



**Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at 60A Priory Street, Tonbridge, Kent, TN9 2AW**

January 2022

# Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at 60A Priory Street, Tonbridge, Kent, TN9 2AW

National Grid Reference TQ 58899 45783



Report for Skillcrown Homes

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SWAT Archaeology

## **Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at 60A Priory Street, Tonbridge, Kent, TN9 2AW**

### **Summary**

*SWAT Archaeology has been commissioned by Skillcrown Homes to prepare an Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at 60A Priory Street, Tonbridge, Kent, TN9 2AW. 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 Application Site is situated close to Tonbridge town centre and approximately 0.25 miles from the railway station on the southern side of town. The proposed development area is currently a hard landscaped area used as a commuter car park having previously been a Jewson's Depot. The Site is accessed from an entrance on the western side of Priory Street. Within the PDA there are a number of buildings, all of 20th century date except for one that was built by 1897. The PDA is primarily surrounded by residential housing located along Priory Street to the east. Pembury Road to the south west and Priory Walk to the north.*

*The assessment has generally shown that the area to be developed is within an area of high potential for the Post Medieval period, with low potential for all other periods. Research suggests that the land the area was agricultural possibly associated with the Priory that was located to the north of the PDA and later Priory Farm and initially appears to have been part of the flood plain. The PDA boundaries were set out by 1867 as a timber yard as the settlement of Tonbridge expanded southwards in the 19th century. Since then, the PDA has been in commercial use and had various ownerships.*

*As a result, there have been many buildings that have come and gone across the Site particularly in the northern half of the PDA although one appears to remain since at least 1897. There is the potential to find the foundation remains of earlier buildings on the site and for understanding the early use and chronology of the site although this would only be of local significance.*

*9.1.3 The various buildings that have occurred across the PDA particular the current modern buildings would have significantly disturbed any potential archaeology. The greatest opportunity potentially for any possible surviving archaeology with the least disturbance is in the eastern and south eastern part of the PDA. With the proposed development likely to cause a high impact to any potential archaeology, 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 recommended given the historical disturbance for there to be a watching brief in case of any surviving archaeology*

## **1 INTRODUCTION**

### **1.1 Project Background**

1.1.1 Swale & Thames Survey Company (SWAT) was commissioned by Skillcrown Homes (the 'Clients'), to carry out an archaeological desk-based assessment of the proposed development area (Application Site) of land at 60A Priory Street, Tonbridge, Kent. National Grid Reference (NGR) TQ 58899 45783 (Fig 1).

### **1.2 The Site**

1.2.1 The Application Site is situated close to Tonbridge town centre and approximately 0.25 miles from the railway station on the southern side of town. The PDA is currently a hard landscaped area used as a commuter car park having previously been a Jewson's Depot. The Site is accessed from an entrance on the western side of Priory Street. Within the PDA there are a number of buildings, all of 20<sup>th</sup> century date except for one that was built by 1897. The PDA is primarily surrounded by residential housing located along Priory Street to the east. Pembury Road to the south west and Priory Walk to the north. Aside from residentially housing, there are a few exceptions. On the northern side of the entrance is a commercial building and to the south west on Pembury Road is a veterinary surgery and Children's nursery. The entire PDA is an area of circa 0.66 of an acres. The Application Site is on broadly level ground from 28m aOD at the northern end to 29m aOD at the southern end as the land begins to rise up from the low point of the River Medway to the north (Fig. 1).

#### *Geology*

1.2.2 The British Geological Society (BGS 1995) shows that the local geology at the Application Site consists of Wadhurst Clay Formation – Mudstone. Immediately to the north is Tunbridge Wells Sand Formation - Sandstone and Siltstone, Interbedded. There are no superficial deposits at the PDA, although just to the north are River Terrace Deposits (Undifferentiated) - Clay and Silt and Alluvium associated with the River Medway. However, the resolution of the BGS mapping can sometimes means that boundaries between different deposits can vary and are not always completely accurate.

#### *Geotechnical Information*

1.2.3 There is no geotechnical information for the PDA.



### **1.3 The Proposed Development**

- 1.3.1 The proposed development is for 11 no. 2.5 storey, 3 bed 5 person houses with associated parking, amenity and landscaping (Fig.2).

### **1.4 Scope of Document**

- 1.4.1 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 archaeological 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.

2.1.2 The National Planning Policy Framework was updated in July 2018, revised in February 2019 and July 2021 is the principal document which sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework in which Local Planning Authorities can produce their own distinctive Local Plans to reflect the needs of their communities.

### **2.2 National Planning Policy Framework (NPPF)**

2.2.1 The Historic Environment, as defined in the National Planning Policy Framework (NPPF 2021): 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.'*

2.2.2 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. It includes designated heritage assets and assets identified by the local planning authority (including local listing).'*

2.2.3 NPPF Section 16: Conserving and enhancing the historic environment sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process. The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers, and owners of heritage assets adopt a consistent approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.

2.2.4 Paragraph 190 of the NPPF states that:

‘Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- a) The desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- b) The wider social, cultural, economic, and environmental benefits that conservation of the historic environment can bring;
- c) The desirability of new development making a positive contribution to local character and distinctiveness; and
- d) Opportunities to draw on the contribution made by the historic environment to the character of a place.’

2.2.5 Paragraph 194 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. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.’*

2.2.6 Paragraph 195 of the NPPF states that:

*‘Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account to the available evidence and any necessary expertise. They 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.'*

2.2.7 The NPPF, Section 16, therefore provides the guidance to which local authorities need to refer when setting out a strategy for the conservation and enjoyment of the historic environment in their Local Plans. It is noted within this, that heritage assets should be conserved in a manner appropriate to their significance.

2.2.8 The NPPF further provides definitions of terms in the glossary 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 (for heritage policy).*** *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. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance'.*
- ***'Setting of a heritage asset.*** *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'.*

2.2.9 The NPPF advises local authorities to take into account the following points in paragraph 197 when drawing up strategies for the conservation and enjoyment of the historic environment;

- a) the desirability of sustaining and enhancing the significance of heritage assets and preserving them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development in making a positive contribution to local character and distinctiveness'.*

2.2.10 Paragraphs 199 and 204 consider the impact of a proposed development upon the significance of a heritage asset.

2.2.11 Paragraph 199 emphasises that when a new development is proposed, 'great weight should be given to the asset's conservation (and that the more important the asset, the greater this weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.

2.2.12 Paragraph 200 notes that:

*'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional'.*

2.2.13 Paragraph 201 states that:

'Where a proposed development will lead to substantial harm (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.'

2.2.14 Conversely, paragraph 202 notes that *‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use’*.

2.2.15 The NPPF comments in paragraph 207, proffers that *‘not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole’*.

2.2.16 Paragraph 204 states that *‘Local Planning Authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred’*.

2.2.17 Paragraph 206 encourages Local Planning Authorities to *‘look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably’*.

2.2.18 Any LPA based on paragraph 208, *‘should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies, but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies’*.

2.2.19 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.*

2.2.20 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.

2.2.21 In addition to the NPPF, statutory protection and guidance documents are also provided to certain classes of designated heritage assets under the following list:

- *Planning (Listed Buildings and Conservation Areas) Act (1990);*
- *Ancient Monuments and Archaeological Areas Act (1979);*
- *Planning Practice Guidance: Conserving and enhancing the historic environment*

## **2.3 Local Policies**

2.3.1 The Application Site predominately sits within the area of Tonbridge and Malling Borough Council (TMBC).

### *Tonbridge and Malling Borough Council Local Development Framework Core Strategy*

2.3.2 TMBC adopted the Local Development Framework Core Strategy on 25 September 2007. It set out the Council's vision, aims and objectives which will determine the future pattern of development in the Borough over the period up until 2021 and the way in which the social, economic and environmental needs of the area can be delivered in the most sustainable way. The key policies relevant to this assessment are:

2.3.3 CP1/3 - 'The need for development will be balanced against the need to protect and enhance the natural and built environment. In selecting locations for development and determining planning applications the quality of the natural and historic environment, the countryside, residential amenity and land, air and water quality will be preserved and, wherever possible, enhanced.'

2.3.4 CP24/1 – 'All development must be well designed and of a high quality in terms of detailing and use of appropriate materials, and must through its scale, density, layout,

siting, character, and appearance be designed to respect the site and its surroundings’.

This applies whether it is a natural or historic resource.

- 2.3.5 CP25/2 – ‘Where development that causes material harm to a natural or historic resource is exceptionally justified, appropriate mitigation measures will be required to minimise or counteract any adverse impacts. Where the implementation of appropriate mitigation is still likely to result in a residual adverse impact then compensatory measures will be required.’ Acceptable mitigation measures could be enhancement of the character of a Conservation Area or restoration of a Listed Building or its setting.
- 2.3.6 In addition, Tonbridge and Malling Borough Council has under the Local Development Framework, the Managing Development, and the Environment Development Plan Document (adopted in April 2010). It applies existing and emerging national and regional policies at the local level. This plan has the following policies appropriate to archaeology:
- 2.3.7 SQ1- 1. ‘Proposals for development will be required to reflect the local distinctiveness, condition, and sensitivity to change of the local character areas as defined in the Character Area Appraisals SPD.
- 2.3.8 2. All new development should protect, conserve and, where possible, enhance:
- (a) the character and local distinctiveness of the area including its historical and architectural interest and the prevailing level of tranquility;
  - (b) the distinctive setting of, and relationship between, the pattern of settlement, roads and the landscape, urban form, and important views; and
  - (c) the biodiversity value of the area, including patterns of vegetation, property boundaries and water bodies.’
- 2.3.9 SQ2 – ‘Buildings included within the Local List of Buildings of Architectural or Historic Interest adopted by the Council will be retained wherever possible and protected from development that would harm their setting or local historic or architectural interest’.
- 2.3.10 SQ3 – ‘Development will not be permitted where it would harm the overall character, integrity or setting of the Historic Parks and Gardens identified on the Proposals Map and listed in Annex SQ3, or which might prejudice their future restoration’.



*Tonbridge & Malling Borough Council Local Plan Regulation 22 Submission*

2.3.11 TMBC has prepared a new borough-wide Local Plan focused on the period up to 2031. However, it has been subsequently withdrawn and therefore has not been considered.

*Local Planning Guidance*

2.3.12 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 Skillcrown Homes 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 historic environment investigation and is intended to inform and assist in decisions regarding the historic environment along with mitigations 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 (KHER) 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 11.

*Aerial photographs*

4.2.6 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1-5).

*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 and Heritage Assets.
- Making a note of any surface scatters of archaeological material.
- Identifying constraints or areas of disturbance that may affect archaeological investigation.
- Understand the setting of known Heritage Assets and the wider landscape.

4.2.9 The results of the walkover survey are detailed in Section 5 of this document.

## 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 centred on the Application Site), followed by a full record of archaeological sites, monuments and records within the site's immediate vicinity. There were no Scheduled Monuments, Registered Parks and Gardens or NMP cropmarks within the search 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
<b>Table 1: Classification of Archaeological periods</b>		

### 5.2 Designated Heritage Assets

5.2.1 There is just one designated heritage asset of a Grade II listed building of the Old School House located on the corner of Pembury Road and St Stephens Street circa 110m west of the PDA. The school was built in 1871 and is located alongside to the non-designated Almshouses built in 1874. Given the urbanised nature of the area with houses in between the PDA and the designated asset there is no intervisibility and the PDA does not form part of its setting.

5.2.2 The HER also records designated protected military remains (PMR) located circa 240m to the north of the PDA (TQ 54 NE 332). A PMR under the Protection of Military Remains Act 1986 is where the wreckage of all military aircraft (UK or other nations) that crashed in the United Kingdom, in United Kingdom territorial waters or in United Kingdom controlled waters are automatically protected irrespective of whether there was loss of

life or whether the wrecking occurred during peacetime or in a combat. The PMR has been located to a general grid square, not necessarily reflecting its actual location. There is no evidence to suggest it affects the area of the PDA.

### **5.3 Previous Archaeological Works**

5.3.1 Very few below ground archaeological events have taken place within the assessment area most likely due to the lack of opportunity. A watching brief was undertaken in 1998 at the rear of 11-17 Priory Road circa 71m to the north of the PDA in an area that would have been closer to that of the demolished priory and no archaeological finds or features were found (EKE5383).

5.3.2 A further watching brief was undertaken at 25 Priory Road in 2010 circa 100m north of the PDA and no archaeological finds or features were observed given the previous disturbance at that site (EKE11209).

5.3.3 To the south, south east of the PDA towards the out reaches of the 500m radius assessment area, an evaluation was undertaken in 2010 at the site of Tonbridge Grammar School for Girls. There were 13 trenches in all, and no archaeological features were found and the only find were late Post Medieval/modern in date likely due to the previous landscape terracing across the site (EKE10959).

5.3.4 The remaining events seen in Figure 16 relate to desktop assessments.

### **5.4 Archaeological and Historical Narrative**

5.4.1 Excavations in the 1960s established the presence of an Iron Age hill fort at Castle Hill on the outskirts of Tonbridge to the south east. Mesolithic and Bronze Age implements were also found there although it is uncertain whether the site was permanently occupied. However, a trackway runs north-south through Tonbridge which dominated the natural North-West to South-East route that the A21 follows today and exercised indirect control over the river crossing at Tonbridge, which has always been a vital and strategic point on a much used north-south route across the Weald.

5.4.2 There is no known Roman occupation in the area, but isolated finds have been noted in the town. There is also little evidence that Tonbridge was a major Saxon centre but is believed to have developed in the late Saxon period. Situated within the great forest of

Andredsweald, the original settlement at Tonbridge appears to have evolved in a riverside clearing in the forest, on the line where several tracks from the North Downs to the Weald converged at a crossing point of the river Medway. The crossing would originally have been a ford, but there may have been a bridge at some time between the ninth century. The Domesday Survey of 1086 records that the “lowry of Tonbridge with its fortress” had been awarded to Richard de Fitzgilbert (the lowry was an appropriated area whose revenues were devoted to the upkeep of the castle and garrison).

- 5.4.3 The name Tonbridge indicated it was a bridge beside a farmstead. In old English it was tūn bry cg and in 1086, named Tonebridge, before becoming Tunbrigġ in 1206 and Tunbridge by 1610. Circa 1890, the Local Board had decided that Tonbridge should be spelled with an 'o', not a 'u', thereby helping to distinguish Tonbridge from Tunbridge Wells
- 5.4.4 The earliest Norman (and probably wooden) castle was burnt down in 1088 by William II. It was replaced over the next few years. In 1215, King John attacked and seized Tonbridge Castle, which he retained until his death the next year. The de Clare family, who held Tonbridge at this point, had been key figures relating to the Magna Carta. Between 1230-60, the stone castle is built including the gatehouse which still survives today.
- 5.4.5 The de Clare family also constructed a bank and ditch around the town, which is situated to the north of the Medway and known as the ‘Fosse’. This encompassed the town on all sides, except where the river or its tributaries form a boundary. was an earth bank or rampart, up to 10 metres wide and up to 4.5 metres high. Outside this there was a ditch about 6 metres wide and 2.5 metres deep, parts of which may have been filled directly from the river, while others collected rainwater or were dry. The total length was about 800 metres. Parts of the Fosse can still be traced today.
- 5.4.6 Although the town’s medieval prosperity was founded on its strategic location and role in the cloth trade, it now also seems apparent that ironworking was carried out on an industrial scale in the heart of the town in the 12th century, if not earlier. In 1262 Gilbert de Clare, lord of Tonbridge, supported Simon de Monfort in an unsuccessful rebellion against Henry III. In 1264, the king set fire to the town and took control of the castle. It is likely that most buildings in Tonbridge, save the castle, church and priory, were



wooden and much of the town is likely to have been destroyed. The local iron industry probably declined rapidly at this time.

- 5.4.7 In 1124 a priory was established in the area of Tonbridge railway station, just north of the PDA by Richard Fitz Gilbert de Clare, and the main parish church of St Peter and St Paul is also thought to have been founded in the 12th century. The priory was destroyed by fire in 1337 and then rebuilt. The priory was disestablished in 1523 ahead of the dissolution. From 1551 to 1558, the possessions of Tonbridge priory were in the hands of the Earl of Warwick and then Cardinal Pole. After reverting to the Crown for a short period there were many other owners who allowed the buildings to become ruinous. The building stood in 1735 but was apparently a ruin by 1780. The remains of the priory were finally demolished in 1842 when the South Eastern Railway built the railway through Tonbridge, the original Tonbridge station standing on its site.
- 5.4.8 By 1326, through a sister of the last Earl, the castle came to the Stafford family. In 1520, Edward Stafford, Duke of Buckingham, friend and companion of Henry VIII found guilty of treason and executed, and the castle passes to Henry VIII, who also builds a narrow 5 arched sandstone bridge over the Medway. After the Civil War, the castle was partly demolished and much of its masonry systematically sold off. Stone from the towers, walls and keep sold by Hooker to build bridges and locks during the canalisation of the Medway.
- 5.4.9 During the Civil War the town was garrisoned by the Parliamentarian side; Royalist sympathisers made several attempts in 1643 to take the town but were repulsed. The historic core of the town still contains a large number of working buildings dating from the 15th century.
- 5.4.10 In the Georgian period, the river Medway ran through five channels and south of the river, the road ran over a series of hump-backed bridges across land that frequently flooded. The road split with the eastern spur running past the priory buildings over Primrose Hill to the south coast. The western spur split with one route running westwards along the sandstone bluff at Barden and the other along Waterloo Road and steeply up Quarry Hill to the village of Bidborough. Waterloo Road was a turnpike road, but in time a new more direct turnpike road was constructed along the route of Quarry Hill Road. The old and new turnpike roads merged at the junction of Quarry Hill Road with Brook Street

- 5.4.11 In 1750 Tonbridge was a small market town, sited almost entirely north of the river. However, the opening of the Medway to navigation in the early 1740s stimulated the development of Tonbridge during the 18th and 19th centuries and by 1838, the town's population had increased threefold.
- 5.4.12 The arrival of the railway in 1842 linking the town to London via Redhill led to the growth of a 'New Town' south of the tracks with the link to Dover finished in 1844. The south end of the town developed rapidly as a result and the population quickly outgrew the existing parish church, St Peter and St Paul. In 1848, the vicar, Sir Charles Hardinge, paid £200 to buy the site for St Stephen's and the church opened in 1851. Small terrace houses for the poor were built on the frequently flooded land to the south, while fine houses were built for the middle classes on the higher, drier land to the north.
- 5.4.13 A 1915 newspaper article refers to 'Norman's Yard, Priory Street with an auction to sell the premises including stock and plant of a Blacksmith, wheelwright Etc. In 1920, there is a newspaper advert for C. Seller & Sons (Late E. Norman and Son) as Removal and Haulage Contractors.
- 5.4.14 Kelly's Directory in 1924 lists 60a Priory Street as Norman Edwards and Son under the trade of Carmen, which I suspect is an historic entry. Carmen are drivers of goods in a car or cart. Often employed by railway companies for local deliveries and collection of goods and parcels.
- 5.4.15 The population of Tonbridge has grown more than thirty-fold in two hundred and fifty-years. Twice as many people now live in the town as were here in 1945, an increase fuelled in part by increasing numbers of commuters. Expansion to the town was primarily in the north and south areas.
- 5.4.16 By 1972, newspaper adverts refer to 60a Priory Street Tonbridge as a Ford Dealer known as 'Stormont'. In more recent years the site was a building and timber yard by Beards Timber Ltd when the business was sold to Jewson's and then in 2021 as a car park.

#### *Landscape Character Areas*

- 5.4.17 The KHER historic landscape classification shows the Application Site as part of 'post 1810 settlement of the town. The pre 1810 settlement area extent of the town of Tonbridge is shown to the north and north west of the PDA.

## 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 the town situated to the north of the river on the higher ground, where there were 5 bridges crossing the river. The area south of the river is sparsely populated although there are houses lining the main north-south road. The map does not refer to the priory which at this time would have been ruinous. Leading off the main road to the east and then turning south east is the road towards Pembury (Fig. 3).

### *Ordnance Surveyors Drawing, 1797*

5.5.2 This map shows greater detail of the buildings and land use. The PDA is situated between the Pembury Road and the Tunbridge Wells Road. The area is still rural, and the PDA is part of a larger field and annotated to suggest it is meadowland and part of the flood plain. There appears to be more buildings south of the area of five bridges (Fig. 4).

### *Tonbridge Tithe Map, 1841*

5.5.3 The PDA is part of a large field designated 1712. It appears that there has been the removal of field boundaries in this area creating large fields. Field 1712 is owned by James Alexander and occupied by William Parker. The field is recorded as being called 'Part Raily Field' and is classed as arable. The field belongs as part of Priory Farm. Priory Farm is located to the north of the PDA which consists of a farmhouse and to the east of the farmhouse there is a yard with buildings on all four sides. In 1841, Priory Farm itself is owned by the South Eastern Railway Company (Fig.5).

### *Historic OS map 1867*

5.5.4 This is the first OS map and shows greater detail and shows that there have been significant changes. Priory Farm has been replaced by the railway and Tonbridge Station. Since the arrival of the railway in the early 1840s, Tonbridge has expanded considerably, especially south of the river. New roads have been created with housing. The line of the old Pembury Road has been lost due to the railway and that there is a new road heading towards Pembury to the south of the PDA called Primrose Hill. Following the line of the railway on the southern side is now Priory Road with Priory Street Leading off that to the south. Houses leading off Priory Road to the south tend to be rows of terraces suggesting that this is a working-class area of town. Although along

Primrose Hill, there are larger villas and Lodges. The PDA at this time is now a timber yard with two buildings and access off Priory Street. The rear part of the plot on the western side is trees. The eastern boundary adjoins the rear gardens of terraces houses in Priory Street with the south western boundary adjoining houses on Primrose Hill. There are still vacant plots in the area including to the north and south of the PDA. To support this area of town, St Stephens Church to the west on the main road has been built and there is a police station opposite (Fig.6).

*Historic OS map 1896-97*

5.5.5 Infilling across the area of houses has continued which now surround all boundaries. To the north are rear gardens to terrace housing on Priory Walk. Adjacent to the south western boundary, one of the lodges has become a school with the remaining plots infilled with detached and semi-detached housing. Primrose Hill has been renamed Pembury Road. Adjacent to the entrance of the PDA on the northern side is now a Methodist Church. The yard now has more buildings located along the northern edge of the PDA and appears to be used by a number of different entities given the internal boundary divisions within the PDA (Fig.7).

*Historic OS map 1908-09*

5.5.6 Within the PDA there appears to be further buildings located along the south western edge. There are also additional buildings within the centre of the yard area and some of these are open sided (Fig.8).

*Historic OS map 1936-37*

5.5.7 Within the PDA there now appears to be new buildings within the central area and it appears that one of the original buildings facing the entrance has been reduced in size probably to allow greater access to the central area. (Fig.9)

*Historic OS Report 1959*

5.5.8 The PDA is now labelled 'Works'. The central buildings appear to have expanded to cover a larger footprint as well as another building halfway along on the south western boundary and also in the north western corner. It appears the western building on the northern boundary is likely to have been replaced as it is on a different footprint. IT still appears to adjoin the easternmost building on this boundary first seen in the 1897 historical map. One of the buildings is labelled '60a' (Fig. 10)

*Historic OS Report 1972-74*

5.5.9 There have been significant changes at the PDA with the removal of some of the buildings, particularly in the central area and the PDA is now labelled engineering works. In the area around there has been the demolition of a number of rows of terraced housing especially in the area immediately north of the PDA, which is now a car park. Only now does it appear that the internal yard boundaries have been removed suggesting that the yard is now used by a single entity (Fig. 11).

*Historical OS Map 1986-91*

5.5.10 The PDA is labelled 'depot'. In the area north of the PDA, the car park has been replaced by new houses and what was Priory Walk has all become Priory Grove. (Fig.12).

*Historical OS Map 2003*

5.5.11 There is no change.

## **5.6 Aerial Photographs**

*1940s*

5.6.1 The photograph quality is not of a great resolution, but it is possible to see that the PDA contains a large number of buildings with the site surrounded by residential housing (Plate 1).

*1960s*

5.6.2 There appears little change at the site (Plate 2).

*1990*

5.6.3 There have been significant changes with a reduction in the number of buildings located within the PDA to create a larger yard area. The buildings in the central area have gone, as has a building in the north eastern corner close to the entranceway. To the north the terrace housing has been replaced by new housing of Priory Grove (Plate 3).

*2003*

5.6.4 There appears to be further changes. The building that was adjacent to the eastern boundary is no longer showing. There is a new building in the north western corner (Plates 4)

*2020*

5.6.5 There appears little change to the buildings. The yard has been cleared and appears disused. The yard area has also been painted with car parking spaces.

## **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 as well as assessing heritage assets and setting. A walkover survey was undertaken on the 14<sup>th</sup> of January 2022. No archaeological finds or features can be observed give the built-up nature of the Application Site (Plates 6-16).
- 5.7.2 The site was accessed from Priory Street. The initial section is narrow two car width area between an end of terrace to the south and the offices to the north. This immediate section is blocked paved. One beyond the rear boundary of the houses on Priory Street, the area opens into a large triangular shaped yard. The yard gently slopes from the high point in the southern corner to the low point on the northern boundary. The entire yard area is concreted. The buildings are not in use and the yard area is used as a public car parking area. There are no indications of any earlier buildings on the ground due to the block paving and concrete. Along the eastern boundary is a modern metal spiked fence. The northern boundary is wooden fencing. The south western boundary is a mixture of breeze block walls of different heights and metal fencing.
- 5.7.3 In the north western corner, there are a number of different buildings. On the south western boundary is a modern metal clad building. On the northern boundary there are two brick-built buildings of different ages and styles which internally have been knocked through to make one. The immediate area in front of this building is also block paving. Between the metal building on the south western boundary and the buildings on the northern boundary there is another building that is built between the two into the corner area. The easternmost building on the northern boundary is the older building and ties in as being the building first seen on the 1897 historical OS map. The adjacent building to the west is later in date and is likely to be in place by 1959 based on the historical mapping. The rear walls of the buildings on the northern boundary form the northern boundary in this area as the rear walls can be viewed from Priory Grove. The condition of the bricks from the rear also confirms their difference in age. By 1959 is also when it appears the extreme north western corner buildings are also in place by.

## **5.8 Summary of Potential**

- 5.8.1 This section pulls together by period the historical documentation, mapping, aerial imagery and KHER data, and the known historic landscape to provide an overview by period

### *Palaeolithic*

5.8.2 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 just one record from this period within the 500m assessment area being a hand axe found at No. 1 Woodside Road, circa 400m east of the PDA (TQ 54 NE 35). Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

### *Mesolithic*

5.8.3 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. The Kent HER has one record from this period of which the exact location of the find is not known. In the area of St Martin's Field Mesolithic microliths were found and located to a general area circa 240m north, north east of the PDA (TQ 54 NE 15). It is considered that the potential for finding remains that date to this period is **low**.

### *Neolithic*

5.8.4 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 study area and it is likely that this area was marshy ground and not conducive to settlement being part of the flood plain and the are apart of the wider Wealden forest. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

### *Bronze Age*

5.8.5 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 no record from this period within the assessment area. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

### *Iron Age*

5.8.6 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 two records from this period within the assessment area of Iron Age gold coins where the exact location of the finding is not known as it was found in the early 20<sup>th</sup> century (TQ 54 NE 5) or not revealed as it is a Portable

Antiquities Scheme find (MKE75862) and these have therefore been located to a general grid square circa 240m north, north east of the PDA. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Romano-British*

- 5.8.7 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 record from this period within the assessment area. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Anglo-Saxon*

- 5.8.8 The Kent HER has no records from this period. The Application Site is to the south of the probable area of the core settlement of Tonbridge in this period and probably still part of the flood plain. There is little evidence of Anglo-Saxon remains in the wider area. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Medieval*

- 5.8.9 The Kent HER has one record from this period within the assessment area being that of the Priory circa 225m to the north of the PDA. It is known to be in existence from 1192 (TQ 54 NE 4). It is believed that the PDA would have formed part of the wider estate of the Priory and was meadowland. Therefore, the potential for finding remains that date to this period is considered **low**.

#### *Post Medieval*

- 5.8.10 With the arrival of the railway, Tonbridge expanded significantly in this period especially southwards of the river. The Post Medieval period meant significant growth of Tonbridge and reclamation of areas of marshy meadow land. Consequently, many of the Kent HER records are for this period. There is one record for a listed building being the Old School House, which is Grade II (TQ 54 NE 305) and 110m west of the PDA on the main road. Another record concerns Tonbridge Station dating from 1842 (TQ 54 NE 26) and when the London to Dover line opened replacing the ruins of the Priory to the



north of the PDA. The Tonbridge and Tunbridge Wells Railway opened a few years later (TQ 54 SE 176).

- 5.8.11 Based on map regression the PDA appears as meadowland and part of Priory Farm to the north. It appears that the houses in this area were built sometime between the tithes in 1841 and the first OS map in 1867. This resulted in new road layouts in this part of town and a realignment of the Pembury Road as a result of the railway. This effectively left a triangular shape of land of which in amongst the residential housing was it appears initially a timber yard. In 1868, adjacent to the entrance was built the Methodist Free Church (TQ 54 NE 373). Therefore, the potential for finding remains from this period is considered **high**.

#### *Modern*

- 5.8.12 There are seven KHER records from this period of which four relate to pillar boxes. Located to a general grid square circa 240m to the north, north east is the recognition of Tonbridge as a World War II Nodal point (TQ 54 NE 175) as well as the crash site of a WWII spitfire, exact location unknown (TQ 54 NE 332). The PDA during the 20<sup>th</sup> century continued to operate as a commercial yard. It appears early in the 20<sup>th</sup> century it was a haulage/local delivery merchants' yards of Norman Edwards as well as used by a blacksmith and wheelwrights. The PDA was later used as a Ford dealership before becoming a builder merchants' yard. During the 20<sup>th</sup> century, there were a number of changes to the buildings within the yard and it appears than none of the original buildings from the 19<sup>th</sup> century remain. The potential for finding archaeological remains dating to this period in the Application Site is considered **low**.

#### *Undated*

- 5.8.13 There are two undated records within the assessment area. A milestone set in the Quarry Hill Parade of shops circa 205m west north west of the PDA (TQ 54 NE 11) saying 'Tonbridge 1'. The second is what is called the cross in hand trackway, which is circa 185m west of the PDA but is essentially it appears the currently road south out of Tonbridge, which is thought to have prehistoric origins (TQ 55 SE 100).

#### *Overview*

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

5.8.15 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 Application Site 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.

6.1.2 Cartographic regression, topographic analysis and historical research indicate that the Application Site was meadow land associated with the Medway floodplain and part of Priory Farm to the north of the PDA. It was only with the arrival of the railway that this southern area of Tonbridge began to be occupied and the street layout left a triangular shape that was utilised for a commercial yard. Initially it appears as a timber yard but documentary evidence suggests that the yard had a number of different trades, owners and uses. Across most of the PDA there have been buildings, many of which have been demolished except for those modern buildings currently located around some of the boundary of the PDA, with the remaining area as hardstanding. The oldest building is on the northern boundary and is first seen in the 1897 historical map. As well as the many different buildings within the PDA that have come and gone, many service trenches for sewers, gas, water, electricity, telephones, etc. are likely to have added to any disturbance. The current yard area is modern concrete suggesting that there are likely to be many layers of made ground. Figure 18 shows the areas that have not been

built on, which are mainly in the eastern and south eastern part of the PDA. Therefore, circa half of the PDA is considered to have had a high historical impact and disturbance on any potential archaeology, whilst the remaining parts not directly built upon may only have had a medium historical impact.

*Proposed Impact*

- 6.1.3 Whilst the full details concerning foundations are not yet known, any potential remains within the Application Site in the area of the proposed development, should they survive in-situ will be vulnerable to damage during the proposed development, due to the requirement, foundations and services for the proposed houses.

## 7 SIGNIFICANCE

### 7.1 Introduction

7.1.1 Archaeological Significance is assessed under a number of criteria, which includes, Period, 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*

There is archaeological significance within the assessment area of high potential for the Post Medieval period in association with the change in land use from that of agricultural use to that of a commercial yard following the arrival of the railway. There is low potential for all other periods.

#### *Documentation*

7.2.1 The historical and landscape development of the PDA can be understood reasonably well from the cartographic, archive, photographic and other sources. It is possible that further detailed research nationally may uncover more documentary evidence, although it is unlikely to alter the conclusion present in this report.

#### *Group Value*

7.2.2 The potential for archaeology at the PDA little by way of group value given the low numbers of below ground investigations in the assessment area. The Tonbridge Historical Towns Survey does mention research questions with regards to the nature, extent and chronology of occupation within the Post Medieval urban core along with understanding the economic base of the Post Medieval town including its trading and industrial elements within its hinterland of which the PDA may have potential for.

#### *Survival / Condition*

7.2.3 Survival of archaeology at the site for the Site is considered to be low in the areas that have been built on along with further distance associated with services at the PDA. It is possible that pockets of archaeology may survive in these areas but the greater potential for surviving archaeology is in the eastern and south eastern part of the PDA.

#### *Fragility / Vulnerability*

7.2.4 Any potential archaeological remains within the PDA in the area of the proposed development is likely to receive a high/total impact due to the requirements for foundations and service trenches in parts of the Site.

*Diversity*

7.2.5 There is little by way of diversity.

*Potential*

7.2.6 The Impact assessment concludes that the site has a high potential for archaeological remains for the Post Medieval period.

*Significance*

7.2.7 Based on the information gained in this report, it can be concluded that the site is potentially of archaeological interest of local significance but there is a high potential for disturbance at the PDA.

## **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 Post Medieval Period and low for all other periods. However, the Application Site has been subject to significance disturbance from previous buildings and usage which means in parts of the Application Site the impact to any remains is potentially high. The greatest opportunity potentially for any possible surviving archaeology is in the eastern and south eastern part of the PDA.
- 8.1.3 With the proposed development likely to cause a high impact to any potential archaeology, 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 recommended given the historical disturbance for there to be a watching brief in case of any surviving archaeology.

## 9 CONCLUSION

### 9.1 Summary

- 9.1.1 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.
- 9.1.2 The assessment has generally shown that the area to be developed is within an area of high potential for the Post Medieval period, with low potential for all other periods. Research suggests that the land the area was agricultural possibly associated with the Priory that was located to the north of the PDA and later Priory Farm and initially appears to have been part of the flood plain. The PDA boundaries were set out by 1867 as a timber yard as the settlement of Tonbridge expanded southwards in the 19<sup>th</sup> century. Since then, the PDA has been in commercial use and had various ownerships. As a result, there have been many buildings that have come and gone across the Site particularly in the northern half of the PDA except for one building remaining from at least 1897. There is the potential to find the below ground remains of earlier buildings on the site and for understanding the early use and chronology of the site although this would only be of local significance.
- 9.1.3 The various buildings that have occurred across the PDA particular the current modern buildings would have significantly disturbed any potential archaeology. The greatest opportunity potentially for any possible surviving archaeology is in the eastern and south eastern part of the PDA. With the proposed development likely to cause a high impact to any potential archaeology, 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 recommended given the historical disturbance for there to be a watching brief in case of any surviving archaeology.



## **10 OTHER CONSIDERATIONS**

### **10.1 Archive**

10.1.1 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.

### **10.2 Reliability/Limitations of Sources**

10.2.1 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.

### **10.3 Copyright**

10.3.1 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 Skillcrown Homes (and representatives) for the use of this document in all matters directly relating to the project.

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Figure 1: Location Maps, Scale: 1:10,000, 1:1,500







Figure 4: Tonbridge Tithe Map 1841



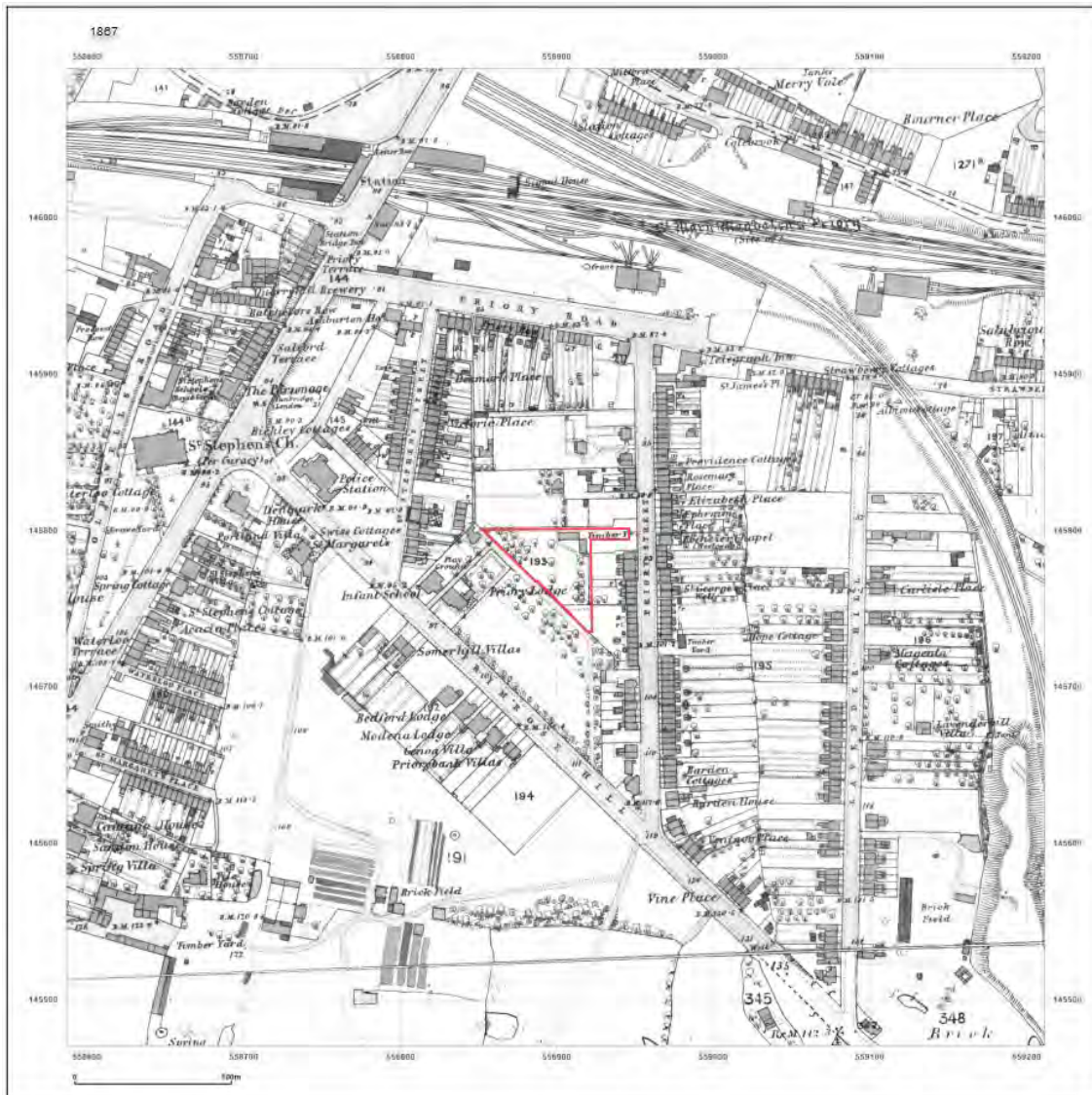


Figure 5: Historic OS Map 1867, scale 1:2500



Figure 6: Historic OS Map from 1896-97, scale 1: 2,500





Figure 7: Historic OS Map 1908-09, scale 1:2,500



Figure 8: Historic OS Map 1936-37, scale 1: 2,500



Figure 9: Historic OS Map 1959, scale 1: 1,250





Figure 10: Historical OS Map 1972-1974, scale 1: 1,250



Figure 11: Historical OS Map 1986-91, scale 1: 1,250



Figure 12: Historical OS Map 2003, scale 1: 1,250



**11.3 APPENDIX 1 – KCC HER Data (see Figures 13-17). ALL DISTANCES TAKEN FROM THE SITE BOUNDARY**

KHER	Type	Location	Period	Description
TQ 55 SE 100	Monument	c. 185m W	Undated	Cross in Hand trackway, probable Prehistoric trackway, Shipbourne. Possibly prehistoric.
TQ 65 NE 307	Monument	c. 460m NW	Post Medieval to Modern	River Medway navigation. The Medway was improved by Navigation Acts of 1664, 1740, 1792, 1802 and 1824. Connecting Tonbridge to the Thames at Sheerness, there are 10 locks between Tonbridge and Allington Lock, below which the river is tidal. Below Allington, river craft up to 180 feet long with a beam of 20 feet could be accommodated. Above Allington Lock, the maximum craft dimensions were 80 feet long by 18 feet 6 inches.
TQ 84 SW 1	Monument	c. 200m N	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. The route ran from Dover to Folkestone and Ashford, and then virtually straight through the Vale of Kent to Redhill via Tonbridge. The approach to London used the South Eastern 's track between Redhill and Stroat's Nest, then the London and Brighton's line to the Jolly Sailor, the London and Croydon's line to Corbett's Lane, and the London and Brighton's line to London Bridge.
TQ 54 SE 176	Monument	c. 225m E	Post Medieval to Modern	Tonbridge and Tunbridge Wells Railway. Built in 1845-6 by the South Eastern Railway as part of a plan to build a short route to Hastings. 5.75 miles long, double tracked, it is steeply inclined, and as a safety measure, originally trailed into a siding 1000 yards east of Tonbridge station. This arrangement was superseded in 1857 by the existing spur leading straight up from Tonbridge station.
TQ 54 NE 307	Landscape	c. 475m NW	Post Medieval to Modern	Tonbridge Castle and Sports Ground. A ruined castle is uncompromising even within the setting of a public garden. The profile of the Norman

KHER	Type	Location	Period	Description
				mote, the solidity of the 13th-century gatehouse and the encircling curtain wall are well-balanced by the expanse of castle lawn within the bailey where trees are largely confined to the perimeter. The external grounds slope down to the walk alongside the Medway River and the nearby pool and rock garden.
TQ 54 NE 362	Monument	c. 360m ENE	Post Medieval to Modern	Site of St Eanswythe's Mission, Priory Road, Tonbridge. The Mission was opened in 1890 and demolished in 2004 to make way for housing. It was re-located to its present site at the other end of the terrace. The original building is shown on the 1897-1900, 1907-23 and 1929-52 maps and the present building on the current O/S map. It is still in use.
TQ 54 NE 364	Building	c. 265m WNW	Post Medieval to Modern	St Stephen's Church, Waterloo Road, Tonbridge. St Stephen's Church was consecrated in 1852. It is still in use.
TQ 54 NE 365	Building	c. 140m S	Post Medieval to Modern	Zion Chapel, Pembury Road, Tonbridge. Opened in 1867. It is shown on the 1897-1900, 1907-23, 1929-52 and current O/S maps. It is still in use.
TQ 54 NE 366	Building	c. 455m WNW	Modern	Tonbridge Evangelical Free Church, Douglas Road. People from the town's Baptist Church founded a new place of worship in the early 20th century. Services were held above a shop until the Douglas Road Mission Church was erected in 1912. It changed its name in 1920 to the Independent Church and again in 1954 to its present name. It is still in use
TQ 54 NE 369	Building	c. 385m N	Post Medieval to Modern	Christ Church, High Street, Tonbridge. Built on its present site in 1875. The Baptist congregation also worshipped here until their own church was opened in 1973. Following the Tonbridge flood in 1868 a new church was built on the existing site in 1976 which was opened in 1978. The original church is shown on the 1897-1900, 1907-23, 1929-52 and current O/S maps. The present building is still in use.
TQ 54 NE 373	Building	Adjacent to PDA	Post Medieval to Modern	Former United Methodist Free Church, Priory Street, Tonbridge. Built in 1868 and sold for commercial use in 1919. It is still a commercial premises. It is shown on the 1897-1900, 1907-23 and 1929-52 maps.
TQ 54 NE 35	Findspot	c. 190m WSW	Palaeolithic	Acheulian hand axe found in rear garden of no 1 Woodside Road Tonbridge in late 1950s by Mrs S Rutter, former occupant. The artefact



KHER	Type	Location	Period	Description
				was subsequently taken to Ferrisacre, Ridgemont, Berks and buried in the concrete garage floor.
TQ 54 NE 4	Monument	c. 225m NNE	Medieval	St Mary Magdalen's Priory. Site of the priory of St Mary Magdalen founded by Richard de Clare, Earl of Hartford, late in the reign of Henry II and confirmed by Celestine III in 1192. Site replaced by the railway.
TQ 54 NE 5	Findspot	c. 240m NNE	Iron Age	Iron Age gold stater discovered near Tonbridge.
TQ 54 NE 15	Findspot	c. 240m NNE	Mesolithic	Mesolithic microliths found from Martin's Field, Tonbridge. Sited to place name only.
TQ 54 NE 175	Monument	c. 240m NNE	Modern	NODAL POINT. Second World War defence.
TQ 54 NE 305	Listed Building	c. 110m W	Post Medieval to Modern	Old School House. Grade II listed (132688). Former school, later offices. A datestone on the south-west gable records that it was built in 1871. Converted into offices in early C21. It was built by John Deacon and his brother in memory of their parents, as a National School specifically for girls. The architect is not recorded. It is built in a Tudor style.
MKE75862	Findspot	c. 240m NNE	Iron Age	PAS find. Iron Age gold coin
TQ 54 NE 320	Building	c. 315m WSW	Modern	George V Pillar Box, Quarry Hill Road / Waterloo Road. Type: 26/1. Dates from 1911 to 1922.
TQ 54 NE 321	Building	c. 185m S	Modern	George V pillar box, The Drive / Pembury Road
TQ 54 NE 323	Building	c. 405m N	Modern	George V pillar box, Boots, High Street
TQ 54 NE 327	Building	c. 460m E	Modern	George VI pillar box, Goldsmid Road / Hectorage Road
TQ 54 NE 26	Building	c. 275m NNW	Post Medieval to Modern	Tonbridge station. Opened 1842.
TQ 54 NE 332	Crash Site	c. 240m NNE	Modern	Crash site of Supermarine Spitfire VB abandoned 5th July 1943 near Tonbridge. Aircraft written off.
TQ 54 NE 11	Building	c. 205m WNW	Unknown	Milestone at Quarry Hill Parade, north of the junction with Pembury Road. Situated in the plaster of the shops saying 'Tonbridge 1'.

KHER	Type	Location	Period	Description
TQ 54 NE 381	Monument	c. 385m N	Post Medieval	Site of Petley's Almshouses, High Street, Tonbridge. Built in 1707 with a £200 grant from one George Pentley (1629-1705). The buildings are shown on the 1862-75 map but were then demolished and the Congregational Church built on the site. New Almshouses were built in 1874 on Pembury Road, Tonbridge (Petley Court). These are still in use and are shown on the 1897-1900, 1907-23, 1929-52 and current O/S maps.
TQ 54 NE 382	Building	c. 135m WNW	Post Medieval to Modern	Petley Court Almshouses, Pembury Road, Tonbridge. Built in 1707 on the High Street, Tonbridge but the were demolished in 1875 and the Congregational Church built on the site. The replacement Almshouses (Petley Court) were built in 1874. They are shown on the 1897-1900, 1907-23, 1929-52 and current O/S maps and are still in use.

Figure 13: Gazetteer of HER Data

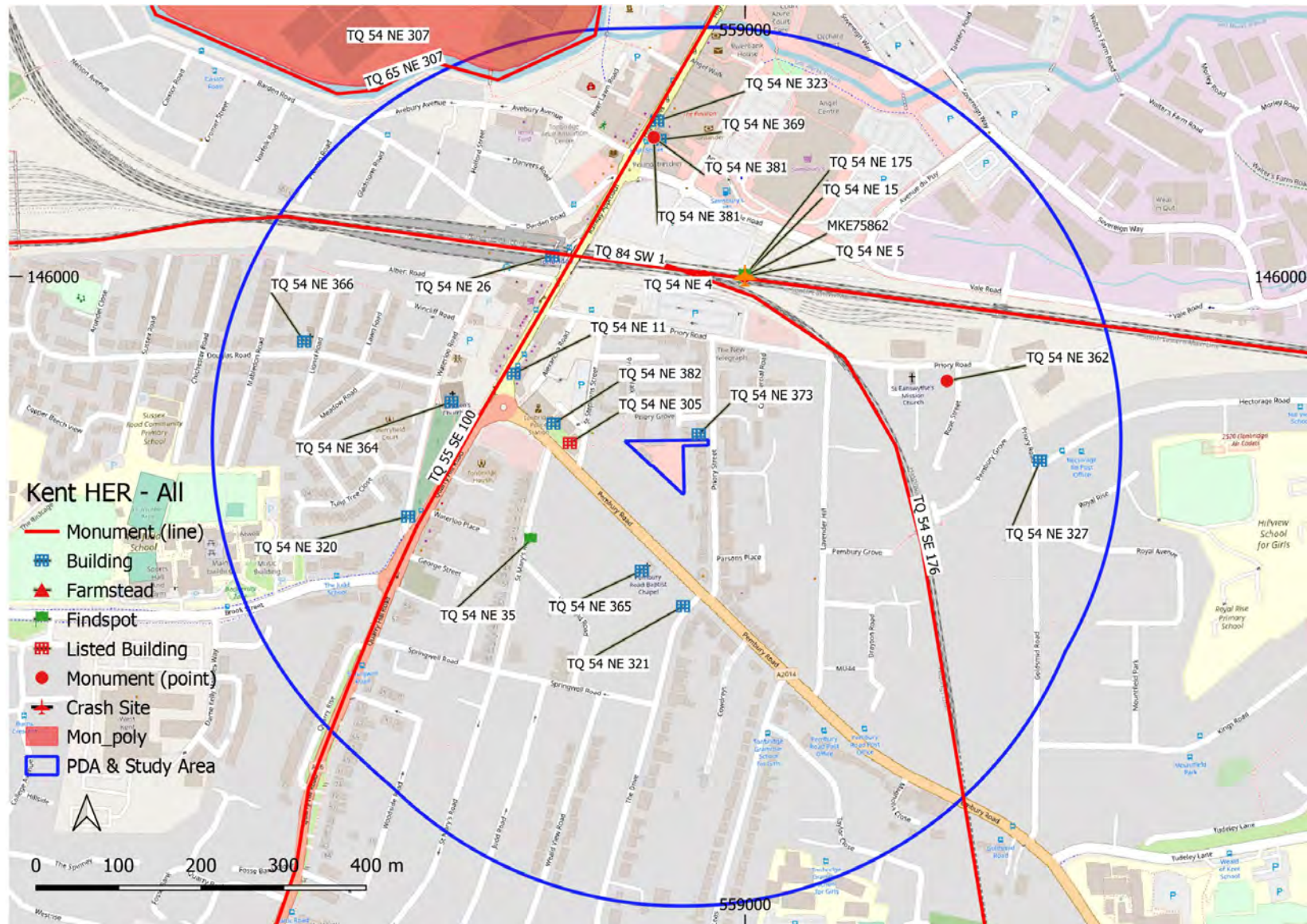


Figure 14: KHER Monument Record



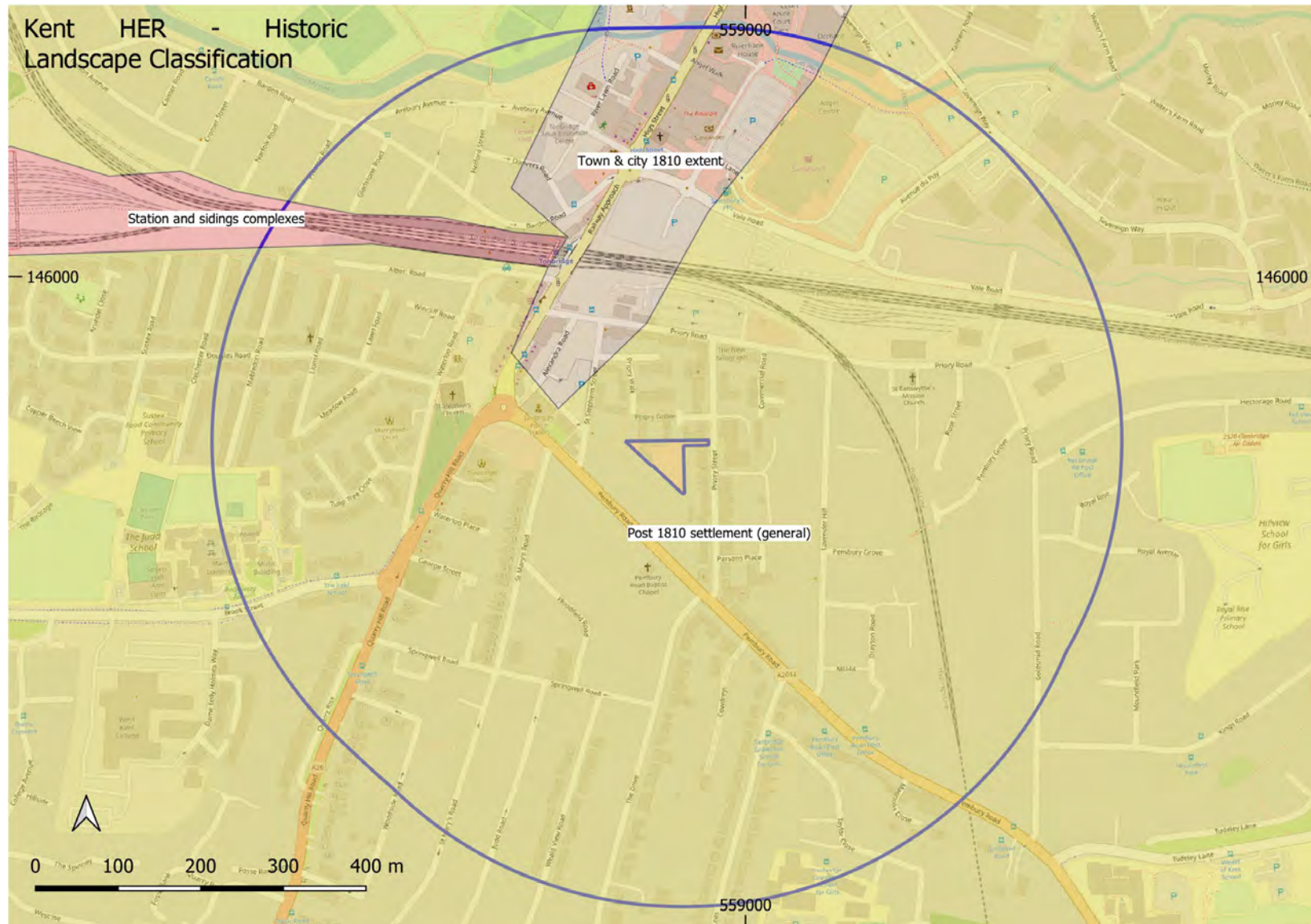


Figure 15: KHER Historic Landscape Classification



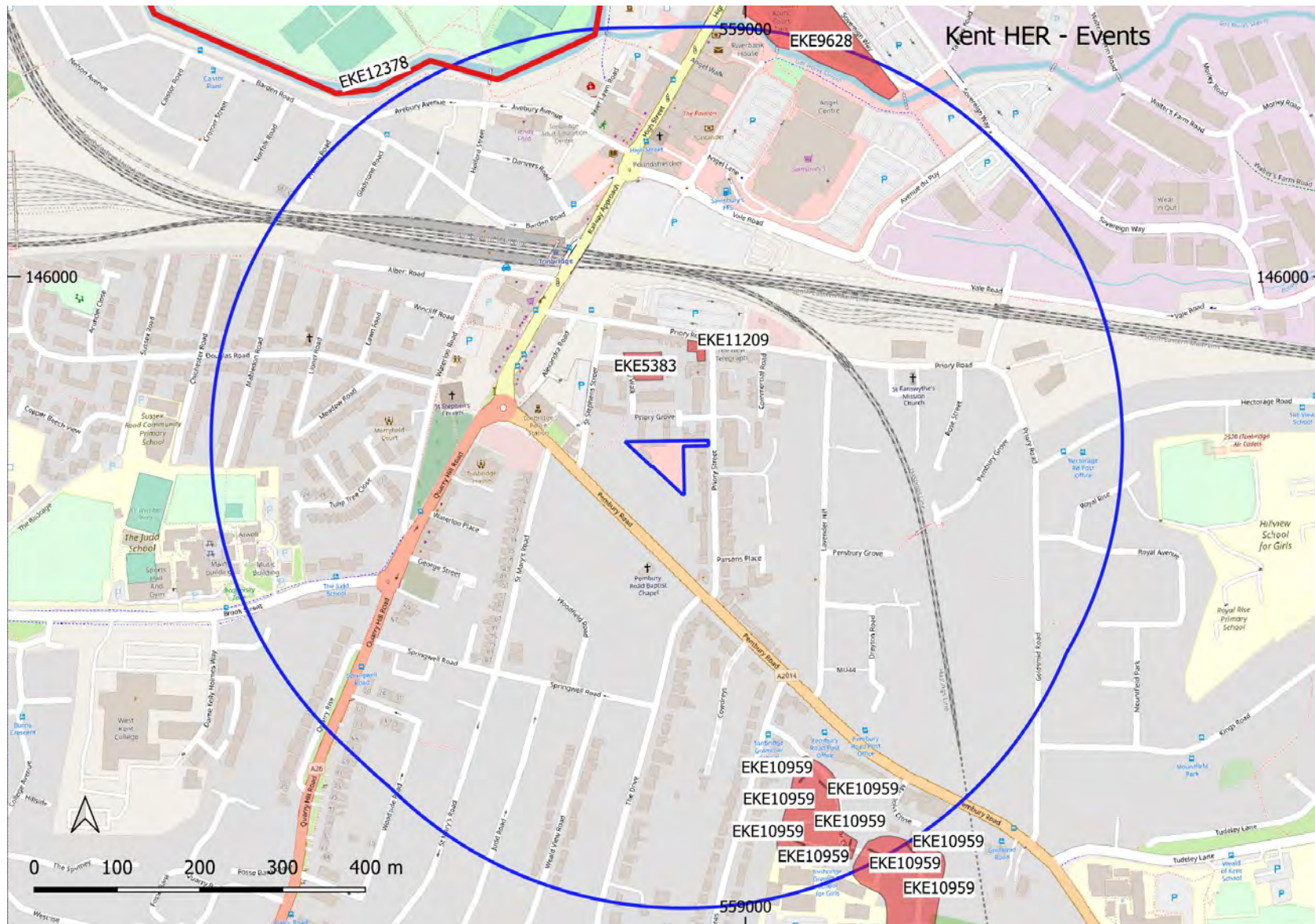


Figure 16: KHER Events



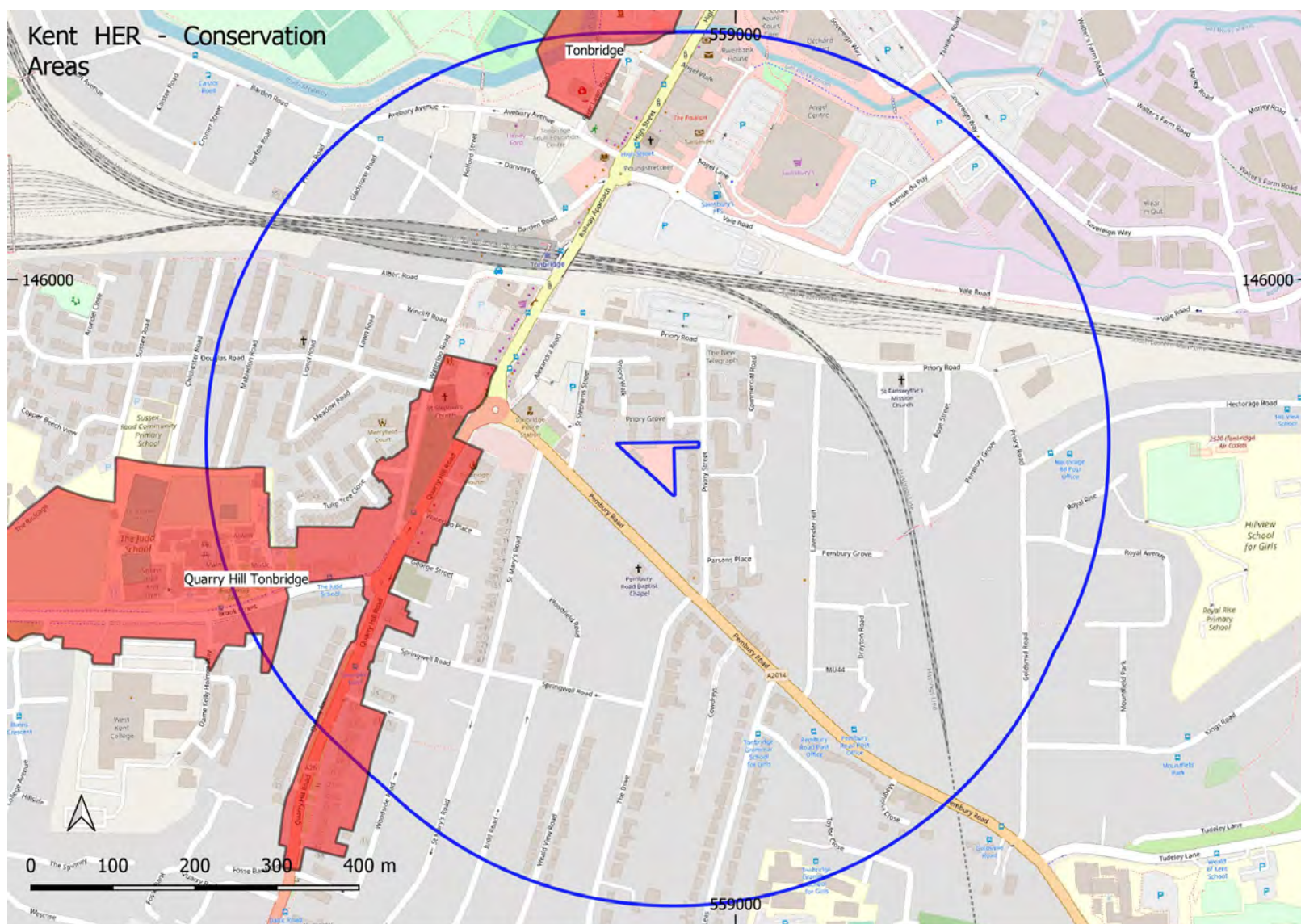


Figure 17: KHER – Conservation Area



Figure 18: Showing the phases of all known buildings on the site





*Plate 1: 1940s. (Google Earth).*





Plate 2: 1960s (Google Earth)



Plate 3: 1990 (Google Earth)





*Plate 4: 2003 (Google Earth)*





Plate 5: 2020 (Google Earth)





*Plate 6: Entrance to the PDA from Priory Street (facing W)*



*Plate 7: View across the PDA (facing NE)*







*Plate 8: View across the PDA (facing E)*







*Plate 9: View across the PDA (facing SE)*





*Plate 10: View across the PDA (facing W)*





*Plate 11: View across the PDA (facing NW)*



*Plate 12: View towards the building on the western boundary (facing SW)*





Plate 13: Buildings on the northern boundary (facing NW)



*Plate 14: View of the buildings in the north western corner (facing NW)*





*Plate 15: Rear view of the buildings on the northern boundary from Priory Grove (facing SE)*





*Plate 16: Rear view of the buildings on the northern boundary from Priory Grove (facing SW)*





Plate 17: Plate locations