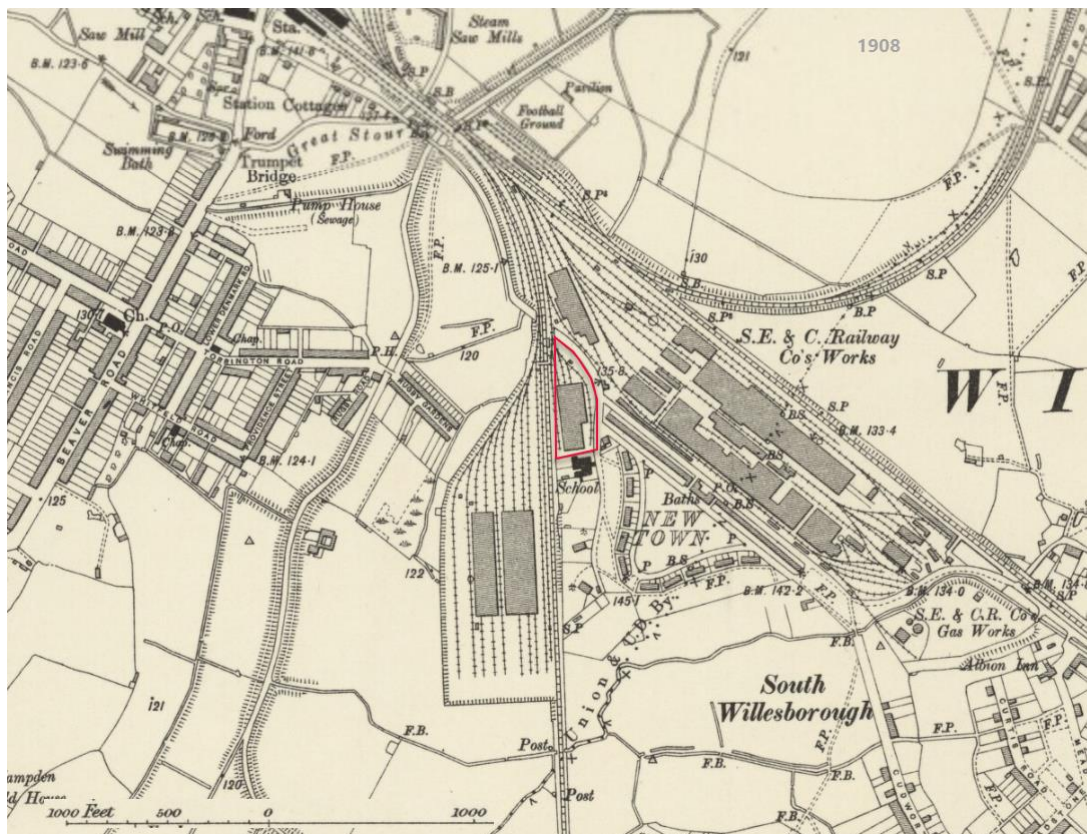


Figure 9: Historic OS Map 1908

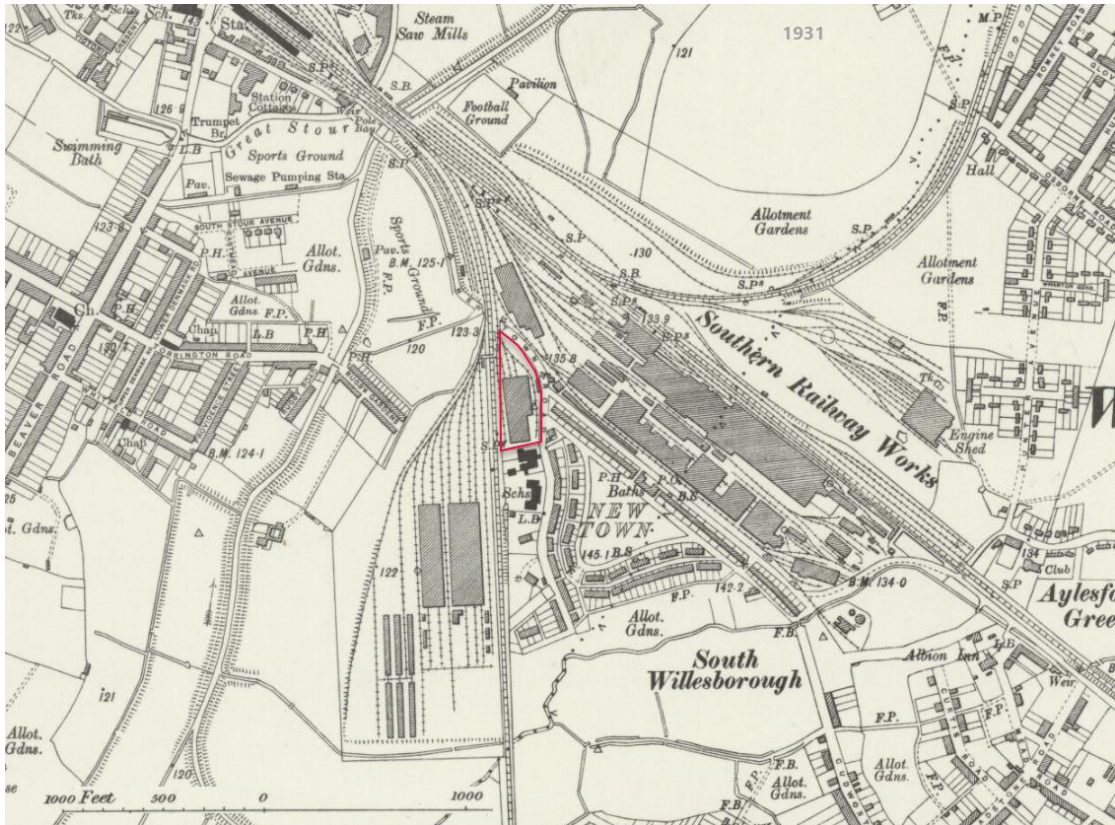


Figure 10: Historic OS Map 1931

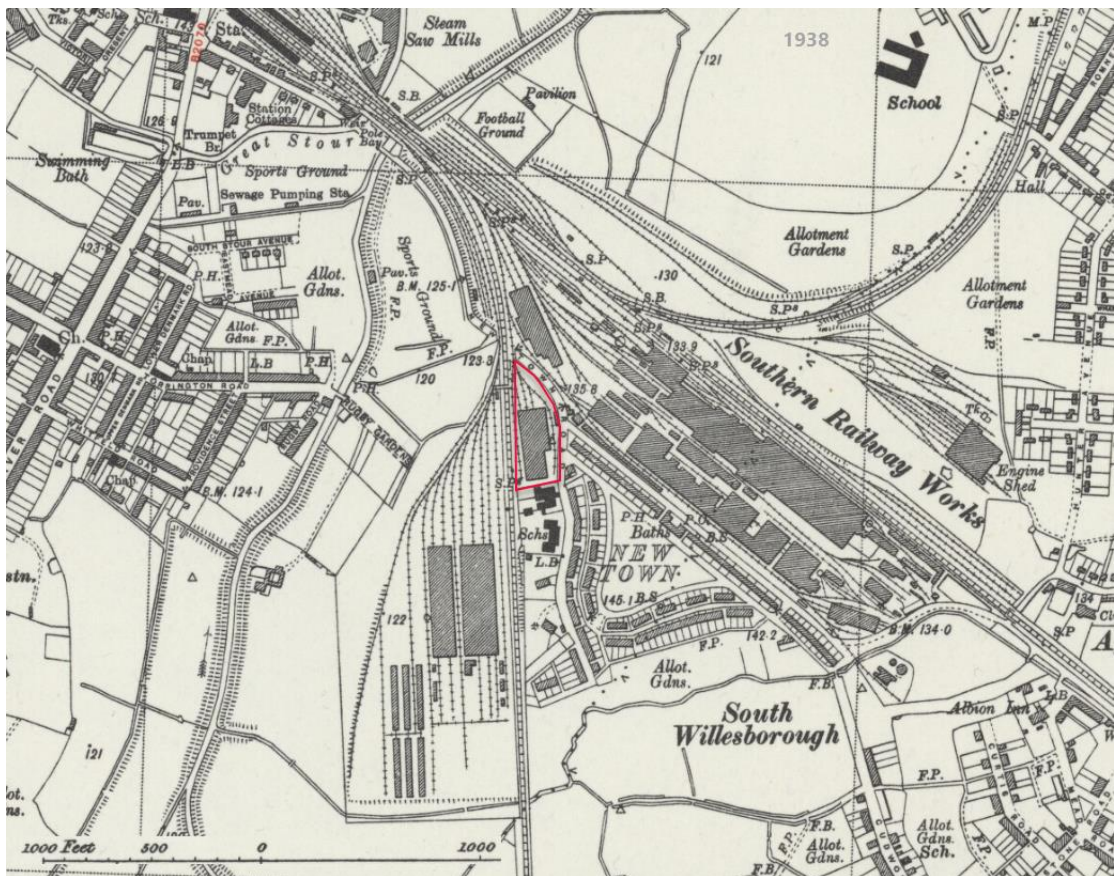


Figure 11: Historic OS Map 1938

11 APPENDIX 1 – KCC HER DATA (SEE FIGURES 12-15). ALL LOCATION DISTANCES TAKEN FROM THE CENTRE OF THE PDA.

KHER	Type	Location	Period	Description
	HLC			The PDA is in an area characterised by KCC Historic Landscape Characterisation of 'Post 1810 settlement (general)'. To the south west, is classified as 'miscellaneous valley bottom paddocks and pastures'.
TR 04 SW 75	Monument	c. 215m SW	Post Medieval	Kimberley works. Constructed on the W side of the Hastings branch line, as the 2nd part of SER's Works in 1906. Two large brick sheds for the repair and construction of rolling stock,
TR 04 SW 334	Listed Building	Adjoining PDA S	Post Medieval	Newtown Primary School. Grade II listed (1217768). Former School (St Theresa's) 1852. William Tress, architect. Stone rubble with ashlar dressings; later wings on SW of lighter stone. Tile roofs, plain and shaped tile bands alternating; Gothic ashlar stack on N. wing. Three wings with gable fronts to NE, the South wing set back; the S and N wings with slightly later C19 SW extensions; also short additional slightly later NW wing. Single-light, two-light and three-light windows, mostly trefoil and lancet headed; original windows with iron lattice tracery. In the three NE gable fronts from South are two paired lancets with iron tracery and crowning quatrefoils; centre gable front with short two-light trefoiled window, and tall triple lancet; projecting porch; North gable front with three lancets and tall gabled bellcote on verge of North Pitch, with gabled porch in side return. Interior C19 Crown post roofs; two tall lancets with iron lattice tracery comprising original SW end wall of South wing. South-Westernmost rear wing has been damaged by fire.

TR 04 SW 224	Listed Building	c. 145m N	Post Medieval to Modern	"Carriage Shop at Newtown Railway Works. Grade II listed (1389434). Built between 1858 & 1871, the former carriage shop is a brick building of 21 bays. In 1898, now a sawmill, it was extended & an Italianate water tower added. It contained a complete automatic fire extinguishing apparatus. Two parallel gabled red brick ranges with stone quoin pilasters and modern steel sheet roofs, the water tower roof is probably leaded. The original block was a brick building of 21 bays with tall rubbed round-headed arches, separated by pilasters. The building has a double pitched roof, framed internally by pairs of timber trusses supported in the centre by cast iron columns. The trusses have queen posts with princess rods and metal straps. The building in 1991 was used for wheel making and was one of the least altered of all the buildings in the railway works.
TR 04 SW 222	Listed Building	c. 165m NE	Post Medieval to Modern	Engine Shed. Grade II listed (1389435). Railway engine shed. c1860 for the South Eastern Railway. Built of red and yellow brick with a corrugated asbestos sheet roof. The original block comprises 14 bays by 3 bays and had three running lines entering its western end. The bays are recessed rectangular panels with rubbed brick round headed arches to round headed windows. The articulation of the bays is similar to the other shops of c1850 but not those of c1870, so a date between is indicated. The shed was extended a further 7 bays to the west in 1909-12 and later a single bay annexe 5 bays in length was added to the western end of the southern side.
TR 04 SW 245	Listed Building	c. 320m E	Post Medieval to Modern	Locomotive Erecting Workshops. Grade II listed (1389437). 1847-8, c1860, late C19, all for the South Eastern Railway and 1910-12 for the South Eastern and Chatham Railway. Largely brick construction with the roofs of angle steel with sheet covering, the 1909-12 section has steel framing as well. All in the mid-C19 workshop style of long parallel ranges with arcaded windows and wide span roofs

				over the roads. Until the C20 the extensions were of very similar construction and style to the original with only minor variations in height, width and spacing of the central brick arcades and minor differences in architectural detail.
TR 04 SW 309	Listed Building	c. 55m E	Post Medieval to Modern	Gate House to Railway Works. Grade II listed (1362862). Circa 1850 possibly by Samuel Beazley. Consists of a 2-storey lodge built of red brick with grey headers. Slate roof. Gabled ends with plain bargeboards. Simple sashes with verticals only. Round headed doorcase. Attached to the north-west is a brick clock tower of red brick slightly tapering towards the summit. The top stage is of yellow brick and has a triple opening on each side and a pyramidal cap with finial. Rusticated base. Modern extension on ground floor.
TR 04 SW 363	Listed Building	c. 75m E	Post Medieval to Modern	Former Acetylene Store. Grade II listed (1071021). C19. Red brick with red brick barrel-vaulted roof. 4 brick stacks on roof, paired on either side of centre. 3 large brick buttresses, in centre and at ends on each side. 2 doors in arched surrounds south-east end and 2 windows in arched surrounds at north-west end. Originally used for the storage of acetylene, in use for the lighting of railways carriages.
TR 04 SW 415	Building	c. 240m SE	Modern	George V pillar box. Letter Box Study Group Box Type: 24/3. Dates from 1922 to 1929.
TR 04 SW 56	Monument	c. 260m E	Post Medieval to Modern	Workshops, Newtown Railway Works. The locomotive workshops were the first main component of the site to be developed. The workshops comprised a range 1200ft long by up to 200ft wide, consisting of various shops & the main engine house.
TR 04 SW 58	Monument	c. 165m NE	Post Medieval to Modern	Balancing Shed, Newtown Railway Works. A small, open-ended brick building, built between 1898 and 1906. At time of survey the balancing machine was being dismantled, seemingly for preservation off site. There is no evidence of the building now.
TR 04 SW 61	Monument	c. 165m ESE	Post Medieval	Wagon shop, Newtown Railway Works. Apart from the machine shop, the shell of this building is all that survives of the 1850

				Carriage and Wagon Department of 1850. It is a single storey square block of 10 by 9 bays with the N-E corner cut away. On all four sides the elevations were articulated by rubbed brick double round-headed arches set in tall rectangular recesses. The eastern elevation has a plain parapet but recent re-roofing with a saw roof has destroyed all evidence of the former roof.
TR 04 SW 62	Monument	c. 200m ESE	Post Medieval	Machine Shop, Newtown Railway Works. Apart from the wagon shop, the shell of this building is all that survives of the Carriage and Wagon Department of 1850. The coal yard and chimney (pre-1871) on the north side of the machine shop have been removed.
TR 04 SW 63	Listed Building	c. 335m SE	Post Medieval to Modern	Paint Store, Newtown Railway Works. Grade II listed (1389436). Built between 1850-1871, the paint store is the only surviving building on the site with fire-resistant features. It was latterly used as an electroplating shop & is now a workshop. Built of yellow brick with a Welsh slate roof with central glazed louvre. This is a single storey building approximately 12.2m x 8.9m divided into two units by a brick party wall. The north elevation originally had four tall, round, rubbed-brick headed windows set in rectangular recesses; the first and third from the left of these are now doors.
TR 04 SW 64	Monument	within PDA	Post Medieval to Modern	Klondyke Carriage Works, Newtown Railway Works. The Klondyke works was built in 1898 as part of extension to railway carriage works which was continued in 1906 with the construction of the Kimberley works (since demolished). Large brick single storey shed with pair of 3 bay gable ends and smaller workshop range on east side. Paired pedimented gables on S and W sides. Six tracks entered via doors in the N end. Roof of main shed features original iron trusses supported on central row of cast iron columns. The works were used for the regular repair and maintenance of rolling stock. Building since demolished

TR 04 SW 67	Monument	c. 265m ESE	Post Medieval to Modern	Channel house. Part of a late C19 wall is incorporated into the modern building (post 1968). It is now decorated with a mural.
TR 04 SW 7	Monument	c. 515m E	Late Bronze Age	Late Bronze Age features at Hunter Avenue. A small number of late Bronze Age features including a number of ditches, post holes and unidentifiable features. Finds consisted of Bronze Age pottery and struck flint.
TR 04 SW 475	Building	c. 535m W	Post Medieval to Modern	Former Beulah Chapel, Lower Denmark Road. Latterly United Methodist Chapel, is shown on the 1862-75, 1897-1900, 1907-23 and 1929-52 (U M Chapel) maps. It is also shown on the current O/S map but not named - it is currently unused. No further information is available.
TQ 84 SW 1	Monument	c. 350m NE	Post Medieval to Modern	London and Dover Railway. The earliest of the London - Dover main lines, built by the South Eastern Company, incorporated in 1836 and completed by 1844.
TR 15 NE 1063	Monument	c. 380m NE	Post Medieval to Modern	Ashford and Margate Railway. Branch Railway between Ashford and Margate built by the South Eastern Railway in 1846.
TQ 92 NW 80	Monument	Adjoining PDA W	Post Medieval to Modern	Ashford & Hastings Railway. The Ashford and Hastings Railway opened in 1851, following an acrimonious battle between the South Eastern which gained controlling powers, and the London, Brighton and South Coast Railway Companies. On opening day, the line's terminus at Bo peep Junction was opened to give access to the LBSCR's link to Hastings and St Leonards station (later St Leonards Station), but blocked by the SER to prevent through access. A court injunction was obtained by the LBSCR and it wasn't until 1870 that LBSCR trains were allowed to stop at St Leonards (Warrior Square).
TR 04 SW 55	Monument	Adjoining PDA	Post Medieval to Modern	Newtown Railway Works. 1847 locomotive and carriage works for the South Eastern Railway. The complex consists of various locomotive related shops and sheds as well as a lodge, clock tower and kiln.

Figure 12: Gazetteer of KHER Records

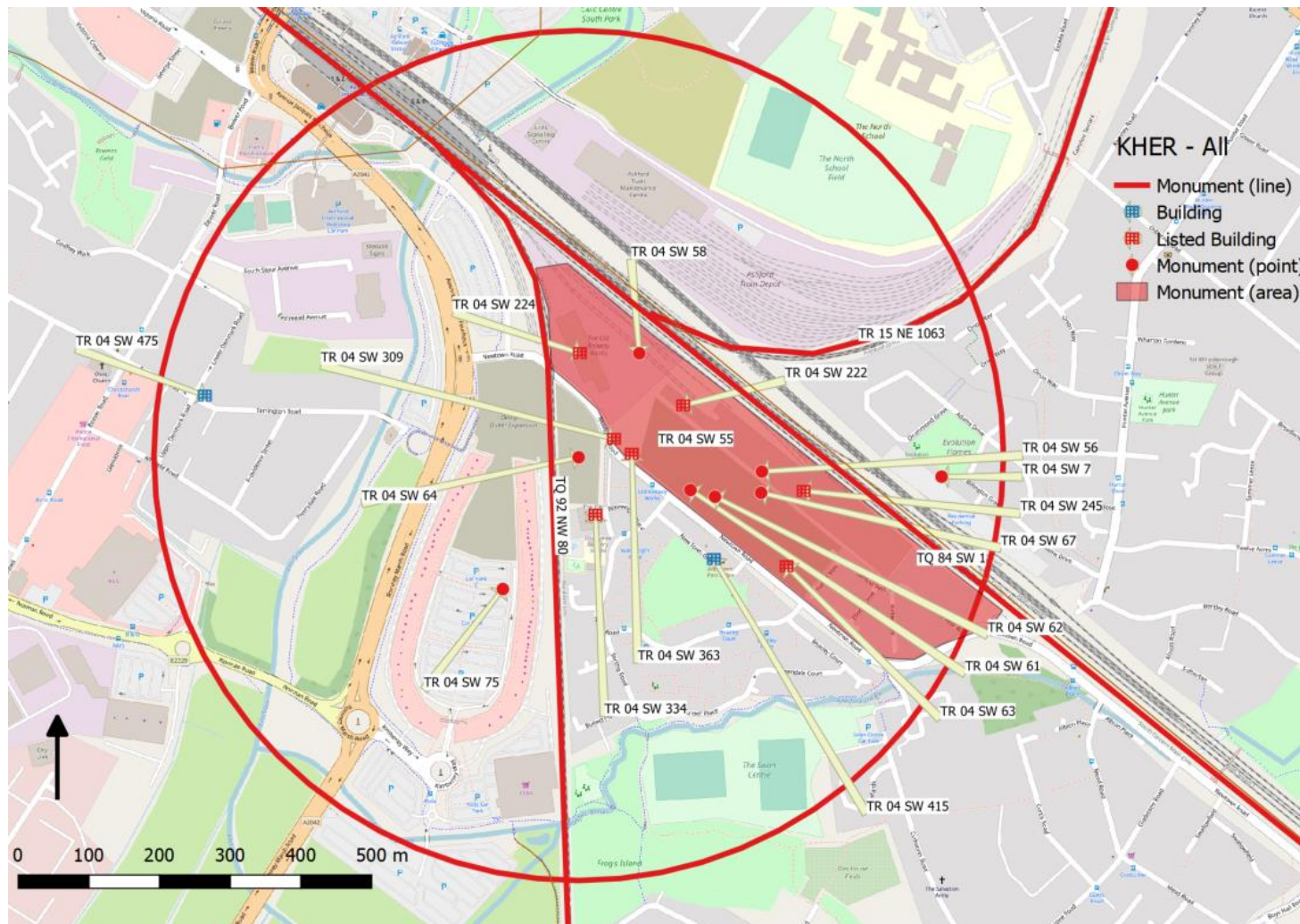


Figure 13: KHER Monument Record Map

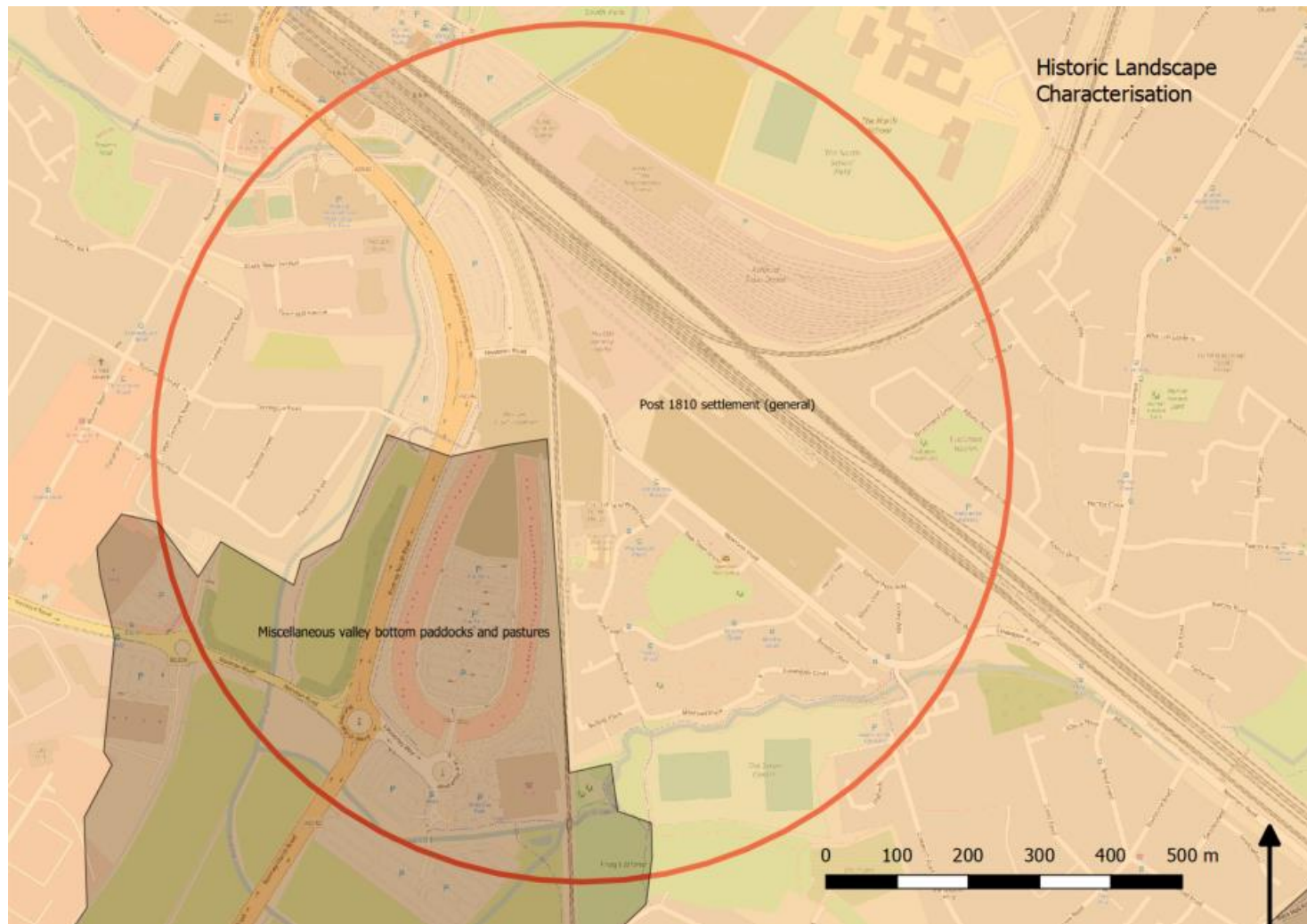


Figure 14: KHER Historic Landscape Character

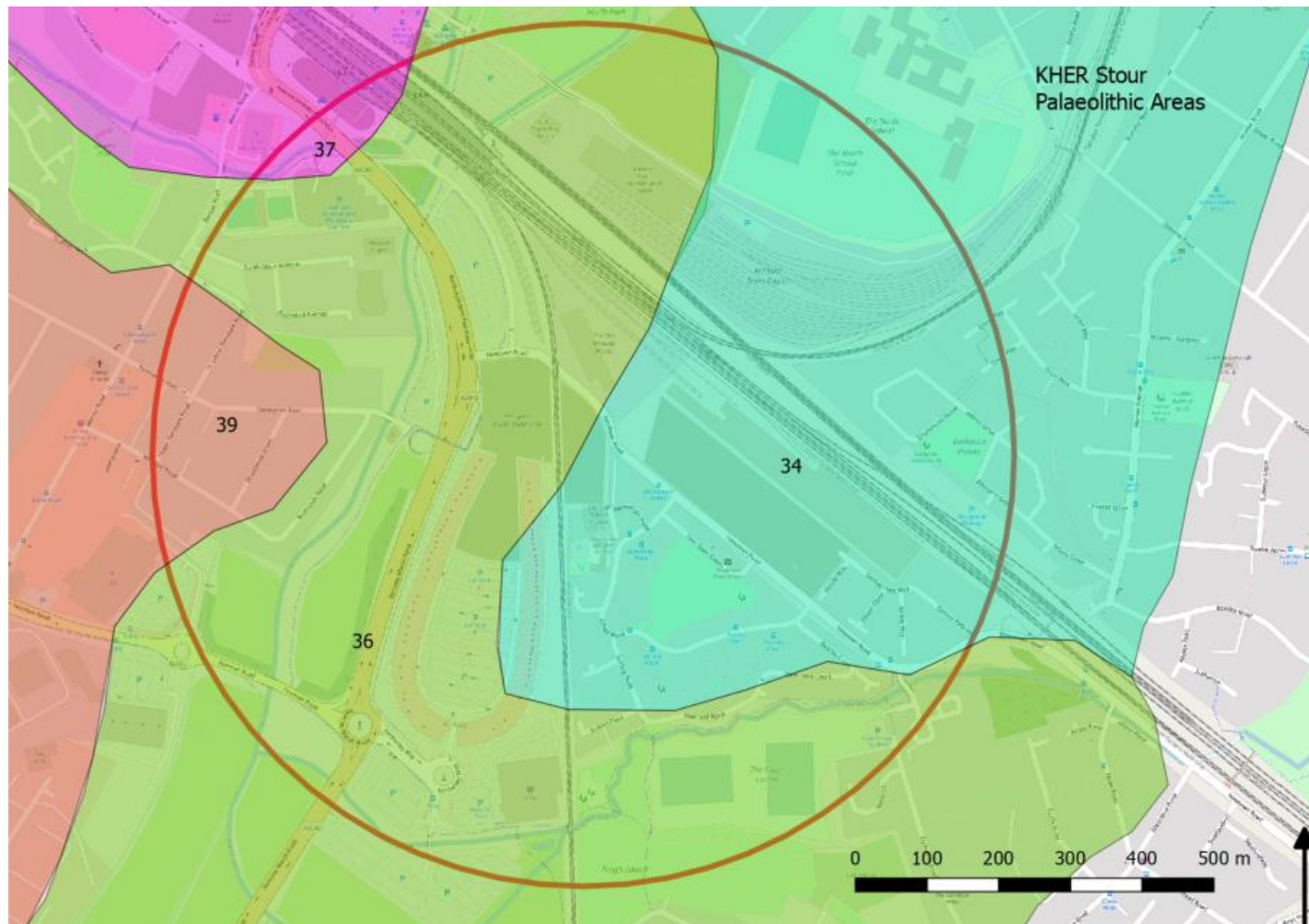


Figure 15: KHER Stour Palaeolithic Areas



Plate 1: 1940s. All at an altitude of 909m (Google Earth).

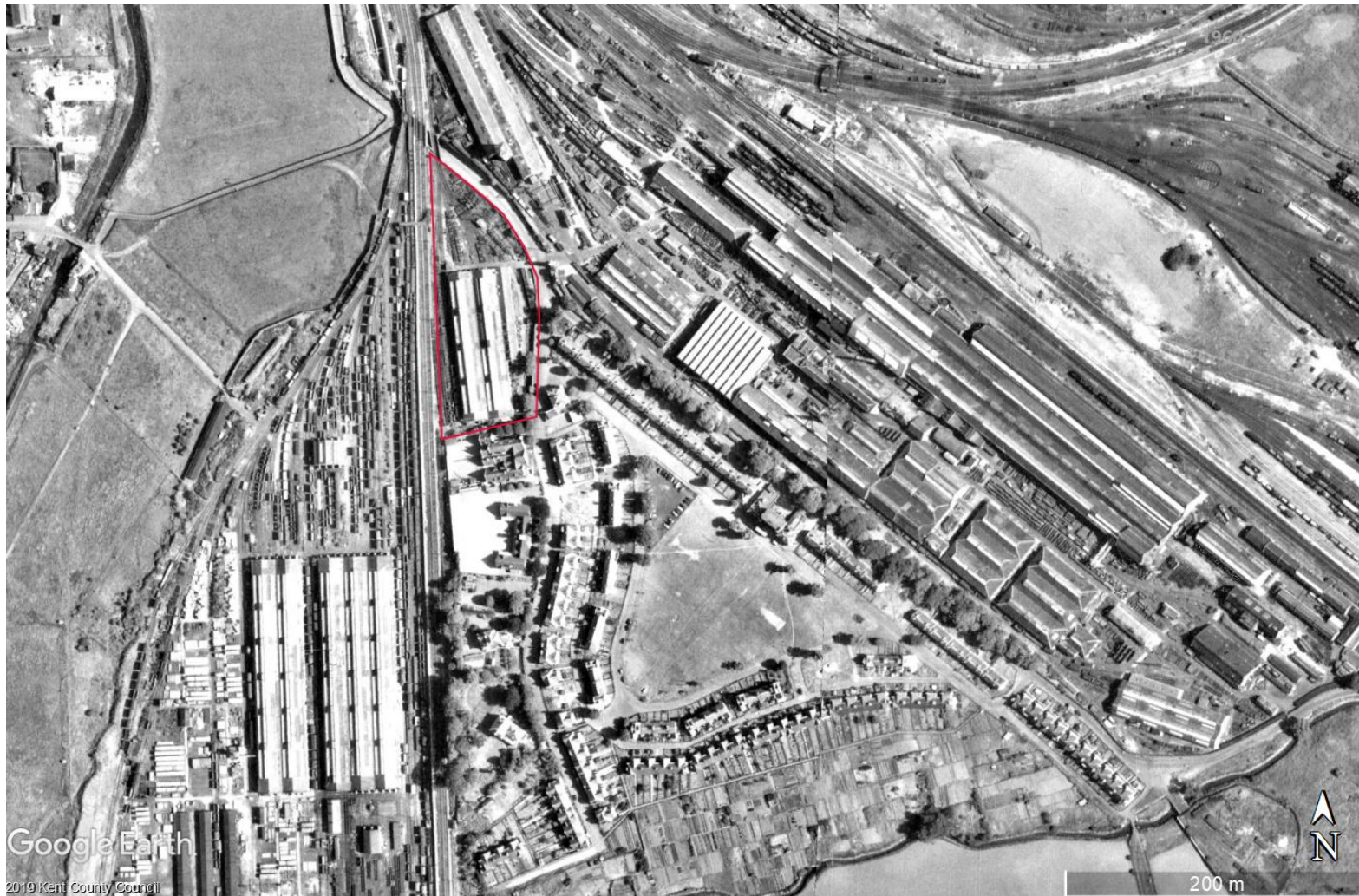


Plate 2: 1960 (Google Earth)



Plate 3: 1990 (Google Earth)

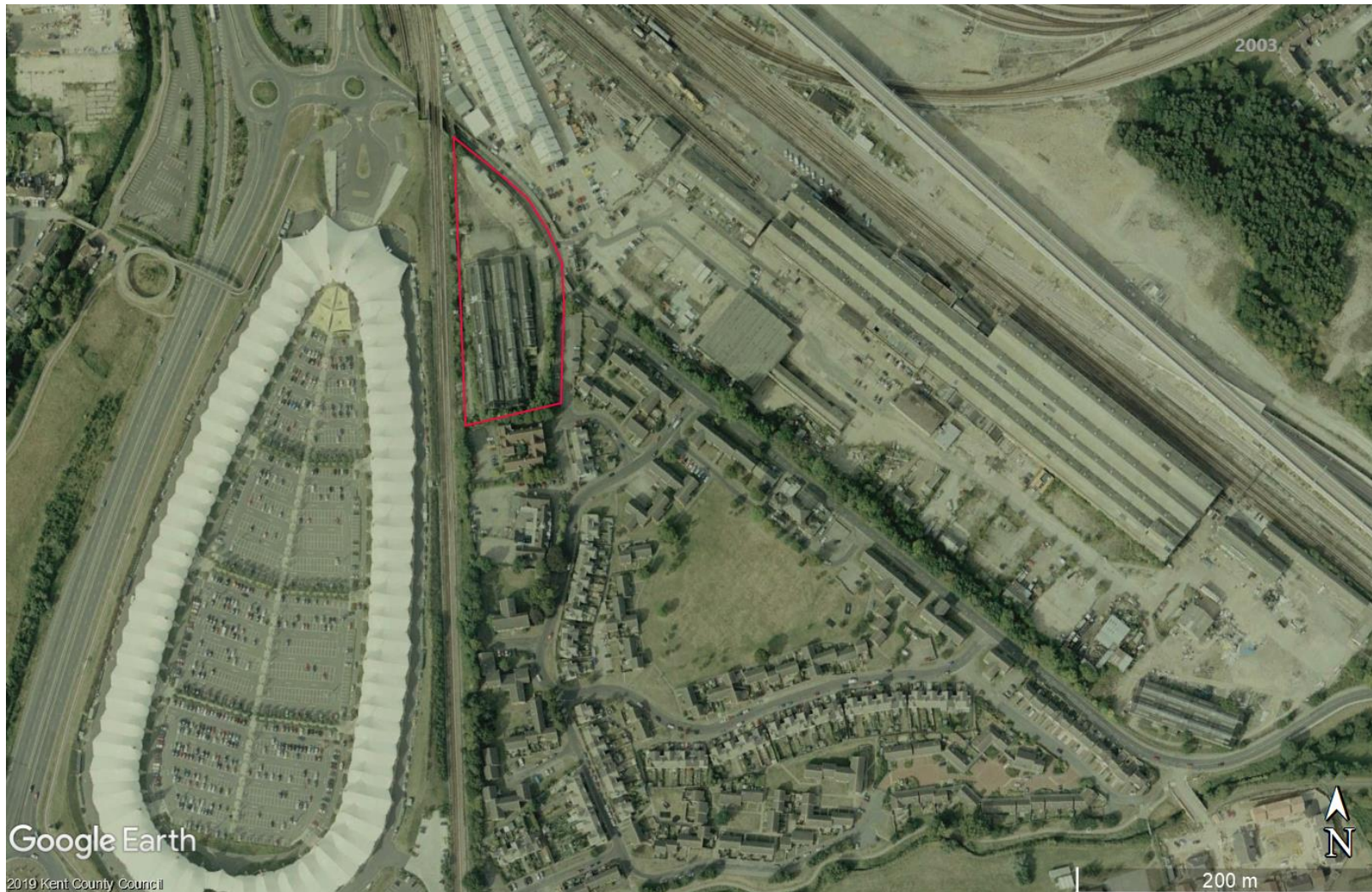


Plate 4: 2003 (Google Earth)

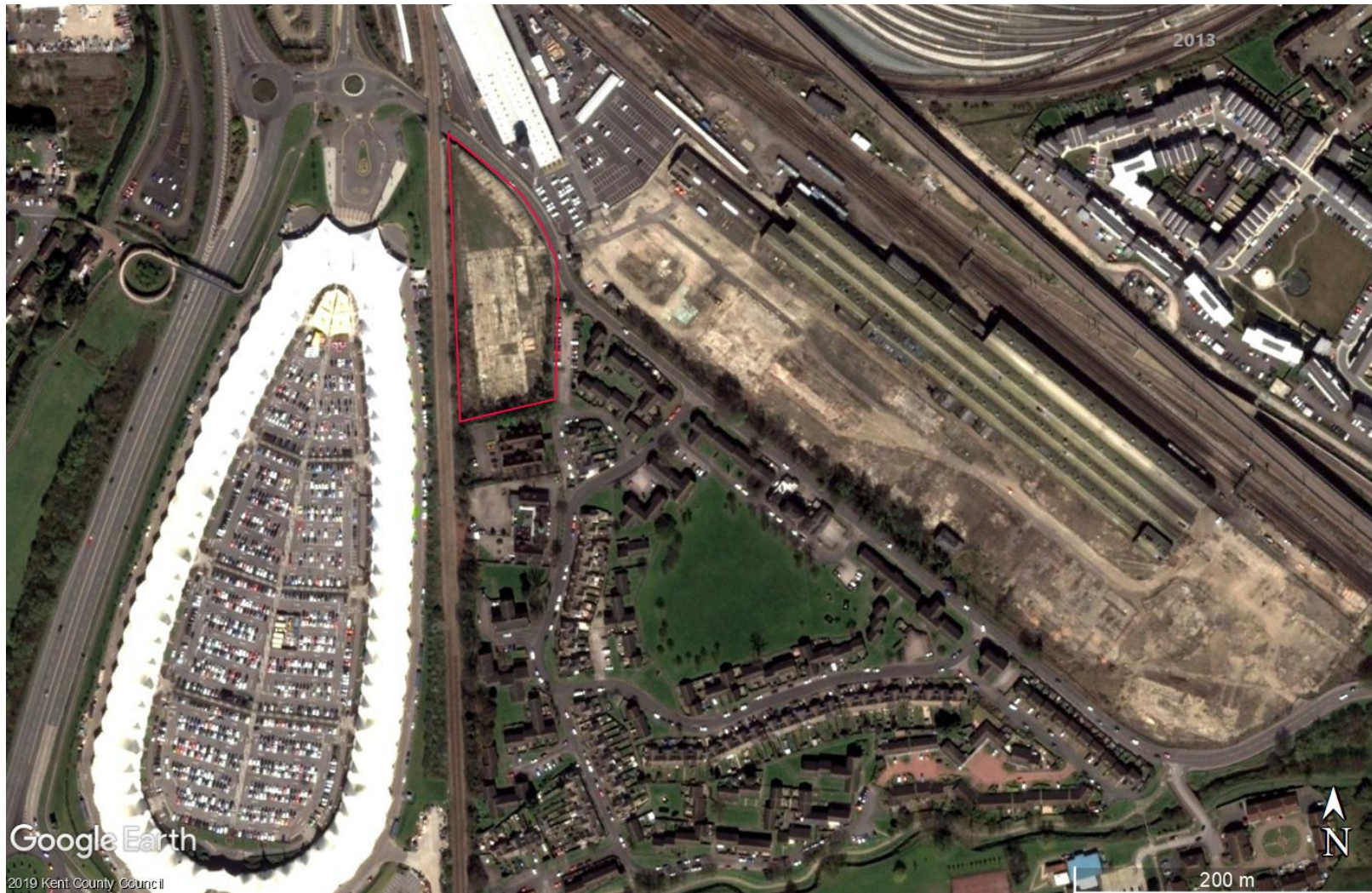


Plate 5: 2013 (Google Earth)



Plate 6: 2017 (Google Earth)



Plate 7: View of the PDA (facing W)



Plate 8: View of the PDA (facing SW)



Plate 9: View of the PDA eastern boundary (facing S)