



## Points of interest

No.	Name	Date	Description
14 	Shooters Hill House	19th century	A Grade II* Listed house, built in 1898 by the architect Leonard Stokes and later divided into three parts. Originally the site of a farmhouse shown on early mapping, it was originally occupied by Samuel Morton Peto, a major railway contractor, before being lived in by D H Evans – the owner of the famous West End department store.
15 	The Swan Hotel	17th century	A Grade II Listed Inn beside the River Thames, probably of 17th century origins. This is the place where Jerome K Jerome's Three Men In A Boat ended their journey and caught the train back to London.
16 	Weirpool	16th century to 19th century	A Grade II Listed 17th century timber framed house, with a late 19th century extension by architect Leonard Stokes. It was occupied in 1841 by Thomas Carter, a retired coxswain who served with Nelson at the Battle Of Trafalgar.
17 	Roman coin hoard and pottery	Roman	A hoard of Roman coins, dating to the 1st and 2nd century AD, was found during dredging of the Thames in 1911. An almost complete pottery flask was also found in the vicinity, possibly the container.
18	Railway Workers Cottages	19th century	A row of cottages originally built for railway workers. The end house was the Station Master's house until 1860.
19	Site of Bryant's Boatyard	19th century	Site of Benjamin Bryant's boat and barge building and timber yard; the winch in the surgery carpark is the only surviving relic of this industry.
20 	Whitchurch Toll Bridge	19th century to Present	A Grade II Listed cast iron bridge, built in 1900 but on the site of earlier wooden bridges. It still operates as a toll bridge.
21	Pangbourne Meadows	World War II	The area of Pangbourne Meadows was utilised as a training ground for bridge building by the Royal Engineers during World War II. Traces of concrete supports can still be seen on the riverbank.
22 	Whitchurch Road underbridge	19th century	A bridge at this location was built for the Great Western Railway in 1837 and altered when the railway line was expanded in the 1890s. Groove marks made by passing tanks in World War II can be seen on the tunnel walls.
23 	The Square	20th century to Present	A Grade II Listed row of shops designed by architect Leonard Stokes in 1900.

This walk was originally delivered as part of **LibraryFest 2016**

To find out more about heritage in your area please visit [www.westberkshireheritage.org](http://www.westberkshireheritage.org)

West Berkshire Archaeology: [www.westberks.gov.uk/archaeology](http://www.westberks.gov.uk/archaeology)

Walking For Health: [www.westberks.gov.uk/wfh](http://www.westberks.gov.uk/wfh)

© West Berkshire Council Archaeology Service 2016

## West Berkshire HERITAGE

Shaw House | West Berkshire Museum | Local Heritage



## Pangbourne Heritage Walk

The settlement of Pangbourne is first recorded in the 9th century as Peginaburnan, which means "the stream of the people of [a man called] Paega", but there is evidence of previous occupation from the prehistoric up to the Roman period. The village has developed from the Medieval period onwards, and with the arrival of the Great Western Railway, Pangbourne became popular in the Victorian period as a riverside resort. The main streets retain many historic buildings dating back to the 17th and 18th centuries.





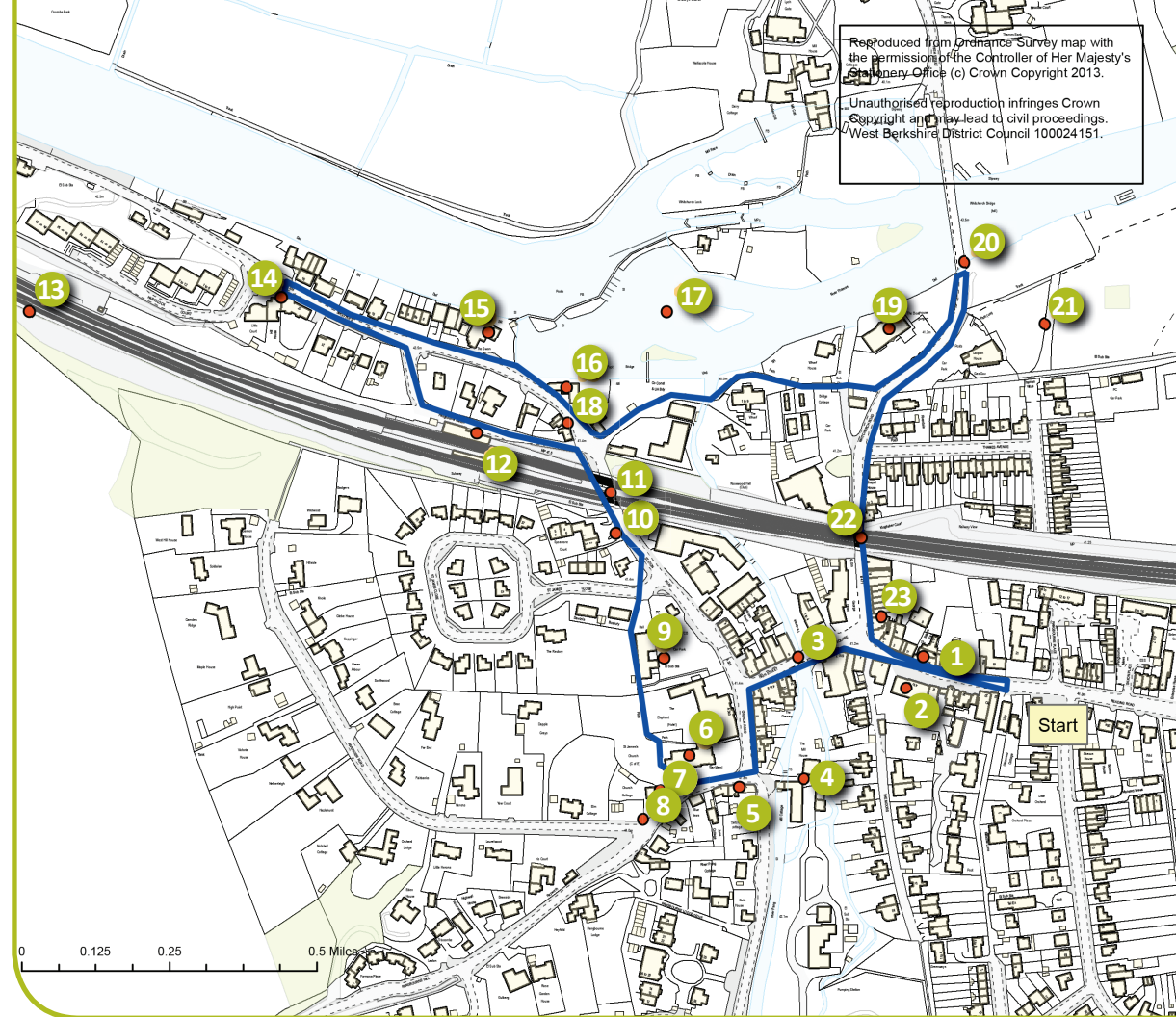
West Berkshire has a wealth of heritage ranging from early prehistoric finds to remnants of the Cold War and beyond – these can be seen as archaeological sites, historic buildings and even landscapes. These walks offer an opportunity to explore your heritage as it exists around you.

## Route

Walk length: 1 mile approx

This walk is relatively easy and for the most part on roads and footpaths. The roads can be busy, so take care when crossing and please wear suitable clothing and footwear. **Please be aware that many of these heritage assets are private property or on private land, so please keep to public rights of way and respect owners privacy.**

- Start at Pangbourne Library and turn left along the Reading Road, originally a Toll Road created in 1764 to improve the route along the south bank of the Thames. On your right, you can see **No.13 Reading Road (POI1)** – a Grade II Listed 17th century timber framed house, now a shop. Note on your left the **former Breedon School (POI2)**, an unlisted Victorian school building built in 1863 from an Educational and Vocational Trust established in 1685 by John Breedon, the Lord of the Manor.
- Continue to the left to the site of the original ford or **crossing over the River Pang (POI3)**. Look to your left as you cross the bridge to see the site of the **former water mill (POI4)**, shown on 19th century mapping and likely to be on the site of a mill mentioned in the Domesday Book. Continue to the roundabout and turn left.
- Walk south to the junction with Pangbourne Hill. Here you will see **'Corner Cottage' (POI5)**, a Grade II Listed row of timber framed cottages originally a medieval hall house dating to the 16th century and still retaining the original fireplaces. with care (or alternatively walk back up to the pedestrian crossing on Station Road) and walk up to the entrance of the churchyard of **St James The Less; the Church (POI6)** is a Grade II\* Listed and dates in construction to the 18th and 19th century, but is probably built on the site of earlier churches. Before entering the churchyard, note **Church Cottage (POI7)** directly ahead. This Grade II Listed 18th century cottage was the home of Kenneth Grahame, author of *The Wind In The Willows*, from 1924 until his death. **The former village lock up (POI8)** a Grade II Listed 18th century circular building – is situated within its garden.
- Enter the churchyard and follow the path around the church tower. Keep an eye out for the grave of Thomas Carter, who served at Trafalgar and several War Commission graves from World War II. In the gardens to your right, **a Neolithic stone axe (POI9)** was discovered in the early 20th century and is now in Reading Museum. Continue to the rear of the village hall and cross onto Station Road





- Continue up towards the railway. On your left is the site of a **former gas works (PO110)**, shown on 19th century mapping but demolished by the later 20th century to make room for housing. Carry on to walk under the railway through the **Grade II Listed Underbridge (PO11)**; designed and built around 1840 by Isambard Kingdom Brunel and one of the original bridges built for the Great Western Railway. Turn left to walk up to **Pangbourne Station (PO112)**, built in 1840 and redesigned in 1893 when the railway was widened. **A Roman cemetery (PO113)** was found during the construction of the railway; finds included skeletons, urns and coins dating from the 4th century AD
- Continue past the station and down to Station Road, turning left on Shooters Hill and walking up to **Shooters Hill House (PO114)**. This Grade II\* Listed House was built in 1898 by architect Leonard Stokes, but was originally the site of a farmhouse shown on early mapping. Part of it is now used as a Masonic Hall. Note the iron hooks set into the wall on either side of the road, these are all that remains of the Toll Gate. Cross the road and walk back down Shooters Hill. The area on your left was the site of Trumplet's boat and timber yard until the mid-19th century, one of the biggest businesses in Pangbourne at the time. You can also see a former boathouse, previously occupied by Jimmy Page of Led Zeppelin fame (below).



- Carry on down to **the Swan Hotel (PO115)**, a Grade II Listed inn probably dating to the 17th century and also the where Jerome K Jerome's Three Men In A Boat ended their journey and returned to London. Continue down past **'Weirpool' (PO116)**, a Grade II Listed timber framed house dating to the 17th century, but with a 19th century extension by Leonard Stokes. A hoard of **Roman coins (PO117)** was dredged from the Thames behind the house in 1911, containing coins dating from the 1st and 2nd centuries AD. Walk past the 19th **railway worker cottages and Station Masters House (PO118)** and turn left into The Wharf.
- Continue along the footpath, crossing the Pang again and the possible site of another of the Medieval mills, until you reach the Whitchurch Road. Take a slight diversion into the Surgery car park to see the surviving winch from **Bryant's Boatyard (PO119)**, a boat and barge building timber yard that used to exist on either side of the Thames. Cross the Whitchurch Road and continue through the Adventure Dolphin carpark to the gate.
- Go through the gate to get stunning views of the Thames and the **Whitchurch Toll Bridge (PO120)**. This Grade II Listed cast iron bridge was built in 1900 on the site of several earlier wooden bridges, but still operates as a Toll bridge – continuing a function dating back to the 18th century. **Pangbourne Meadows (PO121)** were also used as a training ground for bridge building by Royal Engineers during World War II; traces of the concrete supports can still be seen on the river bank. Return to the Whitchurch Road and turn left.
- Continue back towards the village centre, passing through a **second underbridge (PO122)**. This was built in 1837, but altered when the railway line was widened in the 1890s. Keep an eye out for the grooves made by passing tanks in World War II. Carry on to the roundabout, passing **The Square (PO123)** on your left – a Grade II Listed row of shops designed by Leonard Stokes in 1900. Turn left to return to the starting point outside the Library.







## Points of interest

Use a QR Reader application on your smartphone or tablet to scan the code in the No. Column to link to more information.

No.	Name	Date	Description
<b>1</b> 	13 Reading Road	17th century to Present	Grade II listed 17th century timber framed house, now a 20th century shop. Substantial elements of the original timber frame survive.
<b>2</b> 	Former Breedon School	19th century to Present	Unlisted former Victorian school building, later occupied by shops. The school was built using money from an Educational and Vocational Trust established by John Breedon in 1685.
<b>3</b>	Site of the Old Ford	Medieval to Present	Site of the original ford or crossing point over the River Pang.
<b>4</b> 	Site of Pangbourne Mill	Medieval to 19th century	Former water mill on the River Pang, shown on 19th century mapping and likely to be on the site of one of two mills mentioned in the Domesday Book.
<b>5</b> 	3 Pangbourne Hill ('Corner Cottage')	16th to 17th century	A Grade II Listed row of timber framed cottages, originally an open hall house dating to the 16th century and still retaining original fireplaces.
<b>6</b> 	Church of St James The Less	18th century	A Grade II* Listed 18th and 19th century church, likely built on the site of two previous churches as the Parish register dates to 1556. One of only 26 churches in England with this dedication.
<b>7</b> 	Church Cottage	18th century	A Grade II Listed early 18th century cottage with alterations by architect Leonard Stokes. It was the home of Kenneth Grahame, author of The Wind In The Willows, from 1924 until his death in 1932.
<b>8</b> 	Former Village lock-up	18th century	A Grade II Listed 18th century temporary prison, consisting of a circular single-celled brick building.
<b>9</b> 	Find of Neolithic Axe	Neolithic	A quartzite axe-head, dating to the -4000 BC, was found while digging a garden. It is now in Reading Museum.
<b>10</b> 	Site of Gas Works	19th to 20th century	Gas tanks and associated buildings are shown on late 19th century mapping. They had been demolished by the later 20th century.
<b>11</b> 	Station Road underbridge	19th century	A Grade II Listed underbridge, designed and built by Isambard Kingdom Brunel around 1840. This is one of the original bridges built for the Great Western Railway and a well preserved example from the Pioneering Phase of railway construction.
<b>12</b> 	Pangbourne Station	19th century	Well preserved railway station, built in 1840 and reconstructed in 1893 when the railway line was widened to four tracks.
<b>13</b> 	Shooter's Hill Roman Cemetery	Roman	A Roman cemetery was found during the construction of the Great Western Railway. Skeletons, urns and coins were found. Based on descriptions of the coins found, the burials most likely date from the 4th century AD