

Table 8.1: The Bexhill Connection - Industrial and Residential Areas – Part Summary of Site History for Ch0-650

1875	<p>The large scale plan of 1875 (1 :2500) shows another stream running from east to west, just north of Belle Hill, and crossing the route at around Woodsgate Park Overbridge (Ch 550). A number of wells are marked throughout Belle Hill, the nearest being approximately 40m south of what becomes Belle Hill Junction (Ch 0). An area of non-coniferous trees is marked at the southern extent of the route at Belle Hill Junction.</p>
1899	<p>The 1899 1:10560 plan shows a significant increase in development in the southern area of the map surrounding Bexhill (including Belle Hill) and Sidley Green, the majority of which appears to be domestic dwellings along with new roads. Bexhill Down has decreased in size and Bexhill Water Works is located within Wrest Wood approximately 620m east of Ch 100.</p> <p>A lake is marked at Lake House, approximately 200m west of Scheme Ch 600. Beyond Ch 600, the proposed route crosses through North Street and residential properties at its southern extent, Alexandra Road and other roads, later marked as St. George's Road and Woodsgate Avenue.</p> <p>The 1:2500 plan for 1899 shows small scattered areas of woodland along the route. A spring is also marked approximately 35m west of the route near St. George's Road, adjacent to scheme Ch 600.</p>
1909	<p>By 1909, the 1:2500 map no longer shows the wells around the southern end of the route, nor the spring west of the route near St. George's Road. The Crowhurst, Sidley and Bexhill Branch railway line has been constructed (opened 1902), running from north to south, on line with the proposed route between Ch 0 and 1520. Three bridges are present, two railway bridges over footpaths and a bridge over the railway at St. George's Road. The stream (Egerton Stream) flowing south is now located adjacent to the railway to the east and crosses the Scheme around Ch 630.</p> <p>A school is located approximately 150m west of the southern end of the route around Ch 100 and a drill hall is approximately 70m west of Ch 80. Further residential development is evident in the area. Trees are now marked in Bexhill Down.</p>
1930	<p>The 1:2500 plan for 1930 shows allotment gardens between the proposed scheme and the railway line to the west, south of St. George's Road. A corporation yard is present at Ch 150-300, and three buildings and a dispensary are marked south of the allotment gardens, opposite Hillside Road. North Street, Spa Road and Alexandra Road have now joined to form London Road. A recreation ground is marked south of St. George's Road to the southeast of the route at Ch 500 and a second drill hall has been constructed to the west of the original.</p>
1938-1951	<p>The 1:10560 map surveyed between 1938-1951 shows further development of both residential and industrial properties in the area around Ch 0-650. Residential properties have increased particularly to</p>

	<p>the immediate east of the route and industrial properties have appeared to the immediate west. Some farm buildings appear to have been demolished or converted into residential properties, and some woodland areas no longer exist.</p>
1954	<p>The 1954 1:1250 plan shows further development within the corporation yard, the introduction of a clinic, and probably residential properties on the previous allotment gardens to the west of the route, south of St. George's Road, Ch 400. A further corporation yard is marked to the north of St. George's Road and Bexhill Down Secondary School has been established immediately north of the Primary school approximately 50m west of Ch 150-250. A garage is marked approximately 50m west of the route at Hollier's Hill, Ch 150, adjacent to the school. A substation is marked immediately to the west of the site at its southern limit, Ch 0.</p>
1961-74	<p>Residential development has continued further by the 1:10560 plan of 1961- 1962. The lake to the west has been replaced by properties. Bexhill Water Works is no longer marked, and instead, a school is marked within Wrest Wood to the east of Ch 1150. The Crowhurst, Sidley and Bexhill Branch railway line is now shown to be dismantled. From other sources, it is known that the Crowhurst, Sidley and Bexhill Branch Railway closed in 1964 as part of the Beeching Cuts.</p> <p>The 1962-1974 1: 1250 plan shows further development in the corporation yard opposite Hillside Road. There is a coal yard approximately 40m northwest of the route and two builder's yards east of the route at Ch 500. The garage adjacent to Hollier's Hill is no longer present.</p> <p>By the 1967-1969 1: 10560 plan, Bexhill Down is now characterised by scrub and non-coniferous trees and further industrial development is evident in Bexhill, approximately 1.6 km east of Ch0.</p>
1980-90	<p>By 1980, the 1:1250 plan shows the expansion of Bexhill High School to the east with tennis courts and further buildings within the school grounds developed on the site of the dismantled railway line, Ch 150-250.</p> <p>By the 1: 10000 plan of 1981 -1989, the A259 King Offa Way (the Old Town Bypass) had been constructed extending east from the southern limit of the proposed route, Ch 0, and minor areas of new development are evident.</p> <p>The 1990 1:1250 plan shows further residential development north of St. George's Road, having replaced the second corporation yard at Ch 500. A leisure centre is now located along the dismantled railway line at Ch 150.</p>
2000	<p>By the 1:10000 plan of 2000, new buildings have been constructed at the school, Ch 0-1 50, and some further areas of new development are present around the route. No other significant change is evident to the land adjacent to the proposed route.</p>

Table Error! No text of specified style in document..2: The Bexhill Connection - Part Summary of Site History for Ch650-1650

1875	<p>The 1875 plan for Ch 650 - 1650 shows a number of wells in the Sidley Green area to the north of scheme Ch 11 50, the nearest being approximately 80m to the north of the proposed route. The scheme crosses the road later marked as Hollier's Hill at Ch1150. A brickworks is located approximately 500m to the northwest of Ch 1150.</p>
1909	<p>The 1909 1:2500 plan shows a spring approximately 250m northwest of Ch 1150. Sidley railway station is located adjacent to Ch 1050 and Hollier's Hill bridges over the railway immediately north of the station. A spring, which was at the approximate location of Sidley Station, is no longer marked.</p> <p>Allotment gardens are located between the railway line and Alexandra Road and Pelham Hotel, between Ch 600 and 1150. Further residential development is evident in the general area surrounding the route. The brickworks to the northwest has extended to the southeast, and the remainder of the field used for the brickworks has been turned into allotment gardens. The proposed route runs adjacent to Sandhurst Road, which later becomes part of London Road.</p>
1938-1954	<p>The 1:10560 map surveyed between 1938-1951 shows an increase in residential properties to the immediate east of the route and industrial properties have appeared to the immediate west. Further development of both residential and industrial properties in the Bexhill, approximately 1.2km from east of Ch 0. Many of the local farms surrounding the route appear to have been demolished or converted into residential properties and there is further reduction in woodland areas.</p> <p>The 1954 1:1250 plan shows a notable increase in residential development in the area, particularly to the west of the proposed route. The Brickyard and allotment gardens to the west of the route have been replaced with residential development. The allotment gardens that run adjacent to the railway line between Ch 600 and 1150 appear to have extended towards the railway line.</p> <p>A sub-station, builder's yard, two garages and The Nook are now located to the south of the railway bridge at Ch 1050. A quarry has been excavated on the Crowhurst, Sidley and Bexhill Branch Railway cutting, at Ch 1350. An orchard lies between the pit and St James Avenue. Sidley County Primary School is now marked approximately 60m west of Holliers Hill at Ch 1150.</p>
1963-1974	<p>By the 1:10560 plan of 1967-1969, the railway and Sidley Station have been dismantled and residential development has continued further in the surrounding area.</p> <p>The 1963-1974 1:1250 plan shows a coal yard between Ch 775 and 1150 along the dismantled railway. The allotment gardens to the immediate southeast of the railway line are now scrub, although the allotment gardens beyond this are still in place.</p>

1975	The 1975 1:1250 plan shows scrub marked on the old railway cutting and Auckland House has been developed immediately northeast of Hollier's Hill. A playing field is marked between the Sidley County Primary School buildings and at the dismantled railway, the quarry at Ch 1350 appears to be inactive.
1976-1978	On the 1:10000 plan of 1976-1978, development has continued further in the surrounding area, replacing many woodland and open areas. Some development has occurred on previous railway land around Ch 1150 and the school to the south of Ninfield Road at Ch 1050 appears to have extended across the former railway site. The former allotment gardens/scrub from Ch 600-1 150 have been replaced with 'Works' at Ch 700-800.
1987-1990	The 1987-1990 1:1250 plan shows further dwellings have been constructed adjacent to the dismantled railway to the west. The builder's yard is no longer marked adjacent to the garage near Hollier's Hill.

Table 8.3: Agricultural and Open Areas - Part Summary of Site History for Ch1650-5500

1875 - 1878	<p>The 1878 first edition OS plans at 1: 10560 show the area surrounding the route from Ch 1650-5500 to have less development than is present today.</p> <p>The area is dominated by agricultural land, woodland areas, drainage ditches and scattered clusters of farm buildings.</p> <p>A network of drainage ditches flow into Combe Haven, which runs from west to east near Ch 2300. Furnace Stream (later marked as Watermill Stream), a tributary to Combe Haven, runs from north to south across the map near Ch 3100. Another stream, later marked as Powdermill Stream, runs from north to south passing by Adam's Farm near Ch 4400.</p> <p>Woodlands characterise much of the northeast area of the Scheme. In particular, Church Wood lies approximately 250m east of the eastern limit of the route, and Park Wood lies immediately north of Ch 5200. The South Eastern Railway (SER) Tunbridge Wells to Hastings line (opened 1852) runs from north to south, crossing the scheme at Ch 5300.</p> <p>The Scheme crosses agricultural land including Glover's Farm (-Ch 1520), Adam's Farm (Ch 4050), and Wilting Farm (later marked as Upper Wilting Farm), south of Ch 5100. Tanks are marked at the latter farm.</p> <p>Onhams Wood and another woodland area, later marked as Little Bog, are located north of Ch 4300. Further woodland, later marked as Decoy Pond Wood, is located approximately 100m south of the scheme at Ch 4300.</p> <p>The 1875 1:2500 plan covering Ch 1350 - 1900 shows a stream/drain</p>
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	<p>running from the southwest to northeast, to the north of Glover's Farm (Ch 1550), crossing the site. Footpaths and tracks also cross the area. The plan for Ch 1900 - 2800 shows the route crossing only agricultural fields and Combe Haven, around Ch 2300, lying approximately 10m east of Henniker Wood and 120m west of Acton's Farm.</p>
1899-1900	<p>On the 1:10560 plans of 1899-1900, little change is evident apart from a reduction in area of some of the woodlands, including Onhams Wood to the north of the route. A spring is marked approximately 80m to the east at around Ch 1650, north of Glover's Farm, and a well is shown approximately 100m south of Ch 5 150 at Wilting Farm.</p> <p>Some new buildings are evident. Bexhill Water Works Pumping Station (later marked as Buckholt Pumping Station) is marked approximately 25m north of the route adjacent to Watermill Stream at Ch 2900. Another pumping station (later marked as Crowhurst Pumping Station) is marked approximately 260m south of Ch 3500. The 1899 1:2500 plan shows additional buildings at Glover's Farm.</p>
1909-1910	<p>The 1909 1:2500 plan covering Ch 1350-1900 shows two bridges, one carries a track over the railway adjacent to Glover's Farm (later marked as Glover's Lane), and the other, a railway bridge over a track to the northeast of Ch 1700. Further buildings are evident at Glover's Farm. The plan covering Ch 3300 - 3950 shows a tramway running from Crowhurst Pumping Station to Adam's Farm.</p> <p>The plan for Ch 3950 - 4700 shows that the Crowhurst - Bexhill Branch line had been constructed, running from north to south and crossing the site near Chainage 4200. A quarry is marked 400m north of Adam's Farm at Ch 4050.</p> <p>A ditch running north to south to the west of Decoy Pond Wood is also marked, in addition to the one to the east. The plan for Chainage 4700 - 5450 shows two ponds approximately 120m south and 10m north of the route near its eastern extent.</p> <p>The 1: 10560 plan of 1910 shows a viaduct over Combe Haven associated with the Crowhurst, Sidley and Bexhill Branch railway line, approximately 160 m south of the proposed route at Ch 4800. The line runs north to south crossing Adam's Farm on embankment at Ch 4850. A spring is marked approximately 35m north of the route adjacent to the Bexhill Pumping Station, near Ch 2900. No other significant change is evident in the area.</p>
1930	<p>The 1:2500 scale plan for Ch 3300 - 3950 shows areas of rough pasture surrounding Combe Haven to the south of the site. The area surrounding Watermill Stream and the area west of Powdermill Stream are marked as liable to flooding. The plan covering scheme Ch 3950 - 4700 shows areas of marsh within Decoy Pond Wood. No further changes are evident on this part of the route.</p>
1938-1954	<p>By the 1938-1951 1:10560 plans, the quarry north of Ch 4050 and adjacent to the Crowhurst, Sidley and Bexhill Branch railway line has expanded. Areas of rough pasture are marked adjacent to Watermill Stream, within 250m of the route.</p> <p>The 1954 1:1250 plan for Ch 1350 - 1900 shows an area of rough pasture adjacent to the ditch to the west of the Bexhill branch line at Ch</p>

	<p>1700. Three small ponds are also marked to the north of the Glover's Farm, the nearest being approximately 150 m from the proposed route. The 1:1250 1955-1964 plan of the area shows further development on the Acton's Farm site.</p>
1958-1964	<p>By the 1:10560 plan of 1962, further areas of rough pasture are shown surrounding Combe Haven. The spring to the east, near Glover's Farm, is no longer marked, nor are the pumping stations.</p> <p>By the 1958-1964 1:2500 plan of Ch 2800 - 3300, areas of marsh are marked adjacent to Watermill Stream (Ch 3200) and two new drains are marked adjacent to the route at this location. The 1962-1964 plan for Ch 3300 - 3950 shows areas of marsh and rough pasture approximately 250 m south of the route and Hillcroft Farm is marked to the north at Ch 3000.</p> <p>The 1958-1962 plan for Ch 4700 - 5450 shows areas of heath and rough grassland to the east of the Tunbridge Wells to Hastings railway line. The 1:2500 1961-1962 plan for Ch 3950 - 4700 shows areas of rough pasture north of Decoy Pond Wood. A pond and an additional building are marked at Adam's Farm. The 1962 - 1964 plan for Ch 3300 - 3950 shows areas of marsh immediately to the south of the route. The tramway is no longer marked and instead a footpath follows part of the route, joining the path running parallel to Powdermill Stream.</p>
1963-1974	<p>The 1963-1974, 1: 1250 plan of Ch 650 - 1350 shows the replacement of the allotment gardens adjacent to the railway by scrub. By the 1:10560 plan of 1967-1969, the Bexhill Branch railway line and has been dismantled. Areas of marsh have replaced some rough grassland areas surrounding Combe Haven. A further area of rough grassland is marked adjacent to the route near to Little Bog. A general, scattered increase in residential development is evident throughout the area.</p>
1976-1978	<p>The 1:10000 1976-1978 plan shows little change in the area. A reservoir and a school are marked approximately 600m southeast of the eastern limit of the scheme. Some further development is evident approximately 600m north of Adam's Farm, as well as new buildings at Lower Wilting Farm to the north of the route. The 1:2500 plan of Ch 3300 - 3950 in 1976 no longer shows the buildings marked on the previous pumping station sites.</p>
1985-1989	<p>Parts of the 1:2500 plan dating from 1985, Ch 4700 - 5450, show a gas valve compound approximately on line with the route at Ch 5150. Marsh is now marked in at Ch 5290, to the immediate west of the South Eastern Railway (SER) Tunbridge Wells to Hastings line at Ch 5300. The 1985 plan of Ch 5450 - 5500 shows that the B2092 Queensway had also been constructed, onto which the scheme joins at its eastern limit.</p> <p>By the 1:10000 plan of 1987-1989 further development has occurred in the Filsham and Church Wood areas, the latter replacing much of the woodland and including a number of new estate roads. The development appears to include industrial as well as residential buildings.</p>

	<p>The gas valve compound is now marked as a gas pressure reducing station. The Combe Haven viaduct is no longer marked. A landfill site (Pebsham Landfill Site) is marked approximately 1.6 km south of Ch 5200. A Nature Reserve is located between the landfill site and Filsham, to the southeast of the eastern limit of the scheme.</p> <p>Parts of the 1:2500 plan dating from 1985, Ch 4700 - 5450, show a gas valve compound approximately on line with the route at Ch 5150. Marsh is now marked in at Ch 5290, to the immediate west of the South Eastern Railway (SER) Tunbridge Wells to Hastings line at Ch 5300. The 1985 plan of Ch 5450 - 5500 shows that the B2092 Queensway had also been constructed, onto which the scheme joins at its eastern limit.</p>
1987-1989	<p>By the 1:10000 plan of 1987-1989 further development has occurred in the Filsham and Church Wood areas, the latter replacing much of the woodland and including a number of new estate roads. The development appears to include industrial as well as residential buildings.</p> <p>The gas valve compound is now marked as a gas pressure reducing station. The Combe Haven viaduct is no longer marked. A landfill site (Pebsham Landfill Site) is marked approximately 1.6 km south of Ch 5200. A Nature Reserve is located between the landfill site and Filsham, to the southeast of the eastern limit of the scheme.</p>
1991	<p>The 1:2500 plan of Ch 3300 - 3950 no longer shows areas of marsh and rough pasture to the south of the route adjacent to Combe Haven. Some ditches are no longer marked. Two new ditches are marked running parallel and either side of Combe Haven.</p>
2000	<p>By the 1:10000 plan of 2000, further residential development has occurred in the Filsham and Church Wood areas, the latter including some industrial development adjacent to the B2092. Buckholt Kennels is now located approximately 40m west of Ch 2500. Pebsham Landfill Site has expanded.</p> <p>The embankments adjacent to the earlier viaduct associated with the Crowhurst, Sidley and Bexhill Branch railway line south of Adam's Farm have been removed, although the embankment remains immediately east of Adam's Farm at Ch 4200. Some woodland in the surrounding area is no longer marked or has reduced in size. Marsh is no longer marked surrounding Watermill Stream adjacent to the site, but an area of heath is marked directly west of Watermill Stream. A pond is marked approximately 40m south of the route near Decoy Pond Wood at Ch 4550.</p>