



Dover District Heritage Strategy Draft

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1 Introduction

Purpose of the DHS

1.1 As a gateway to the British Isles since earliest times, Dover District has an extraordinarily rich historic environment, including a vast wealth of individual heritage assets and asset groups. These assets, in all their aspects, have played a major role in shaping the District's development and identity. The heritage assets can provide a unique opportunity for place-making and guiding and stimulating regeneration.

1.2 This Heritage Strategy was commissioned by Dover District Council and English Heritage to ensure that the heritage of the District plays a clear role in shaping any future regeneration, development and management decisions. It is intended that the strategy provides a strategic and clear approach to dealing with Dover's heritage and that the document might act as a pilot exemplar for similar schemes elsewhere in the country.

1.3 The document contains recommendations to ensure that any future policies and approaches to the District's heritage are based on a clear understanding of the place, its significance and its value. The aim of the Dover District Heritage Strategy is therefore to enable Dover District Council to achieve their objectives for the protection and enhancement of the historic environment as set out in the District's Core Strategy.

Policy Context

1.4 Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider social, environmental and economic objectives and for sustainable communities. This is achieved through a plan-led system, with National Policy and Local Plans, forming the basis for sustainable planning.

National Policy

1.5 The Government's planning policy is set out in a single unified document known as the National Planning Policy Framework (NPPF). A key aim of the NPPF, which was published in March 2012, was to simplify the planning system and make it more accessible whilst promoting sustainable growth.

1.6 The NPPF details the Government's view of what sustainable growth means in practice; it sets out a presumption in favour of sustainable development, and seeks to ensure that development makes a positive contribution to people's lives. The NPPF sets out three strands that make up 'sustainable development', they are economic, social and environmental and the NPPF highlights the importance that the built and historic environment plays in promoting sustainable development.

1.7 The NPPF also rightly acknowledges the important social and economic role that the historic environment can play, both for existing communities through heritage led-regeneration and as part of new development proposals. The historic environment has a key part to play in the Government's wider sustainability aims and this is particularly true for Dover, a District that has an historic environment of the highest significance.

1.8 The NPPF sets out 12 core planning principles that should underpin both plan-making and decision making. One of the twelve core principles states that planning should '*conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations.*' Development that fails to adhere to the historic environment policies is therefore not sustainable.

1.9 Section 12 of the NPPF sets out the Government's specific policies relating to the conservation and enhancement of the historic environment. The policies set out in Section 12 of the NPPF replace those previously contained in Planning Policy Statement (PPS) 5: *Planning for the Historic Environment*, which has now been revoked. The historic environment policies set out in the NPPF are a material consideration that must be taken into account in development management decisions. In particular the NPPF notes that Local Planning Authorities should take into account:

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

1.10 The NPPF places importance on having a solid and robust evidence base for plan and decision making. This strategy, along with the County Historic Environment Record, will form part of that evidence base so that Dover District Council has up-to-date evidence about the historic environment in its area. The strategy also provides a broad-brush assessment of the significance of groups of heritage assets within the District and the contribution they make to their environment.

Local Plans

1.11 The National Planning Policy Framework states that each Local Planning Authority should produce a Local Plan for its area. The Local Plan should be consistent with the policies in the NPPF and should set out how the local authority will deliver sustainable development in their area. The NPPF states that Local Plans should set out strategic policies to deliver conservation and enhancement of the historic environment. They should take into account: the desirability of putting heritage assets

to a viable use and sustaining and enhancing their significance; the contribution that the historic environment makes to wider sustainability aims; and the desirability of new development to contribute to local character [NPPF Paragraph 126].

1.12 This Heritage Strategy seeks to set out a positive strategy for the conservation and enjoyment of the historic environment in Dover District. It aims to make information about the significance of the historic environment accessible and to apply the high level guidance contained within the NPPF and articulate what this means for Dover District. It is intended that this strategy will support Dover District Council in fulfilling its aims for the historic environment as part of its Local Plan process and to help ensure that the District's policies for its historic environment are positively prepared, justified, effective and consistent with national policy.

1.13 Dover District Council's Core Strategy, adopted in February 2010, will form the basis of the District's Local Plan. A key mission statement of the adopted Core Strategy was '*Ambitious for the future, sensitive to the past*'. One of the fourteen objectives set out in the Core Strategy for the District is to

10.Ensure the intrinsic quality of the historic environment is protected and enhanced and that these assets are used positively to support regeneration, especially at Dover.

1.14 This Strategy is intended to support Dover District Council in fulfilling its aims for the historic environment. As part of the Local Plan process Dover District Council is in the process of selecting sites which are believed to be most suitable for development. This strategy provides initial analysis of potential allocation sites in order to guide this site allocation process.

Neighbourhood Plans

1.15 Alongside the national Framework and Local Plans the NPPF also sets out the Government's concept for Neighbourhood Plans. Such plans are designed to give local people direct powers to shape a shared vision for their community and to ensure that the right types of development are delivered locally.

1.16 It is hoped that the theme papers contained within this Strategy will be useful and powerful tools for communities developing Neighbourhood Plans so that they can articulate how those heritage asset have a special significance to their community relate to the District's wider historic environment objectives.

Approach and structure

1.17 As a consequence of its status as a pilot study the detailed approach adopted in formulating this Heritage Strategy has continued to evolve during the course of the project. The overall methodology has however remained as a phased one.

1.18 The initial stage was to identify areas and groupings of heritage assets which contribute to the local distinctiveness of the District. This was undertaken following the identification of a number of key themes and sub-themes. Specific and generic

future vulnerabilities and threats to heritage assets as well as opportunities to enhance them were identified as stage two of the project. Specific attention was paid to the emerging development site allocations. By cross referencing the vulnerabilities and opportunities against the heritage themes it was possible to identify individual, groups or types of heritage assets which were most at risk. The final stage used the results of the earlier stages to consider how the District's heritage assets could act as a catalyst for regeneration, how those assets most at risk could be enhanced and conserved, and a series of recommendations to inform the Site Allocations Development Plan Document were formulated.

1.19 The structure of this report is based around these three stages:

Sections 1-4 provide an introduction to the strategy, the rich history of the District, a description and quantification of the District's heritage assets and a description of the heritage themes. The theme studies themselves are included as an appendix to the main report.

Sections 5 & 6 set out the vulnerabilities and opportunities for the District's heritage assets and tabulate these vulnerabilities and opportunities against the themes. Consideration is given within this section to both site specific and generic vulnerabilities and opportunities.

Section 7 sets out recommendations arising from the vulnerabilities and opportunities identified in the previous sections. It provides specific spatial policy guidance and management advice.

2 Dover's Rich Heritage

Introduction

2.1 Dover District contains an exceptional wealth of historic sites spanning from the prehistoric period to the present day. The District features archaeological finds and historic structures that are important nationally and internationally. These remains include iconic places such as Dover Castle and Richborough Fort as well as internationally important archaeological discoveries including the Dover Bronze Age Boat and Ringlemere Gold Cup. Alongside these there are numerous sites of regional or local importance, less well known perhaps but treasured and valued by local communities as markers of their own history and that of their towns and villages. These sites and buildings are known as 'heritage assets' and are exactly that – places of value to the District, to its sense of identity, its aesthetic appeal and its economy. The wealth of historic remains is reflected in the County Historic Environment Record, which lists almost 10,000 historic buildings and archaeological discoveries across Dover District

2.2 Geographically Dover District's location at the south-east tip of England brings with it a strategic significance that is reflected in its heritage. At times of peace the District has been a gateway to Britain, acting as the main artery for trade, travel and migration. In times of war however the District has been England's frontline; the Channel acting as an important defensive barrier with the White Cliffs being a national symbol of defiance. Alongside events on the international stage, the archaeology and heritage of the District also records the daily lives of the people who've lived here and the way that they've shaped their environment. The District's heritage assets are a record of the history of the District's resident population.

2.3 Of the District's historic sites and monuments it is the military remains that are inevitably the more substantial and prominent. The oldest were the forts constructed by the Romans to defend the main access points to Britannia - the ceremonial entry point at Richborough and the important channel port at Dover. At Richborough, the massive stone fort can still be visited whereas at Dover the forts lie buried beneath the heart of the town. Each of the forts was accompanied by buildings for the administration and army within the fort and civilians outside. At Richborough these included a triumphal arch, streets and houses, temples and an amphitheatre. At Dover well appointed civic and private structures are known, including the exceptionally well preserved Roman 'Painted House'.

2.4 The Roman era ended during the fifth century AD but the need to defend east Kent remained. The most famous illustration of this is at Dover Castle. Although defences were erected here during the Saxon period and after the Battle of Hastings, the castle that can be seen today took shape during the twelfth century. A great tower or keep, bailey, curtain wall and towers were built and by AD 1180 it was one of the most powerful castles in Western Europe. Changes in both the military potential of France and Spain, schism with Catholic powers as well as coastal change in the

Sandwich area led Henry VIII to build three new castles, linked by lines of fortifications and now designed both to deliver and withstand artillery fire, along the coast at Sandown, Deal and Walmer.

2.5 During the eighteenth and nineteenth centuries, the increasing ability of nations to organise fleets and armies of hundreds of thousands of men, as well as improved artillery weapons, led to ever more powerful defences being built at Dover. During the early nineteenth century the Western Heights were turned into a massive and complex fortification with forts, batteries, ramparts and ditches designed to protect Dover from attack from the west and north. Dover Castle was also further strengthened and towards the end of the same century Fort Burgoyne was built to protect the town from attack from the east.

2.6 The final stage in the development of Dover's defences was during the twentieth century. Ever more industrialised warfare required more supplies and logistics and an entirely new military port was built at Richborough during the First World War. During the Second World War the development of new methods of warfare such as air attack, bombing, radar and cross Channel batteries all required new sites to be constructed in the District. Today, the District's coastline is peppered with the remains of Second World War sites including 'Winnie' and 'Pooh', the famous cross channel guns on the Dover cliffs, Swingate Radar Station, complexes of pillboxes, observation posts, bunkers and the Secret Wartime Tunnels excavated deep below Dover Castle from where the Dunkirk evacuation was commanded. East Kent's defensive role has now greatly receded but all these sites survive and many can still be visited to remind us of the dramatic events that occurred in the District, in the sea that surrounded it and the air above. The human cost of the wars can also be seen through the war memorials and monuments across the District.

2.7 During times of peace Dover was an essential conduit to the continent for ideas, goods and people. During the prehistoric and historic periods many new technologies, customs and practices entered England from the continent and many will have come via Dover. In the centuries before the Roman conquest, for example, ideas had begun to spread into England from the continent and by the time of the conquest Kent was the most Romanised area of the British Isles.

2.8 In the first century AD Britain's first lighthouse (or *pharos*) was built, and still stands, on the hill that is now Dover Castle. The *pharos* at Dover Castle is the tallest Roman building surviving in the country. A second lighthouse, now demolished, was built on the hill to the west of the port and the lights of both of these could be seen from France where a third lighthouse was built in Boulogne. This new technology was symptomatic of the new ideas that entered Kent with the Romans. Roman roads were constructed between Dover and Richborough, Dover and Canterbury and Dover and Lympne and villas - large estate farms - constructed at Wingham, Sholden, Walmer and Sandwich. Roman products such as pottery, jewellery, tools and coins replaced the earlier British equivalents. New religious ideas also entered Kent, first pagan Roman beliefs and rituals and later Christianity. Indeed, the archaeological remains of a fourth or fifth century church may exist within Richborough Fort.

2.9 A much later example of how Dover District could benefit from new ideas was during the sixteenth century at Sandwich. In 1561 a royal warrant allowing foreign craftsmen (Strangers) to manufacture cloth in England encouraged Flemish and Huguenot Protestant refugees fleeing religious persecution in France and the Netherlands to settle in Sandwich and its neighbourhood. Most were weavers who brought new skills to the declining English cloth trade. Others introduced market gardening to the area. There was a further influx of Flemish refugees in 1568, and by 1570 Dutch, Flemish, Huguenot and Walloon settlers made up almost half of Sandwich's population. Even today, many of Sandwich's historic buildings have Dutch elements that indicate the origin of their builders. Indeed Sandwich has been described as *'the completest medieval town in England'* and it is therefore not surprising that it has the greatest density of Listed Buildings of any town in the country.

2.10 As Sandwich's experience shows, Dover's proximity to the continent made it suitable not just for the transfer of ideas but of people too. Up to the twentieth century, many of the peoples or groups who moved to England first arrived in Kent. The original Roman raids of 55 and 54 BC took place in east Kent and probably the full invasion of AD 43. Towards the end of the Roman period, groups of Angles, Saxons and Jutes arrived in east Kent, first as raiders and later as settlers. By the end of the fifth century they had established the Kingdom of Kent – the oldest of the Anglo-Saxon kingdoms. Together with Thanet, Dover has the greatest number and density of early Anglo-Saxon cemeteries of any region in England. Many of these contain fine grave goods that have told us much about the skills, beliefs and resources of their owners.

2.11 Today, many heritage assets related to trade between Kent and the continent still survive. The English Channel contains a greater density of shipwrecks than any other coastal strait in the world. Although many of these vessels were only passing through the straits at the time they were wrecked, and may not have intended to put into port in Kent, they are nonetheless poignant and often important reminders of why the port of Dover exists and on what much of its prosperity has historically depended. The most remarkable survival from Dover's maritime past is, however, now safely on land. The Dover Bronze Age boat, presented in Dover Museum, is the world's oldest sea-going boat. At the end of its life in c. 1550 BC it was abandoned in a backwater where it remained until its excavation in 1992. Part of the boat still remains buried beneath Townwall Street.

2.12 The most dangerous area for wrecks has always been the Goodwin Sands off the coast of Deal. These treacherous sands contain several hundred wrecks including five of Dover's six legally protected wrecks (the other being the Langdon Bay wreck that dates back to the Bronze Age). The sands are still dangerous today and The Downs, the sheltered area between the sands and the shore, remains a valued anchorage for ships passing through the Dover Straits. The other main survivals of Dover's maritime past are the dock and port installations. Those of the prehistoric, Roman and medieval periods still survive archaeologically at Dover and Sandwich, and probably elsewhere in the District. In Dover, Wellington and Granville Docks, Admiralty and the Prince of Wales Piers and the Eastern Arm and Outer Breakwater date mostly from the eighteenth and nineteenth centuries. They are still

in use by a range of commercial and leisure users and are central to Dover's maritime character. At Deal the maritime installations were much always much less substantial. There was no harbour as such although there were a range of ship and boat building yards, navy slipways and storehouses. These only survive archaeologically although the Time Ball Tower and many of the houses and properties associated with the maritime trade do survive and continue to contribute to the town's historic coastal character.

2.13 As well as the heritage that relates to Dover's role as the gateway to England, the District also features an outstanding heritage that relates to its role as a home for its people. The settlements of Dover are both historic and central to the region's future, defining its character while accommodating change and evolution. Many of the District's towns and villages include historic buildings and buried archaeological remains that record their evolution and development. Beneath the modern streets of Dover for example, there are exceptionally well-preserved remains of the town's Roman, Anglo-Saxon and medieval predecessors. The historic character of the District is underpinned by its historic landscapes – the pattern of farms, fields, tracks and lanes that has evolved over millennia. The earliest remains of these, from the prehistoric period, are now mostly invisible, surviving as archaeological sites buried beneath the ground. They include settlements and farms, roads and lanes, cemeteries and temples. Many of these are to be listed among Dover's 48 Scheduled Monuments and, whilst mostly buried, the influence they have had on Dover can still be traced. For example, at Maydensole Farm north of Whitfield, the prehistoric alignment of fields and tracks can be seen in cropmarks. The Roman road that was constructed through the area slashes through this network but did not permanently disrupt the ancient pattern which still survives today in the parish boundary as well as the pattern of modern fields, boundaries and lanes.

2.14 Within this landscape evolved Dover's modern settlements. The features and buildings that they include define Dover's settlement heritage. This is most clearly reflected in the District's historic buildings, many of which are Listed Buildings. There are 1,926 Listed Buildings in Dover District, including 37 Grade I and 105 Grade II* buildings. These are distributed across every town and village in the District and are also scattered across its fields and along its coastline. They are buildings of special architectural or historic interest and tell the story of people's homes, places of work and worship for more than a thousand years. Some are of national or even international renown such as Waldershare Park, Dover Castle keep, South Foreland lighthouse and Barfreston Church. Other Listed Buildings are of more local relevance telling the story of how ordinary people lived, such as the Victorian terraces along London Road, Dover or the eighteenth and nineteenth century houses along Middle Street, Deal. Some illustrate Dover's industrial heritage such as the remains of Dover's coal-mining industry or the mills along the Dour. For all Dover's settlements, historic buildings, whether Listed or not, have helped to shape their evolution and today are valued landmarks for local communities. They provide character, interest and a sense of age within settlements, often defining the heart of an old settlement and linking new development with old.

Dover District Heritage Timeline

Palaeolithic (700,000 to 10,000 BC)

2.15 The Palaeolithic marks the first inhabitation of Britain by humans, though the ancestors of modern humans only arrived c.30,000 years ago. Human activity during this period is largely evidenced from stone tools, which were primarily produced from flint. The environment varied considerably during this period, from frozen tundra to warmer than present. The degree of human activity likely varied in relation to the environmental conditions. Sea levels rose and fell in relation to the advance and retreat of the ice sheets, and for the majority of this period Britain was connected to the continent, allowing the ingress and egress of the small, migrant human population. Kent in general has a great wealth of Palaeolithic material, including the oldest human skull found in Britain – the Swanscombe Skull.

2.16 Within Dover District there is evidence of activity on the North Downs around Dover in the Lower and Middle Palaeolithic, though the amount of activity is not as great as elsewhere in Kent. The Upper Palaeolithic, however, sees a dearth of activity in the District, with activity focusing towards the west of the county.

Mesolithic (10,000 to 4000 BC)

2.17 The Mesolithic period saw the end of the last glacial period and the gradual increase in the human population. At the beginning of the Mesolithic Britain was connected to the continent, only becoming an island c.8,000 years ago. The small human population led a hunter-gatherer lifestyle, with temporary hunting camps following the migration routes of large animals. This period saw the development of stone tool technology, developing from utilitarian hand axes to more specialized blades, choppers, arrows, and axes.

2.18 The Early Mesolithic sees a continuation of the dearth of sites in Dover District, though there is a marked increase in activity in the Later Mesolithic (though again not as great as in the west of the county). Evidence is primarily in the form of flint tools, with a substantial assemblage at Finglesham, where the concentration of axes suggests substantial forest clearances in this area.

Neolithic (4000 to 2500 BC)

2.19 The Neolithic period saw arguably some of the most important advances in human history, with the cultivation of cereal crops on a large scale and the adoption of animal husbandry. The benefits of agriculture and a sedentary lifestyle led to changes in technology, society, and economics, notably the vast increase in the use of pottery. This transition is seen earlier on the continent, and the proximity of Kent to the continent sees the adoption of these changes earlier than other parts of the country.

2.20 The invention of agriculture and the subsequent adoption of a more sedentary lifestyle led to a greater investment in the landscape. Forests were cleared for agriculture and settlements became more permanent. As populations grew social

relationships became more complex, especially the relationship between the living and the dead. Monumental 'ritual' architecture developed, with long barrows and causewayed enclosures in the earlier Neolithic, which gave way to henges, stone circles, and cursuses in the later Neolithic.

2.21 There are no known long barrows in Dover District, as are seen elsewhere in the county, however there is a possible causewayed enclosure at Tilmanstone. From pottery evidence, settlement activity seems to be focused around Deal. Settlements themselves are rare in Kent, with long houses being particularly elusive.

Bronze Age (2500 to 700 BC)

2.22 The Bronze Age saw an increase in the size and social complexity of communities, and, notably, the first use of metalworking in Britain. The expanding population and the advent of metal tools allowed forests to be cleared on a larger scale to provide land for agriculture. Cleared land was often divided up into field systems, reflecting the increasing social complexity that was developing. Increasing food production, an increasing population, and new technologies led to the emergence of specializations in the population, including the emergence of a social élite. Monumental 'ritual' architecture shifts from the communal to the individual, with barrows and elaborate grave assemblages reflecting the high social status of a select few. An increasing population meant that settlements become more common, often consisting of groups of roundhouses, sometimes within a ditched enclosure. A few high status sites also developed, which were the hub of the new industries that were emerging, namely weaving, metalworking, and salt extraction. Regional cultures began to develop, most prominently shown in the variations in pottery types, though there is evidence that extensive trade routes existed, including links with the continent. There is evidence of a collapse of trade routes at the end of the Bronze Age and a degree of social change.

2.23 The Isle of Thanet and the Wantsum Channel are the focus of settlement activity in east Kent during this period, and there is a high status site at Mill Hill, Deal (which was situated at the southern extent of a stretch of the Wantsum). There is evidence for activity across the rest of the District, including a probable settlement at Dover. Two boats were discovered at Langdon Bay and Dover, highlighting the importance of coastal transport and cross Channel contact.

Iron Age (700 BC to AD 43)

2.24 The Iron Age sees the development of iron-working technology. Social relations become more complex and the development of new technologies and trade routes led to an increase in the range of goods people had access to. Settlement is extensive in the Early Iron Age, especially in the east of Kent. There is a notable lack of settlement evidence in the Middle Iron Age, for unknown reasons, though a number of hillforts develop, probably primarily as social and ritual centres rather than defences sites. The Late Iron Age sees an increase in settlement activity again. There is less of an emphasis on defended settlements during the Late Iron Age, and hillforts are replaced by *oppida*. These extensive sites were the new residences of the social

élite, and had a range of social and economic roles. Coinage develops during the Late Iron Age, and larger-scale industries begin to develop, showing both increased social organization and increased trading opportunities. Social changes in the Late Iron Age extend to burial practices. Prior to the Late Iron Age human remains are rare, but from the Late Iron Age Inhumations and cremations become more prominent.

2.25 The Late Iron Age sees the expansion of the Roman Empire across continental Europe, which exposed southern Britain to new trade routes and a range of new technologies, ideas, and goods. Caesar's expeditions in Kent in 55 and 54 BC had profound consequences for the ruling élite. Many parts of southern Britain effectively became client states of the Roman Empire. The main consequences of this for the populace were increased political stability and the increase in trade routes leading to a greater variety of consumer goods.

2.26 Early Iron Age settlement is concentrated in the east of the county, with a large number within Dover District. The ramparts of Dover Castle have been conjectured to have evolved from an Iron Age hillfort. There is a marked decrease in known sites of the Middle Iron Age in the District – a trend which is comparable to the rest of the county. Major activity of Middle Iron Age date is limited to a settlement site at Worth and occupation activity at Dover. Late Iron Age settlement is more widely distributed across the District, with notable sites including a religious site at Worth and a cemetery at Mill Hill, Deal. The North Downs trackway may date to this period.

Roman (AD 43 to 410)

2.27 By the first century AD much of southern Britain had effectively become de facto client states of the Roman Empire and the formal inclusion of Kent within the Roman Empire in AD 43 with the arrival of Claudius does not appear to have had any significant impact. Rural settlement continued to be dominated by small groups of roundhouses within a ditched enclosure, though the social élite increasingly adopted the Mediterranean architectural styles, notably building country villas. Towns develop, with a greater focus on the use of stone than before, and metalled roads cross the landscape on an unprecedented scale, connecting towns, military stations, and important industrial sites. Large scale industry is a feature of the Roman period, with the exploitation of the iron deposits in the Weald, and extensive salt-workings and pottery production. Kent was also a prolific producer of grain, which was exported to other parts of the Empire. Inclusion within the Empire, and the extensive road network allowed for extensive trade routes and the range of consumer goods increased.

2.28 Although the Empire brought internal peace, the military was a significant presence within east Kent throughout the Roman period. The probable Claudian landing site at Richborough in AD 43 became the main port of entry into the country and the start of Watling Street which ran to London. Alongside the fort there was a small civilian settlement, with temples, *mansio* (official guesthouse), and an amphitheatre. A large *quadrifrons* (triumphal arch) was built at Richborough, straddling the road, to signify the conquest of the whole of Britain. From the early to mid second

century AD Dover replaced Richborough as the main port of entry, and became one of the stations of the *Classis Britannica* (the Roman fleet in the English Channel). Again, a fort was accompanied by a *mansio* and civilian settlement. The importance of Dover as a port of entry is highlighted by the construction of two lighthouses on the Eastern and Western Heights sometime in the first century AD. The lighthouse on the Eastern Heights remains standing. From the third century onwards a series of new forts were built along the east and south coast of Britain. In the early fifth century these were referred to as the Forts of the Saxon Shore, though there is no evidence that they were initially conceived as an integrated line of defences. A fort was built at Dover c. AD 270 and at Richborough c. AD 277.

2.29 The Roman road network within the District is not fully understood, though Dover, Richborough, and Canterbury were certainly linked. There is a notable lack of known villas to the east of Canterbury when compared to the west of the county, and there are only four proven villas in Dover District, although an additional fifth possible villa site has recently been identified on aerial photographs near Ash. Findspots suggests that there was probably fairly dense rural occupation around Deal and the southern end of the Wantsum, though the precise nature of any settlements is unknown. There is also some evidence for agricultural specialisation in the District in the Roman period, including the growing of spelted barley, presumably for brewing. In this area also is the temple at Worth, which continued in use into the Roman period. Christianity spread in the third century AD, and a font at Richborough may be one of the earliest signs of Christianity in the District.

Anglo-Saxon (AD 410 to 1066)

2.30 Following the withdrawal of the Roman army from Britain c. AD 410, the eastern areas of Britain began to be settled by peoples from northern Germany and southern Scandinavia, namely the Angles, Saxons, and Jutes. Whether they were migrants or invaders is uncertain, though from the middle of the fifth century onwards their material culture begins to become common. The decline of the Roman Empire led to a decrease in continental trade, though finds suggest that Kent appears to have maintained good trade links with the continent. St Augustine reintroduced Christianity in AD 597, with early churches built soon after. Kent continued to be a centre of Christianity throughout the period, with bishops at both Canterbury and Rochester. The Kingdom of Kent became powerful in the seventh century, but its influence waned after this. The Viking incursions of the ninth and tenth centuries largely avoided Kent, perhaps reflecting its relatively low political influence towards the end of the period.

2.31 Rural Anglo-Saxon settlement evidence in Dover District is relatively sparse, and little is known of the towns in the early Saxon period. Dover appears to have remained a major settlement and exceptionally well preserved Saxon period remains have been found in the centre of the town. It was probably a major trading centre, with links to the continent. It was also the centre of a vast estate, and there was likely a defended site on the Eastern Heights during this period. Sandwich developed as a *wic* (trading site) from c. AD 650, though the exact nature of Saxon Sandwich is uncertain. Richborough probably became a small religious settlement and port, while

Wingham and Eastry developed as the centres of estates, the latter being a royal estate. In the late Saxon period Dover and Sandwich were major settlement centres, both being sites of mints. Evidence for a rural Saxon settlement has been recorded at Whitfield.

2.32 Burial evidence of this date is extensive in eastern Kent, with particularly large inhumation cemeteries at Buckland and Finglesham. Kent had some of the earliest churches and monasteries in the country, with St Martin's Priory in Dover dating to the early seventh century, and a possible monastery founded at Eastry later in that century. A number of churches in the District also have Saxon origins. St Mary-in-Castro, in Dover, is the most complete Saxon church within the District, dating to c. AD 1000.

Medieval (AD 1066 to 1540)

2.33 Most of the landscape of Kent was formed in the medieval period, as small Saxon settlements grew into larger villages and towns. Following the Norman Conquest which began in AD 1066, there was an increased focus on architecture created by the military and for religion. Thus many small wooden Saxon churches were rebuilt in stone, some on a monumental scale, and there was a great increase in the size and number of stone-built castles. The church became very powerful during this period, and held land and properties across the country. Canterbury was an especially important religious centre, both as the seat of the country's highest religious figure, and as an important pilgrimage centre. Trade links with the continent grew, and the ports of Kent became important centres, with four of the five main Cinque Ports in Kent. Notable industries that grew in Kent during this time included brewing, tanning, tile-making, wool production, weaving, and iron-working.

2.34 Dover Castle dates to this period. William I's army first burnt the Saxon fortifications on the Eastern Heights and then built new fortifications. The massive stone keep and curtain walls were built from the mid twelfth century onwards. The castle subsequently became a royal castle, indicating the status and strategic importance of Dover. The only other early castle in the District was at Coldred dating from the late eleventh to mid twelfth centuries. Slightly later, towards the close of the thirteenth century, a small castle was built at Sandwich. Dover castle was besieged in 1216 with a failed invasion of the French, while Sandwich was raided by the French in 1457. Only five towns in Kent had known walls during this period, two of which are in Dover District. At Sandwich, earthen ramparts were constructed in the mid to late thirteenth century, with further modifications and the addition of small sections of stone wall over the next 200 years. The ramparts and two gates survive. Dover had walls of some sort by 1231, which were added to over the next 200 years, though they probably never completely enclosed the town. No standing remains survive.

2.35 Many of the parish churches have fabric dating to the Norman period, though most were heavily altered to cope with an expanding population over the next 500 years. The religious centres of Langdon Abbey, St Radegund's Abbey, Dover Priory, Sandwich Friary, and Wingham College expanded over this period. This period also saw the rise of centres of healing, initially centres healing the soul, and later hospitals

healing the body. A number of institutions were founded in Dover and Sandwich. Dover, located at the eastern end of the Pilgrim's Way, was an important pilgrimage centre, both as home to the shrine of Thomas de la Hale and as a gateway between Canterbury and the continent. The Reformation of the mid 16th century marked the decline of the influence and control of the church on the wider landscape. Langdon Abbey was one of the first, if not the first, religious house to be dissolved, in 1535. St Radegund's Abbey followed in 1536, Wingham College in 1537, and Dover Priory and Sandwich Friary in 1538.

2.36 Sandwich and Dover were major trading centres, being two headports of the Confederation of the Cinque Ports. Stonar and Deal were smaller ports in the trading and defensive network. By the start of the sixteenth century most of the harbours along the east Kent coast were silting up. Dover, which also had an important naval function, invested in large harbour works to combat this. For the other ports, the end of this period was marked by a general shift in trade to ports away from Kent.

Post-Medieval Kent (AD 1540 – modern)

2.37 The post-medieval period sees rapid and extensive growth of the population in Kent, and subsequently their impact on the landscape. The population of Kent has grown from somewhere around 100,000 in 1500 to almost 1.7 million in 2010. In addition to a vast increase in settlement size, there has been a great increase in industry, while other institutions, such as the church, have declined in importance. New transport links have developed as well, most notably increases in the road network and the construction of the rail network, but also increased links with the continent through the growth of ferry transport and the Channel Tunnel Rail Link. Increasingly great importance was placed on defence of the county, with successive lines of defence being constructed along the east coast.

2.38 The population of Dover District has not seen the same scale of growth as elsewhere in the county, with the population of the whole District currently only around 100,000. The population of the major towns changed little from the beginning of the period up to the nineteenth century. During this century Dover and Deal saw rapid growth from around 10,000 each to around 40,000 and 20,000 respectively. Sandwich, however, has seen relatively little growth, and the scale of growth of the District is comparatively low compared to other parts of the county.

2.39 One of the major industries to affect the District was coal mining, which developed over the course of the early twentieth century, with peak output in 1935. Collieries were founded at Snowdown, Tilmanstone, and Betteshanger, with accompanying small planned settlements at Aylesham, Elvington, and Mill Hill. A network of light railways was constructed, and an aerial ropeway was built to connect Tilmanstone with Dover harbour.

2.40 Other major features of the District are the various defensive sites. Castles were built at Sandown, Deal, and Walmer between 1539-40 as part of the Henrician coastal defence system. As part of the Napoleonic defences these were supplemented by two shore batteries at Sandwich. Additions were made to Dover Castle and, most

notably, the Western Heights were developed as a fortress. Further additions were made to the Eastern and Western Heights over the nineteenth century. The First World War saw coastal batteries at Dover and the development of port facilities and a military camp at Richborough. The Second World War saw further coastal batteries, airfields, and pillboxes as part of defence lines.

2.41 The first turnpike act in the District came into force in 1753, though the majority of turnpike acts were issued around the turn of the nineteenth century. The first railway in the District was built in 1844, connecting Dover to Folkestone. A number of other lines were constructed over the next 40 years, followed by the light railways connecting the collieries. Dover was the only town in the District to have a tram network, which was in operation from 1897 – 1936. Deal and Sandwich continued to lose importance as ports. Dover, however, continues to be of national importance as a port, both in terms of commercial and public shipping.

Significance of Dover's Heritage

2.42 As a group the heritage assets in Dover District are considered to be of **outstanding significance**. The District's archaeology, historic buildings and historic landscapes are of national and international importance. Discoveries such as the Dover Bronze Age boat and the Ringlemere Cup have helped to improve our understanding of the movement of peoples, ideas and goods in the prehistoric period. That these finds were made by chance shows clearly the potential for significant further archaeological finds to be discovered within the District. Major heritage sites such as Richborough Roman Fort and Dover Castle have been known about for much longer, but nevertheless are likely to contain important evidence that could further improve our understanding of key events and periods in British history. Arguably the most significant monuments in the District relate to defence and countering the threat of invasion. The District's Channel location has meant that it has always been on the front-line in conflicts with continental Europe. As such the District contains an unparalleled collection of defensive heritage assets spanning nearly 2,000 years from the Roman invasion to the Cold War.

2.43 Throughout this strategy reference is made to the suite of 'Heritage Values' set out in English Heritage's *Conservation Principles*. These values seek to explain why people value historic assets and places; they set out a range of complementary and overlapping values which help to articulate how the significance of a place, theme or asset is understood. The values are divided into four strands – evidential value, historical value, aesthetic value and communal value.

2.44 Evidential value – the evidential value of the District's heritage assets is immense. The archaeological record of the District holds important evidence for interaction and relations between Britain and Europe. Evidence for the movement of people, ideas and goods across the Channel can be charted in the heritage of the District. The heritage of the District also has the potential to provide important new information on the development of settlement in the District and shed light on the past lives of the people who have lived in and shaped the modern landscape.

2.45 Archaeological research projects, development-led archaeological investigations, environmental archaeology and the use of scientific analysis all hold a great potential to further realise and discover important and new evidence.

2.46 Illustrative value – The District’s heritage assets illustrate numerous events that played out on the national and international stage. These include, for example, important Roman sites containing both above ground and below ground remains that show the impact of the arrival of the Roman army in AD 43, life under Roman rule and the decline and fall of Roman Britain. It is not just the District’s ancient remains that are of importance. More recent conflicts have left their mark on the District’s landscape. The anti-invasion remains of the Second World War period illustrate, for example, the very real fear of German invasion that impacted on the everyday lives of people across the District. Numerous other conflicts and events have equally left their mark and provide an accessible and understandable illustration of national and international history at a local level.

2.47 The heritage assets of the District also provide a link to important past peoples and are associated with numerous rulers, kings, notable families and individuals. From Churchill’s visits to ‘hellfire corner’ in the Second World War to Caesar’s landing near Deal – the District’s heritage assets allow locals and visitors alike to connect with key people from the past. Sites such as Walmer Castle, with its collection of Wellington memorabilia and recreation of the Duke’s apartments provide an intimate insight into the life and personality of a well-known and significant historical figure.

2.48 Aesthetic value – the aesthetic values of Dover District’s heritage assets are wide and varied; from the wide rolling down-land landscapes, shaped by generations and now celebrated as an Area of Outstanding Natural Beauty, to the attractive ancient church which forms the centrepiece of a historic village. Some places such as Dover Castle are iconic and recognised and celebrated widely for their aesthetic qualities. Other places are more intimate and valued by the local people who experience them daily. Military remains, such as the sheer walls and ditches of the Drop Redoubt, can inspire feelings of awe and fear that resonate well with the original purpose of the fortifications and help visitors to appreciate their defensive might. Other sites, like the historic parkland at Waldershare or Goodnestone, for example, are deliberately designed to be aesthetically pleasing and continue to be valued because of this. The District’s many historic villages and farmsteads are now valued aesthetically, but were not necessarily designed to be so – they have become imbued with an aesthetic quality arising from a patina of age.

2.49 Communal value – the communal values of the District’s heritage assets are equally wide-ranging and varied. The historic environment of the District is key to providing a sense of place. Many people draw emotional and intellectual stimulation from the District’s heritage assets. Dover Castle, for example, which sits above and dominates the town of Dover is symbolically valuable to many and is an important part of the District and its identity. The District’s extensive Second World War remains are not just important for their illustrative value – they are also a visual and commemorative link to the losses that the people of Dover suffered during the war and of the bravery of those who manned the defences.

3 Heritage Assets

Definition of a heritage asset

3.1 *A building, monument, site, place or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including Local Listing).⁽¹⁾*

3.2 In planning terms the concept of ‘heritage assets’ was a key feature of Planning Policy Statement 5 which unified previous planning policy guidance. The principle of considering the historic environment in a holistic manner is continued in the Government’s NPPF and the concept of heritage assets remains a key building block of the framework. Elements of the historic environment that are worthy of consideration in planning matters were termed ‘heritage assets’.

3.3 A heritage asset will hold meaning to individuals and groups of individuals beyond their purely functional utility. Heritage assets have been shaped by people responding to their local environment, but will also help to shape that environment in the future. They have a significant role to play in creating a sense of place and acting as a catalyst for regeneration. The District’s heritage assets add distinctiveness, meaning and identity to the place and are an exceptionally valuable local resource.

3.4 It is therefore important that the significance of the District’s heritage assets is taken into account as part of any future development management, regeneration or maintenance decisions and opportunities are sought, wherever possible to enhance the District’s heritage assets.

Types of assets and designations

3.5 The term heritage assets encompasses all sorts of features, including buildings, parks and gardens, standing and buried remains, areas, sites and landscapes. Some heritage assets possess a level of significance that justifies designation. The following statutory designations covering heritage assets exist within Dover:

- Scheduled Monuments
- Listed Buildings
- Conservation Areas
- Registered Parks and Gardens
- Protected Wreck Sites off the coast of Kent

3.6 Other heritage assets may be indirectly provided with statutory protection. For example, Areas of Outstanding Natural Beauty (AoNBs) are designated to protect the natural beauty of a place and heritage assets may form an important part of what makes an AoNB special.

Scheduled Monuments

1 National Planning Policy Framework, March 2012 – Annex 2

3.7 Scheduled Monuments are those archaeological sites which are considered to be nationally significant and as such have been given legal protection by being placed on a list by the Secretary of State for Culture, Olympics, Media and Sport. The Ancient Monuments and Archaeological Areas Act of 1979 provides the legislative framework for this list. Scheduling is legal protection afforded specifically to archaeological sites.

Listed Buildings

3.8 Significant historic buildings or structures are provided with statutory protection by being placed upon the Statutory List of Buildings of Special Architectural or Historic Interest. Buildings which have been placed upon this statutory list are known as Listed Buildings and are graded using the following criteria:

- Grade I buildings are of exceptional interest, sometimes considered to be internationally important; only 2.5% of Listed Buildings are Grade I
- Grade II* buildings are particularly important buildings of more than special interest; 5.5% of Listed Buildings are Grade II*
- Grade II buildings are nationally important and of special interest; 92% of all Listed Buildings are in this class and it is the most likely grade of listing for a home owner.

3.9 Listed Building Consent is required from the Local Planning Authority for any alteration, extension or demolition works which may affect the character or significance of the building. The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the legislative framework for the Listed Building process.

Conservation Areas

3.10 Conservation Areas are designated where a place is of special historic or architectural interest, and where it is desirable to preserve or enhance the character and appearance. Conservation Areas are mostly designated by the Local Planning Authority. Owners or users of a property in a Conservation Area require permission to carry out certain types of alterations to that property, to demolish or substantially demolish a building and to notify their intention to cut down or prune trees in the area. Additional restrictions on small scale development and alterations within a Conservation Area can be secured through the application of Article 4 and in particular Article 4(2) Directions which can be used to remove permitted development rights.

Registered Parks and Gardens

3.11 Since 1983 English Heritage has maintained a *Register of Historic Parks and Gardens of special historic interest in England*. This Register is specifically concerned with gardens, grounds and planned open-spaces and the emphasis is on the significance of the place as a designed landscape, rather than its botanical importance. Registration is a 'material consideration' in the planning process, meaning that

planning authorities must consider the impact of any proposed development on the landscapes' special character. As with Listed Buildings, the Registered Parks and Gardens are graded as per the following criteria:

- Grade I sites are of exceptional interest
- Grade II* sites are particularly important, of more than special interest
- Grade II sites are of special interest, warranting every effort to preserve them

Protected Wreck Sites

3.12 The Protection of Wrecks Act (1973) provides the legislative framework for designating the remains of vessels (or their contents) which are of historical, artistic or archaeological importance. It is a criminal offence for anyone to tamper with, damage or remove any part of a protected wreck or its contents.

None designated heritage assets

3.13 The majority of heritage assets will not be designated. Some heritage assets may be of a level of significance which would not warrant formal designation, whilst other assets may not currently be designated either because their significance has only recently been revealed or has never been formally considered. Some of the undesignated heritage assets are of equivalent significance to those that are.

3.14 Some assets may have a locally-defined designation; these do not have any statutory framework underpinning them but represent recognised heritage assets of local significance or value. As there is no adopted local list of buildings for Dover, the only locally-defined designations are the Historic Parks and Gardens.

3.15 Non-designated heritage assets are all those recognised elements of the historic environment not covered by one of the above designations. These include standing buildings, belowground archaeology and archaeological findspots, earthworks, maritime features (principally shipwrecks) and aircraft crash sites (though most of the latter are covered by the Protection of Military Remains Act 1986).

<i>Designated Heritage Assets</i>	
Scheduled Monuments	48
Listed Buildings	1926
Conservation Areas	57
Registered Parks and Gardens	6
Protected Wreck Sites	1
<i>Locally designated Heritage Assets</i>	
Historic Parks and Gardens	21
<i>Non-designated Heritage Assets</i>	
Standing buildings	138
Belowground archaeology	5904
Maritime features (excludes offshore wrecks)	6

Crash sites	1
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Table 3.1 Table quantifying designated and non-designated heritage assets recorded in the Kent Historic Environment Record (as of August 2011)

4 Heritage Themes

Introduction to themes

4.1 The archaeology and heritage of Dover District is exceptionally rich, varied and extensive. It was therefore realised at an early stage that in order to properly define and characterise these assets it would be necessary to consider them through broad groups and themes. A list of the groups and themes, along with broad summaries is included below. The theme papers themselves are included as Appendix 1 of this strategy.

4.2 In identifying a list of themes for this strategy, consideration was given to those aspects that particularly contributed to local distinctiveness or have played an important role in shaping the character of the District. A more general description of the richness of the District's heritage is provided through the asset-based themes, considering the resource in terms of asset groupings.

4.3 The following themes and theme groups were considered as part of the present study (due to the complexity of some themes these have been treated by individual sub-theme):

1 Coastal Processes and landscapes

2 Coastal Ports

2.1 Sandwich & Stonar

2.2 Deal Port and The Downs

2.3 Dover Harbour

3. Invasion and defence

3.1 Roman Gateway

3.2 Arrival of the Saxons

3.3 Medieval defences

3.4 The Castles of the Downs

3.5 Post-medieval defences

3.6 The Great War and Supply of the Western Front

3.7 Second World War defences

3.8 Barracks

3.9 Cold War

4. Communications
 - 4.1 Historic road, routes and lanes
 - 4.2 Railways
 - 4.3 Cross Channel travel
 - 4.4 Flight
5. Maritime
 - 5.1 Coastal features and leisure
 - 5.2 Wrecks
6. Church
7. Country Houses and estates
 - 7.1 Great houses and estates
 - 7.2 Courts and Manors
8. Settlement
9. Agriculture and Farmsteads
10. Industry
 - 10.1 The East Kent Coalfield
 - 10.2 Dour Mills and Industries
 - 10.3 Quarrying
11. Archaeology
12. Built Heritage
13. Conservation Areas

4.4 It is recognised that there are significant heritage assets within the District that do not easily fall in to the above themes and that arguments could be made for additional themes which are important to the District for example prehistoric settlement and land-use, coastal leisure, civic buildings, cemeteries and historic parks and gardens. It is envisaged that future studies could add to the theme list above.

Themes methodology, values and significance

4.5 Themes were investigated using a desk-based approach, with a number of different sources of information consulted. Some limited site visits were made where on the ground clarification was needed or where desk-based sources were contradictory or inconsistent. Outputs comprised thematic based studies (which are included as an appendix) as well as GIS layers, which have been used as a basis for the production of the illustrations accompanying the theme papers.

4.6 The thematic studies are not intended to provide a definitive list of all heritage assets relating to a particular theme; rather, they are intended to provide an illustration of significant elements, examples or key groupings of the District's heritage assets that contribute to the significance of the theme. The nature of such a theme based approach means that there will be considerable overlap between themes, groups and sub-themes. As such some heritage assets feature in multiple themes; where possible cross-references have been included to other relevant themes.

4.7 Each theme study comprises an introduction to the theme, a written description of the principal heritage assets, a tabulated list of key heritage assets and a statement of significance for that theme. The theme studies also highlight any significant vulnerabilities or opportunities connected with either the theme as a whole or to specific assets within that theme.

Significance

4.8 Measures for assessing the significance of the themes and groups in their various aspects have been based on the values (where relevant) set out in English Heritage's *Conservation Principles*. These values are: evidential, illustrative, aesthetic and communal. **Evidential value** derives from the potential for heritage assets to yield further evidence of past human activity. The evidential value of the theme is based on the potential capacity of the assets to provide additional information upon investigation. **Historical value** derives from the way in which past people, events and aspects of life can be connected through a theme to the present. Historical values may be represented through the ability of an asset to illustrate an aspect of history or prehistory on a wider scale, or by association with a specific notable family, person, event or movement. **Aesthetic value** derives from the ways in which people draw sensory or intellectual stimulation from a place. It is recognised in the present study that some assets may have an aesthetic value as a result of deliberate and conscious designs, whereas the aesthetic value of other places may be accidental or secondary to their primary function. **Communal value** derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. As part of the communal value consideration has also been given to the amenity value of themes or elements therein.

4.9 The overall assessment of significance is considered in terms of its evidential, historical, aesthetic and communal values and is intended to reflect the theme, group or sub-theme as a whole. Assets may individually be of greater or lesser significance or may contribute to the significance of multiple themes or have an additional group value. The degrees of significance adopted in the Dover Heritage Strategy are:

- **Outstanding Significance:** themes which are of key national or international significance. These are those themes that contain significant heritage assets, which are among the best (or the only surviving example) of an important type of monument, or are outstanding representatives of important social or cultural phenomena, or are of very major regional or local significance.
- **Considerable Significance:** themes which contain heritage assets that are good and representative examples of an important class of monument (or the only example locally), or have a particular significance through association (although surviving examples may be relatively common on a national scale).
- **Moderate Significance:** themes which contribute to the character and distinctiveness of the District, or which provide an historical or cultural context for other themes that may be of individually greater significance.
- **Low Significance:** themes which are of individually low value in general terms, or have little or no significance in promoting understanding or appreciation of the District, without being actually intrusive.
- **Uncertain Significance:** themes or elements therein which have the potential to be significant (e.g. buried archaeological remains) but where it is not possible to be certain on the evidence currently available.
- **Intrusive:** themes or elements therein which detract visually from or which obscure understanding of significant elements or values of the District. Recommendations may be made on their removal or other methods of mitigation.

4.10 The table below sets out the significance of each of the themes assessed for the Heritage Strategy

Theme	Significance
1 Coastal Process and landscapes	Outstanding
2.1 Sandwich & Stonar	Outstanding
2.2 Deal Port and The Downs	Outstanding
2.3 DoverHarbour	Outstanding
3.1 Roman Gateway	Outstanding
3.2 Arrival of the Saxons	Considerable
3.3 Medieval defences	Outstanding
3.4 The Castles of the Downs	Outstanding
3.5 Post-medieval defences	Outstanding
3.6 The Great War and Supply of the Western Front	Considerable
3.7 Second World War defences	Outstanding
3.8 Barracks	Moderate to Considerable
3.9 Cold War	Moderate
4.1 Historic roads, routes and lanes	Moderate to Considerable
4.2 Railways	Moderate
4.3 Cross Channel travel	Considerable
4.4 Flight	Moderate
5.1 Coastal features and leisure	Considerable to Outstanding
5.2 Wrecks	Outstanding
6 Church	Outstanding

7.1 Great houses and estates	Considerable
7.2 Courts and Manors	Moderate to Considerable
8 Settlement	Outstanding
9 Agriculture and Farmsteads	Moderate to Outstanding
10.1 Kent Coalfields	Considerable
10.2 Dour Mills and Industries	Moderate
10.3 Quarrying	Low to Moderate
11 Archaeology	Outstanding
12 Built Heritage	Outstanding
13 Conservation Areas	Outstanding

Table 4.1

Limitations and assumptions

4.11 The data used to comprise the theme studies was largely comprised of secondary information obtained from a variety of sources, only some of which were directly examined. Where possible sources have been cross-referenced and cross-examined to ensure accuracy. The general assumption was made that this data as well as that derived from other secondary sources is reasonably accurate, but none the less some errors may be expected. Given the time limits posed upon the study, only those sources that were readily and easily accessible were examined. It should be noted that the information held within these sources will not be complete and does not preclude the subsequent identification or discovery of other significant heritage assets that are, at present, unknown.

4.12 The theme papers presented in the Heritage Strategy present a snap-shot in time of the District's heritage assets. New discoveries are continually being made and new information constantly coming to light.

Theme summaries

Theme 1 Coastal Processes and Landscapes

4.13 Dover District contains exceptional coastal landscapes of national and international renown. The White Cliffs of Dover are recognised around the world and form part of a coastal landscape of outstanding historical significance. In the north of the District the creation and reclamation of the Wantsum Sea Channel and the formation of the Deal and Stonar spits has shaped the area's landscape and history. Dover itself owes its existence to the River Dour which carved an opening in the formidable chalk cliffs providing a safe haven and harbour for vessels passing through and crossing the English Channel.

Theme 2.1 The Coastal Ports of Sandwich and Stonar

4.14 Sandwich and Stonar are both outstandingly important examples of medieval coastal ports. Both sites contain archaeological remains of the highest quality, including well-preserved waterlogged deposits. Whilst Stonar survives only as buried archaeological remains, Sandwich is blessed with many fine medieval buildings flanking its winding historic streets.

Theme 2.2 Deal Port and The Downs

4.15 Now a quiet sea-side town, Deal was once among the most important naval ports in the Country. Vessels at Deal made use of the major anchorage of The Downs, protected by three powerful castles built by Henry VIII. In the seventeenth, eighteenth and nineteenth centuries numerous ships would have been seen anchored off the coast, supplied by cutters piloted by skilled boatmen, ferrying supplies and men from the shore. Although the naval vessels have gone Deal retains an outstanding collection of buildings dating to the town's heyday in the eighteenth and nineteenth centuries.

Theme 2.3 Dover Harbour

4.16 Dover contains an exceptional collection of heritage assets that tell the story of cross-Channel travel through the ages. Lying at the shortest crossing point of the Channel, and nestling in a break in the formidable White Cliffs, Dover has seen maritime vessels plying its waters since prehistoric times. The town contains an unrivalled palimpsest of archaeological and above ground remains that reveal the development and growth of the harbour from a major port of entry in the Roman period to the bustling ferry port of today.

Theme 3.1 The Roman Gateway

4.17 Roman remains can be seen in many places across the country, but it is only in Dover District that the complete story of Roman Britain can be experienced; from the first expeditions of Caesar in 55 BC to the withdrawal of the last vestiges of Roman administration in circa AD 410. It is not surprising then that the District contains some of the country's finest Roman remains, from outstanding buried archaeology, to the tallest upstanding Roman building surviving in Britain.

Theme 3.2 Arrival of the Saxons

4.18 With the withdrawal of the Roman administration, East Kent sees the arrival and settlement of the Anglo-Saxon and the emergence of a relatively early and wealthy post Roman society. The abundant and rich cemeteries of the 5th to 7th centuries in the District illustrate a distinctive cultural complexion that distinguish the emerging Kingdom of Kent from the Anglo-Saxon communities in other areas of Lowland. From this point we see the emergence of today's settlement patterns, landscape and the arrival of Christianity through the District.

Theme 3.3 Medieval Defences

4.19 Dover District contains a range of important medieval defences. Dover Castle is the most pre-emanate of the group, being one of the most powerful medieval castles in England. Dover Castle is an outstanding example of medieval defensive architecture that is hugely symbolic for the identity of the town and District.

Theme 3.4 The Castles of the Downs

4.20 The three Castles of Deal, Walmer and Sandown form an outstanding group of Henrician defensive works. Deal Castle at the centre of the line is rightly known as the 'Great Castle' and is the most powerful of Henry VIII's coastal fortifications. Today the castles are an important part of the local identity of the towns of Deal and Walmer and are a reminder of the strategic importance of this stretch of coastline and the naval anchorage that lies off it.

Theme 3.5 Post Medieval Defences

4.21 Dover contains a number of historically significant fortifications of post-medieval date. These include the spectacular and powerful fortifications at the Western Heights, which are the largest, most elaborate and most impressive surviving example of nineteenth century fortification in England. The post-medieval defences in Dover District form a group of sites of outstanding importance.

Theme 3.6 Great War Defences and the supply of the Western Front

4.22 In the First World War Dover harbour was an important naval base and port of refuge from which the famous Dover Patrol operated. Elsewhere in the District a major supply depot, transshipment facility and port was constructed at Richborough that was involved in the manufacture, salvage and supply of equipment destined for use on the battlefields of Continental Europe. The District contains a number of important remains, including above ground structures and buried archaeology that demonstrate the importance of the District in the First World War.

Theme 3.7 Second World War Defences

4.23 The twentieth century was one of rapid technological advance – telephony, radio and radar brought new means of communication, long-range detection and directing gun-fire; whilst cross-Channel guns, powerful battle tanks and flying rockets brought new threats to military and civilian targets. During the Second World War the area around Dover gained the nickname 'Hell-fire Corner'. Dover was literally and symbolically on the front-line and it is therefore not surprising that the District contains an exceptional wealth of heritage assets relating the defences of the Second World War.

Theme 3.8 Barracks

4.24 At their height Dover and Deal were major garrison towns, with numerous soldiers, officers, and military families being accommodated in various barrack accommodation. Purpose built barrack buildings dating from the eighteenth to

twentieth centuries are represented in Dover District, ranging from modest buildings to enormous and unique underground complexes designed to house hundreds of men.

Theme 3.9 Cold War Defences

4.25 To many the Cold War was a secret affair that took place behind closed doors. The District's heritage assets reflect this, comprising radar stations with underground bunkers, buried nuclear-fallout monitoring posts and secret underground command centres. The most significant Cold War heritage asset in the District is the Regional Seat of Government for the south-east, which was formed in tunnels deep under Dover Castle.

Theme 4.1 Historic Roads, Routes and Lanes

4.26 The District's road network, its lanes, streets and footpaths has its roots in ancient times. Cropmarks shown on aerial photographs illustrate the numerous prehistoric trackways that followed the ridges and valleys of the North Downs allowing movement of early peoples around the coastal areas and into the heart of Kent. The arrival of the Romans saw the creation of major roads connecting the coastal ports with Canterbury, London and each other, roads which in many places still form a part of the principle road network. The main road to Dover became a major route for pilgrims and travellers on their route to Europe. The towns of Sandwich and Deal have well preserved medieval and post medieval street patterns which contribute immensely to their much valued sense of place.

Theme 4.2 Railways

4.27 The coming of the railways helped to feed the rapid development of Dover as a major cross-Channel port. The railway first arrived in the District in 1844 and by the end of the nineteenth century the town of Dover benefitted from three mainline railway stations with connections towards London, Folkestone, Canterbury and Deal. In the rural areas of the District a network of Light Railway lines and tramways served rural industries and communities as well as the Kent Coalfields, whilst Dover Town benefitted from an electric tramway operated by the Corporation.

Theme 4.3 Cross Channel Travel

4.28 The proximity of Dover to Continental Europe has meant that it has long-acted as a conduit for cross-Channel travel. Discoveries such as the Langdon Bay Wreck and the Dover Bronze Age Boat highlight the importance of the area to early prehistoric seafarers. In the Roman period Dover developed into a major port of entry for the province. In the nineteenth and twentieth centuries Dover became a major port for both commercial and pleasure travel. Dover is now established as the country's premier cross-Channel port. The Town and District contains outstanding evidence for the history and development of early travel, whilst the modern-day port illustrates the rapid technological advances made in the nineteenth and twentieth centuries.

Theme 4.4 Flight

4.29 The Channel had long been seen as a physical barrier offering protection from main-land Europe. Crossing the Channel was therefore a natural challenge for early aviators. Early manned balloon flights, and in particular the first powered flight by Louis Blériot in 1909, brought about a change to our perception of island impregnability. This was brought to life during the First World War when aerial conflict became part of modern-warfare with airfields and air stations being established in the District.

Theme 5.1 Coastal Features

4.30 With Dover being the closest point to continental Europe and commanding the southern shores of the narrow Dover Strait the history of the District has been inexorably linked with the maritime use and crossing of the Strait. Great ports of entry developed at both Dover and Richborough in Roman times, later important ports developed at Sandwich, Dover and Deal and briefly at Stonar. The District's coastline is rich in heritage assets which reflect its maritime links: many historic buildings in the towns and villages that served seamen, travellers and provisioned their vessels; quays and harbour works in the ports; lighthouses including the only Roman examples in the country and the South Foreland Lighthouse which was at the forefront of technological development and had important associations with both Faraday and Marconi; the remains of lifeboat and coast guard stations reflecting the struggle to preserve life in the hazardous waters off the coast and the prevention of smuggling which Deal in particular was notorious for in the eighteenth and nineteenth centuries. Other assets include the Deal Time Ball Tower which formed the end part of a semaphore line between the Admiralty in London and the anchorage in the Downs. Evidence for trades associated with the sea such as ship and boat building and repair and for fishing are also likely to survive in the archaeological record of the District.

Theme 5.2 Wrecks and Aircraft Crash Sites at Sea

4.31 The Strait of Dover is one of the busiest shipping lanes in the World. The Channel has seen the arrival of invasion fleets and raiding vessels and has been the scene of many naval conflicts. In times of peace it has acted as an important trade route, both for vessels visiting the District's ports as well as those passing by on route to other designations across the globe. Off the coast of Deal lies The Downs, an important naval anchorage that has acted as a place of refuge for many vessels over the centuries. The business of the Channel along with the presence of the hazardous Goodwin Sand Banks has resulted in an immense number of wrecks off the District's coastline. The Channel also acted as a frontline during the aerial conflicts of the Second World War, with numerous aircraft shot down over the Channel during the Battle of Britain.

Theme 6 Church

4.32 Dover District contains a wide range of religious heritage assets that reflect the long and often dramatic history of Christianity in East Kent. From Augustine's initial mission to England, through the development of the medieval Church, to the Reformation and increasing liberalising of religious practice, religious institutions have shaped Dover District. The District contains many fine standing religious buildings as well as important buried archaeological remains.

Theme 7.1 Country Houses and Estates

4.33 The District contains a number of Country Houses and Estates, particularly on the rich agricultural chalk downland. Many of the houses and estates have origins in the medieval period and display a significant-time depth. Some are connected to leading architects such as Lutyens, Devey and Blomfield, whilst others have other connections, such as at to the novelist Jane Austin. Many of the District's country houses retain their fine parkland setting and the quality of the houses themselves is reflected in the number that are Listed at Grade I or Grade II*.

Theme 7.2 Medieval Courts and Manors

4.34 The medieval courts and manors in Dover District have helped to shape and inform the development of the rural landscape of this part of East Kent. They formed an important part of the Feudal structure on which medieval English society was based. The District includes a number of moated sites, of which examples near Ash and Woodnesborough are particularly well preserved, whilst Walmer Court is a good example of a substantial fortified manor house. It is likely that significant buried archaeological remains will survive at other manor sites across the District.

Theme 8 Settlement

4.35 The settlements of Dover District include a number of highlights of considerable national significance. Amongst these are the great Roman ports at Dover and Richborough, the gateway to the province from mainland Europe. The well preserved medieval town of Sandwich and the eighteenth and nineteenth century port town of Deal are amongst the finest examples of their type in the country. Stonar lies buried as an abandoned medieval port, and Dover has maintained its historic role as one of the country's most important ports of entry and the 'Gateway to England'. Behind the main port towns there lies a landscape of smaller towns, villages and hamlets many of which have their historic character preserved through Conservation Areas. The archaeological record contains widespread evidence for ancient and historic settlement across the rural landscape of the District. The District has also seen the emergence of planned settlement such as at Aylesford, Elvington and Mill Hill to serve the emerging East Kent Coalfield in the early twentieth century.

Theme 9 Agriculture and farmsteads Summary

4.36 The District's historic farmsteads have played a key role in shaping the character and local distinctiveness of the rural landscape of this part of East Kent. They make a significant and highly varied contribution to the rural building stock of

the area. The District's agricultural buildings also reflect the richness of the agricultural landscape. Various agricultural industries are also represented; oasts are a visible reminder of the former hop industry, whilst the District's surviving windmills highlight the arable importance of this part of Kent.

Theme 10.1 The East Kent Coalfields

4.37 The development of the East Kent Coalfield from the late nineteenth century led to a short-lived, but intensive industry that transformed the otherwise rural landscape of parts of the District. It is an industry that has left its mark on the District, not only as a result of the surviving buildings, but also from the new areas of settlement and in particular the communities that it generated. These new communities have retained a distinctive character that has outlived the collieries themselves.

Theme 10.2 Dour Mills & Industry

4.38 The River Dour has provided power and a water supply for a wide range of industries that sprang up along its banks. Corn mills produced flour for the domestic market as well as serving the large number of troops often garrisoned in the town; paper mills made use of the high quality waters of the Dour to produce paper for the London market; and breweries used the fine hard water, filtered through the chalk geology to produce high quality pale ales. Whilst the industries on the Dour have largely closed they have left a number of historic mill buildings, mill races and evidence for water management along the length of the Dour. The Dour and its heritage assets contribute significantly to the character of Dover, particularly by preserving the line of the river that gave the town its origin.

Theme 10.3 Quarrying

4.39 Quarrying activity in the District has been relatively localised in nature and sites are often small scale and largely below ground. Nevertheless there are some sites, such as Stonar Pit and the former Hammill Brickworks which are particularly visible and offer significant challenges and opportunities. Even smaller scale quarries can provide local markers of Dover's historic past.

Theme 11 Archaeology

4.40 Dover District contains a wealth of archaeological sites and monuments from early prehistory to the twentieth century. The archaeological remains reflect the District's gateway position linking Britain and the continent. Remains associated with trade, movement of people, new cultures and ideas as well relating to the District's role as a frontline of defence dominate the area's archaeological record. Exceptionally well preserved archaeological remains are known in the District from both rural and urban contexts. The District's outstanding archaeological remains help to provide people with a direct physical link to the past and bring to life stories and events occurring at an international, national, regional and local level.

Theme 12 Built Heritage

4.41 The built heritage of Dover District is an outstanding resource that stands as a visible reminder of the area's rich history. The District contains important standing remains ranging in date from the Roman period to the modern-day. Many of the District's Historic Buildings are celebrated for their aesthetic qualities and are imbued with a patina of age. The Built Heritage of the District makes a major contribution to local character and distinctiveness through the varied use of materials and the way that buildings of different dates and types relate to each other as well as to the surrounding landscape and settlement. The District's built heritage has an important role to play in future regeneration proposals, the promotion of sustainable development and for the economic future of the District.

Theme 13 Conservation Areas

4.42 There are 57 Conservation Areas in the District which were designated between 1968 and 1997. Conservation Area status requires preservation and enhancement of the special interest, which entails regular surveying and monitoring of the asset. With limited information in the form of Conservation Area Appraisals and Management Plans, a rapid desk-based overview has been developed and applied to 33% (19) of the Conservation Areas to assess their general condition. The results of the rapid overview, using a traffic light system to classify their condition, indicate that 63% (12) of the Conservation Areas achieved a green light whilst 31% (6) achieved an amber light, requiring some enhancement and the remaining 6% (1) require considerable enhancement or potential de-designation as Conservation Areas due to the substantial loss of their special interest.

5 Vulnerability of Heritage Assets

Introduction

5.1 Heritage assets are vulnerable to change in a number of different ways. The heritage asset may be affected physically through a specific action, for example damage through ploughing or construction activities or it may be affected passively by change over time through environmental factors or neglect.

5.2 The setting of a heritage asset is also vulnerable to change. The NPPF defines the setting of a heritage asset as *'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'*.

5.3 The following chapter considers the vulnerability of the District's heritage assets to general activities and processes (referred to here as 'Generic Vulnerabilities') and to specific proposals (referred to as 'Specific Vulnerabilities'). As part of the Heritage Strategy a number of Case Studies have been considered, where specific proposals have been examined in more detail to illustrate the issues that arise and principles that should be adopted to ensure that the heritage assets are treated appropriately and opportunities taken to make best use of them.

Generic Vulnerabilities

5.4 The Districts heritage assets are generally vulnerable to:

- Natural processes such as coastal erosion, sea level change, change in hydrology and climate change;
- Rural activities such as ploughing and use of machinery, changes in farming regime and leisure use of the countryside;
- The development and maintenance of infrastructure such as utilities, power generation, roads and railways.
- Development of sites including house building, commercial and industrial properties, extraction of minerals, change in landuse, flood and coastal defence works;
- Change through alteration or economic decline and neglect;
- Policy shortcomings, designation thresholds and capacity for monitoring and enforcement;
- Criminal actions such as arson, theft, vandalism and anti-social behaviour.

5.5 These generic vulnerabilities are described in more detail below with reference to relevant examples within the District as appropriate.

Natural Processes

5.6 Coastal erosion – assets are vulnerable to erosion both removing the land on which they stand and also burying features due to material deposition. Cliff collapse obviously represents a particular threat for cliff-top installations and other sites. Dover District Council commissioned a study in 2010 to map coastal change in the District (Herrington, 2010). The study identified that the areas most vulnerable to coastal change (Coastal Change Management Areas – CCMA) lie along the lengths of the White Cliffs between Oldstairs Bay and Folkestone Warren. Predicted rates of erosion in these areas are presently up to 0.5 m. per year in the short term rising to up to 1 m. per year in the long term. A clear example of the effects of the erosion on heritage assets can be seen just outside the District boundary at Folkestone Warren. There the retaining cliff line has claimed part of a Roman villa since its partial excavation early in the twentieth century.

5.7 Sea level change – the risk of sea incursions threatens sites with flooding, erosion and exposure to salt water, thus altering preservation conditions. Low lying marsh areas, and hence any assets above or below ground within them, are particularly at risk due to this natural process. Within the District low lying land to the north of Deal around to the Stour is particularly vulnerable. The low lying lands of the former Wantsum Sea Channel and the Lydden Sea Valley, both important historic landscapes, are vulnerable to flooding from rising sea levels. Shoreline Management Plan policy over this area varies between areas of holding the present line of defence to the south of Sandwich Bay Estate to no active intervention to prevent flooding between the Estate and the mouth of the Stour.

5.8 Change in hydrology – changes in the water table levels pose a risk of sites drying out, and therefore damaging preserved organic materials. Sites may also become waterlogged and so damage structures or materials previously preserved in dry conditions. Such risks can arise from water extraction or from changes in water flow, even down to site specific changes in these, such as redirected water flow exposing new areas to running water. Rapid deterioration can occur where sites are subjected to fluctuating changes in water logging. An example of a site that would be particularly vulnerable to a change in hydrology would be the remains of the unexcavated part of the Dover Bronze Age Boat which was discovered six metres beneath the streets of Dover in 1992. Although around half of the boat was excavated and is now conserved and on display in Dover Museum, the remainder fell outside the cofferdam excavation and still lies within the prehistoric alluvium of the Dour estuary. There has been no monitoring put in place to understand whether a significant change in hydrology has occurred at the site however the construction of the adjacent underpass would suggest some change is likely to have occurred. As well as other sites within the deep deposits of Dover town, other areas particularly vulnerable to hydrological change would be the alluvial areas of the former Wantsum Channel, the Lydden Valley and the river silts of the Stour and Dour valleys.

5.9 Climate change – the threat posed by climate change is broad and often assumes the form of associated changes in conditions affecting sites. For example, changes in climate facilitate the growth of algae on buildings, exacerbated by improvements in air quality due to lower pollution that had previously retarded such growth. This has greater implications beyond simply turning buildings green as it

leads to colonisation, particularly by mosses which can damage the fabric of the structure. Longer-term climate change might also permit the advance of invasive species (plant and animal) that may damage structures. There is also a general threat to sites and structures from the increased likelihood of more extreme weather events, in the form of flash flooding, high-winds and lightning strikes. The built heritage of the District would be particularly vulnerable to climate change.

Rural activities

5.10 Ploughing and movement of machinery – all buried archaeological sites in agricultural land are vulnerable, to varying degrees, to ploughing, particularly deep ploughing techniques. Surviving earthworks are especially vulnerable to even shallow ploughing or machinery movements across them. Many of the District's rural archaeological sites, particularly those on the chalk ridges of the North Downs are very shallowly buried. The numerous finds being made across the District by metal detectorists in the main derive from sites that have been disturbed through ploughing as the majority of finds are located in the plough soil. A good illustration is the Ringlemere Gold Cup which had been damaged by the impact of a plough prior to its discovery. Surviving earthworks in woodland are threatened by forestry machinery movements, particularly as they may be unrecognised in areas not previously surveyed.

5.11 Change in farming regime – the introduction of new crops or techniques, either into farming practise in general or onto land not previously exploited in this manner, potentially threatens the stability of conditions for buried archaeological sites. Deeper rooting crops can damage deposits or the use of new machinery may introduce new threats (see above). Additionally, new practices may lead to the disuse of traditional buildings and development pressures from the construction of new warehousing, barns or livestock shelters. Intensification of farming methods, larger scale activities (and machinery) along with diversification can all lead to changes in current land uses, removal of existing features, including hedgerows and the introduction of new features such as polytunnels, that can have considerable impact on settings. The trend towards the sub-division of fields into numerous paddocks for horse keeping has similar potential implications, with the introduction of new characteristics for areas and the construction of associated structures.

5.12 Leisure use of the countryside – increased access to the countryside has a number of impacts, principally arising from increased traffic (foot, horse or motorised), often on un-metalled track ways or green lanes, leading to erosion. Open access land, or trespassing, also exposes heritage assets to greater erosion or vulnerability (see crime section below).

Infrastructure

5.13 Utilities – the installation of new utilities pipes or cables and their maintenance can result in considerable ground disturbance and the breaching of existing boundaries such as hedgerows. Often the excavation of trenches in which to lay pipes and cables will require the stripping of a sizeable strip of land or easement of

plough soil exposing the archaeology below to damage from the manoeuvring of construction plant. The construction of overhead power lines can have an impact on the setting of heritage assets. In some areas many overhead cables are being replaced with underground alternatives. While this can potentially have historic landscape benefits, the practice does have an impact on the buried archaeological assets. Excavation for utilities in the historic towns and villages and their general replacement and maintenance can have a cumulative eroding effect on archaeological remains preserved under the streets and/or historic pavements and surfaces themselves.

5.14 Generation – recent years have seen a rise in the development of new means of power generation, both on a commercial scale and for private use. New micro-generation facilities, wind turbines and solar panel arrays are being built which as well as potentially having a direct physical impact on heritage assets can also have a significant impact on the setting of heritage assets. A particular issue is the effect that solar panels have on setting when attached to historic buildings or on buildings in Conservation Areas. Large-scale offshore generation has similar impacts both on setting of the coastal landscape and views from assets on the coast as well as archaeological remains and wrecks on the sea bed and in the inter-tidal areas affected by cabling coming ashore to connect with the national grid.

5.15 Roads – the construction, widening or maintenance of roads constitutes a significant threat to heritage assets. Increased traffic impacts upon existing road structures, particularly historic bridges which often require strengthening or repairs. This is likely to increase with the introduction of larger or heavier goods lorries. Street signage and surface treatment also has an impact on setting, particularly within Conservation Areas. Dover's gateway location is likely to lead to an increasing need for the construction of ancillary development of facilities for lorry parking close to the present motorways which may have an impact on buried archaeological remains.

Development

5.16 Allocation sites – The Heritage Strategy study has included a rapid assessment of over 350 individual sites that have been proposed for allocation as future development sites through the District's Site Allocation process. As can be seen in the worksheet forming Appendix 3 of the Strategy, these proposals have a potentially wide ranging impact on the heritage themes and assets of the District and include both direct impact through construction activities and impacts on setting of heritage assets. Construction activities can directly affect buried archaeological remains through the excavation of new foundations, services, remodelling of land, stripping of sites in advance of development, piling works and from the operation of plant. Development can also involve the demolition of or damage to historic structures, buildings or features. Impacts that affect the setting of historic assets or the character of historic areas can result from the built form of new development, from activities through the process of construction and from the resultant use of the new development.

5.17 Enterprise Zone & areas of permitted development – the granting of permitted development rights in areas such as the forthcoming Discovery Park Enterprise Zone and Dover Harbour needs to be carefully managed to ensure that heritage assets are not exposed to additional pressures through loss of controls over development and that suitable mitigation measures can be put in place where necessary.

5.18 Development outside of allocation sites – Development of sites outside those proposed for allocation in the District's Site Allocation process often come forward for planning permission which have a similar effect to those in the allocation sites. Small scale development in areas outside of the identified allocation sites often occurs. Many of the towns and villages of the District will typically see the infilling of vacant plots, the demolition of dwellings to be replaced by others and the intensification of properties through development of garden areas. Also numerous small-scale domestic improvements such as extensions to existing properties occur throughout the District. These have cumulative impacts on the setting of historic buildings or settlement areas and can directly impact on below ground archaeology. Historic towns such as Sandwich, with numerous historic buildings and complex, important buried remains lying inches from the present ground surface are particularly vulnerable to small-scale developments.

5.19 Change in landuse – the withdrawal of industry exposes built heritage assets to disuse and neglect (also, see crime below). Conversely, the intensification of use can render older structures redundant and vulnerable to demolition or modification. This sort of change is a threat to setting, not only for the immediate site concerned but for the wider area too. The East Kent Coalfield is a good example where the passing of an industry as late as the 1980s has seen a rapid abandonment of the former collieries and loss of a large number of the industrial assets in the District. The same holds true for military disposal sites within the District, with assets passing from relative security or even active use that ensured their maintenance.

5.20 Minerals extraction – Although not a major activity at present in the District compared to other areas of Kent, quarrying can have a significant effect on historic environment assets, not only involving the physical removal of remains but also through impacts on the setting of assets from quarry operations including the transport of materials. A number of the District's more significant archaeological discoveries have been made during quarrying operations.

5.21 Waste sites – the reuse of extraction sites for waste disposal can impact on the industrial heritage assets that may be present within the workings. Waste development can also potentially have an impact on the setting of heritage assets particularly through the introduction of transport movements into and from a site.

5.22 Flood and coastal defence works – the managed response to flooding or erosion risks (see above) represent two related threats. The construction of new defences can impact directly upon heritage assets, either burying them or removing them, and upon their settings. Equally, the decision not to provide new defences, or to identify flood overflow areas as part of schemes protecting other areas, can expose

heritage assets to increased risk of flooding (see above). Much of the coastal area south of Sandwich Bay Estate is being actively managed with flood defences. Areas to the north around the Stour are being left without intervention although flood defences are proposed for the protection of the Discovery Park and for the reinforcement of flood defences around the historic town of Sandwich.

Change

5.23 Alterations – minor changes to structures (windows, signage) or properties (conversion of gardens to parking), permitted and unpermitted, can have a cumulative detrimental impact on an area's setting or on a specific heritage asset. This gradual erosion of character is particularly significant within Conservation Areas. In particular, the demolition of undesignated buildings, structures or features has a considerable knock-on effect.

5.24 Economic decline – areas suffering from decline or deprivation expose heritage assets to neglect and impact upon setting of even the well-maintained assets (see crime below).

Policy

5.25 Designation thresholds – difficulties in securing designation for assets comes from complexities of the system or the high requirements to merit protection, particularly where nineteenth and twentieth century structures are concerned. Designation tends to concentrate on nationally important heritage assets meaning that those of regional or local importance remain vulnerable. In addition the lack of available resources for the review of heritage assets and their identification for possible designation means that many important remains can be left vulnerable.

5.26 Monitoring and enforcement – while policies may be in place to ensure the protection of heritage assets, resources are often insufficient to ensure the regular monitoring and enforcement of those policies.

Crime

5.27 Arson – built heritage assets are vulnerable to fire, particularly those which are unoccupied or already in a dilapidated state. Assets located in accessible areas are more vulnerable but those in more remote areas can also suffer as they are less observed.

5.28 Theft – the theft of materials from built heritage assets is a major problem, particularly in relation to metal roofing or safety features, which can be stripped for their scrap value. Such theft exposes the building to the elements or renders it unsafe. Unauthorised metal detecting also constitutes theft as well as damaging to buried heritage assets where not carried out responsibly.

5.29 Vandalism – Built heritage assets can be vulnerable to varying degrees to vandalism, either graffiti or wilful damage. Disused or already damaged structures are particularly vulnerable. Interpretation panels are also frequently targeted and this threatens the value or understanding of the associated heritage assets.

5.30 Anti-social behaviour – anti-social behaviour may have no physical impact on heritage assets but can still be detrimental. By making areas unwelcoming or even dangerous, people can be discouraged from visiting. This in turn makes sites vulnerable to other forms of crime as there are fewer visitors likely to discourage damage or defacement.

Generic Vulnerabilities by Theme

5.31 The following table sets out the vulnerability of the themes identified within the Heritage Strategy to change through the ‘generic vulnerabilities set out in 5.2.1 to 5.2.7 above. The table uses the following five point scale of vulnerability based on the potential effect on the theme as a whole.

Scale	Comment
1	Highly Vulnerable
2	Considerably Vulnerable
3	Moderately Vulnerable
4	Slightly Vulnerable
5	Unlikely to be Vulnerable

Table 5.1

5.32 The above scales have been applied through professional judgement rather than any particular formulaic approach, however the following reasoning has been applied as far as practicable:

- The theme is **highly vulnerable** to change where there is likely to be a long term major change to the theme as a whole or loss of significant assets.
- The theme is **considerably vulnerable** to change where there is likely to be long term significant change to the theme as a whole, loss of assets or significant impact on the setting of the assets
- The theme is **moderately vulnerable** to change where there is likely to be a moderate level of change to the theme through loss of some assets or some impact on setting
- The theme is **slightly vulnerable** to change where there is likely to be a slight level of change to some assets or slight impact on setting
- The theme is **unlikely to be vulnerable** to change

Dover Heritage Strategy - Table of Generic Vulnerabilities against Themes

Dover Heritage Strategy - Table of Generic Vulnerabilities against Themes

Themes	GENERIC VULNERABILITIES																								
	Natural				Rural			Infrastructure				Development				Change		Policy		Crime					
	Coastal Erosion	Sea Level Change	Change in Hydrology	Climate Change	Ploughing & Machinery	Farming Change	Leisure Use	Utilities Development	Energy Generation	Highways construction	Highways Maintenance	Development of Allocation sites	Permitted Development	Unallocated Development	Landuse Change	Minerals Extraction	Flood Defences	Alterations to Property	Economic Decline	Lack of Protection	Monitoring & Enforcement	Arson	Theft	Vandalism	Anti-social Behaviour
1) Coastal Processes & Landscapes	2	1	3	5	4	4	4	3	3	3	5	3	3	4	5	4	2	5	5	3	5	5	5	5	4
2.1) Sandwich & Stonar	4	2	3	2	5	5	5	3	4	5	4	4	4	3	5	5	2	1	1	5	4	5	5	5	5
2.2) Deal Port & The Downs	2	2	4	2	5	5	5	3	4	5	4	4	5	3	5	5	2	1	1	3	3	5	5	5	5
2.3) Dover Harbour	3	3	3	5	5	5	4	5	4	5	2	19	3	2	5	5	5	4	5	5	5	5	5	5	5
3.1) Roman Gateway	3	4	3	3	2	4	4	3	3	4	4	2	2	3	5	5	4	4	5	4	5	5	4	5	5
3.2) Arrival of the Saxons	3	5	3	4	2	4	5	3	4	4	4	3	4	3	5	5	4	4	5	4	5	5	4	5	5
3.3) Medieval Defences	5	4	5	4	4	5	5	5	5	5	5	4	5	3	5	5	4	5	4	4	5	5	5	5	5
3.4) Castles of the Downs	1	1	5	4	5	5	5	4	4	5	5	4	5	3	5	5	2	5	5	3	5	5	5	4	5
3.5) Post Medieval Defences	2	2	5	2	5	5	3	5	5	4	5	1	2	3	1	5	3	5	5	4	2	5	5	2	4
3.6) Great War & Supply of the Western Front	2	3	5	4	4	4	3	4	5	5	5	2	2	3	1	5	2	5	5	3	4	5	4	2	2
3.7) WWII Defences	2	4	5	4	4	4	3	4	5	4	5	3	3	3	4	4	4	2	5	2	4	5	4	2	2
3.8) Barracks	5	5	5	2	5	5	5	4	4	5	5	1	2	3	1	5	5	3	4	4	2	5	5	2	2
3.9) Cold War	5	5	5	5	5	5	5	5	5	5	5	4	5	3	4	3	5	5	5	4	5	5	5	4	5
4.1) Historic Routes	5	4	5	5	4	4	4	3	5	3	1	4	4	4	5	5	5	5	5	4	3	5	5	4	4
4.2) Railway	4	5	5	5	4	5	4	4	5	4	5	3	5	3	2	5	5	4	5	4	5	5	2	2	4

Figure 5.1 Table of Generic Vulnerabilities against Themes

4.3) Cross Channel Travel	5	3	3	5	5	5	5	5	5	5	5	5	4	5	3	3	5	4	5	3	3	4	5	5	4	5
4.4) Flight	5	5	5	5	4	4	5	5	5	5	5	5	5	4	5	5	5	5	5	5	4	4	3	5	2	5
5.1) Maritime – Coastal	2	2	3	4	5	5	5	5	4	5	5	4	5	3	5	5	2	3	4	4	4	4	5	5	5	5
5.2) Maritime – Wrecks	1	5	3	3	5	5	5	4	3	5	5	4	4	3	5	1	5	5	5	3	3	3	5	3	5	5
6) Church	5	5	5	2	5	5	5	5	5	4	4	3	5	3	4	5	5	3	5	5	3	4	5	3	4	
7.1) Country Houses & Estates	5	5	5	2	5	3	5	5	5	5	5	3	5	3	5	5	5	3	4	5	4	5	5	5	5	
7.2) Courts & Manors	4	5	5	2	5	5	5	5	4	5	5	2	4	3	4	5	5	3	3	3	3	4	5	5	5	
8) Historic Settlements	4	3	3	2	4	4	4	4	4	3	4	3	3	1	4	4	3	1	1	1	2	1	2	2	2	
9) Farmsteads	5	5	5	2	5	1	5	5	3	5	5	1	5	3	3	5	5	1	2	2	2	4	5	5	5	
10.1) Coalfields	5	5	5	2	5	5	4	5	5	5	5	1	5	3	1	2	5	3	1	1	3	3	4	2	4	
10.2) Dour Mills & Industry	5	3	3	2	5	5	4	5	5	5	5	2	5	3	3	5	5	3	4	3	3	4	5	4	4	
10.3) Quarrying	5	5	5	2	5	5	5	5	5	5	5	1	4	4	2	4	5	5	3	1	3	4	4	4	5	
11) Archaeology	3	3	4	4	1	3	4	3	4	3	5	1	3	2	4	3	4	3	5	2	3	5	4	5	5	
12) Built Heritage	3	4	5	2	5	2	5	5	3	4	5	1	3	2	3	4	4	2	2	2	2	4	2	3	4	
13) Conservation Areas	4	5	5	2	5	3	5	3	3	5	3	1	4	2	5	4	4	2	2	2	2	5	5	5	5	

Picture 5.1 Table of Generic Vulnerabilities against Themes

Specific Vulnerabilities

5.33 The brief for the Heritage Strategy required that the study assessed the vulnerability of the District's heritage assets to those sites identified as suitable for development in the emerging Development Plan Document. The resulting work will assist in then developing site specific or spatial policy guidance which will help to ensure that the assets can be protected, incorporated and utilised in future development.

5.34 As well as identified future development sites, Dover District Council requested that sites put forward by others, including those that have been previously rejected on various grounds, should be considered within the study. The work involved a rapid examination of 343 sites across the District.

5.35 Given the large amount of sites that needed to be examined, a methodology was developed that involved a rapid GIS based review of each of the sites against the Historic Environment Record and assets that have been mapped as part of the theme analysis. A scoring of potential impact of the reviewed sites was developed using the five point scales set out below.

Archaeology

Scale	Comment
1	Archaeology should be avoided in part or completely
2	Further assessment required Pre determination
3	Archaeological Mitigation can be accommodated through planning conditions (greater)
4	Archaeological Mitigation can be accommodated through planning conditions (lesser)
5	No Issue

Table 5.2

Conservation Areas

Scale	Comment
1	Within and Directly Impacting on a Conservation Area
2	Adjacent to a Conservation Area – setting issue
3	Close to a Conservation Area – setting issue
4	Distant from a Conservation Area – maybe some setting issue

Scale	Comment
5	No Issue identified

Table 5.3

Listed Buildings

Scale	Comment
1	Listed Building and its Setting will be Directly Impacted by development
2	Adjacent or very close to a Listed Building – Major setting issue
3	Close to a Listed Building – setting issue
4	Distant from a Listed Building – maybe some setting issue
5	No Issue identified

Table 5.4

Themes – General Approach

Scale	Comment
1	Development includes a significant asset and is likely to have a major impact which should be avoided
2	Development includes a significant asset and is likely to have a significant impact or is very close to an asset and likely to significantly affect its setting – further more detailed assessment is needed prior to a decision
3	Development is likely to have some impact on an asset or the setting of an asset which can be addressed through mitigation secured on any planning permission
4	Development is likely to have some minor impact on an asset or the setting of an asset which can be addressed through mitigation secured on any planning permission
5	No Issue

Table 5.5

5.36 This scaled approach had been previously applied to earlier consultations on proposed sites for local plan allocations in the District and wider in Kent. The vulnerability / impact of each site on each of the themes identified in the Heritage Strategy was then scored and is presented in the worksheet included as Appendix 3 of this Heritage Strategy.

5.37 It is important to note that the scoring is based only on a rapid desk based examination of the site and is not supported by site visits or more detailed analysis of the site. It is also important to understand that the scoring is not seen as a constraint but a means of flagging an issue of sensitivity that should be taken account of with regards to development of the site.

5.38 Many of the sites include a range of areas of different sensitivity within them and for the purposes of the present study, which has not had the benefit of knowing the nature of development on a particular site, the default has been to apply the most sensitive (lowest scoring) to the site as a whole.

5.39 The work has proved to be a useful tool for both flagging up the impact of specific sites on the District's heritage assets and for providing an overview as to how the allocation sites will generally affect the District's key heritage themes. Some of the findings are considered below.

5.40 Not surprisingly, given that archaeology is spread broadly over the District, this is seen to be vulnerable on most of the proposed development sites. In the majority of cases the impact on archaeology can be readily dealt with through conditions on development that secure investigation and recording which will help to better understand the District's rich past. A number of sites (20) have been scored at the highest level of sensitivity for affecting buried archaeology, and for these sites the conservation of archaeological assets will need to be carefully taken into account if development comes forward. Other sites (28 in total) have been scored at '2' which identifies that there is a strong potential for remains that would warrant preservation on the site but that further information is needed before a decision can be reached. For the Conservation Areas theme 41 sites have been scored with the highest level of sensitivity (i.e. they are within a Conservation Area) and 19 will directly impact on Listed Buildings (i.e. the site includes a Listed Building). There are 34 sites which are adjacent to Conservation Areas where the vulnerability would be on the setting and character of the Conservation Area. Meanwhile 28 sites are adjacent or very close to a Listed Building where the sensitivity of the setting of the building will be a major consideration.

5.41 Across themes the following number of sites have been scored with high levels of sensitivity:

No	Theme	Scores 1	Scores 2
1	Coastal Processes & Landscapes	2	0
2.1	Sandwich and Stonar	2	3
2.2	Deal Port & The Downs	0	0
2.3	DoverHarbour	1	1
3.1	Roman Gateway	6	5
3.2	Arrival of the Saxons	4	4
3.3	Medieval Defences	0	2
3.4	Castles of the Downs	0	0
3.5	Post Medieval Defences	4	1

3.6	Great War & Supply of the Western Front	1	6
3.7	WWII Defences	6	5
3.8	Barracks	4	1
3.9	Cold War	0	0
4.1	Historic routes	0	0
4.2	Railways	0	4
4.3	Cross Channel Travel	1	0
4.4	Flight	0	0
5.1	Coastal Features and Leisure	0	0
5.2	Wrecks	1	0
6	Church	3	4
7.1	Country Houses and Estates	0	4
7.2	Courts and Manors	3	8
8	Settlement	0	13
9	Farmsteads	15	3
10.1	East Kent Coalfield	2	1
10.2	Dour Mills and Industry	1	1
10.3	Quarrying	1	0
11	Archaeology	20	28
12	Listed Buildings	19	28
	Undesignated Buildings	16	13
13	Conservation Areas	41	34

Table 5.6 Sites scored with high levels of sensitivity.

5.42 It should be appreciated that a single historic asset may be covered twice or more in the scoring as several themes (11 to 13) are cross cutting. For example a site that includes a Listed barrack building in a Conservation Area would be scored on three themes. Similarly a site that includes the remains of the East Kent Light Railway may be scored for Archaeology, Built Heritage, Railways and East Kent Coalfield.

5.43 From the analysis of the results it can be clearly seen that important built heritage assets are vulnerable to development and in many cases have no form of individual protection (although some may be afforded some protection through being located in a Conservation Areas). This highlights the potential value of a local list of important heritage assets that are not designated against national criteria to meet the District's ambitions for their conservation in development proposals. The results of the assessment could also be used to help target future designation decisions against those assets which are most vulnerable to change.

5.44 The methodology employed in rapidly assessing the sites by theme may have wider applications in the development control process. Its incorporation as a checklist into guidance for Heritage Statements could help to ensure a more robust approach to these is readily developed.

5.45 As well as the sites that have been assessed above, many other proposals are likely to come forward which can be initially assessed using the methodology. Such proposals could include development from minor alteration and extension works to major developments and infrastructure works.

Case studies

Introduction to the Case Studies and their selection

5.46 A number of case studies have been selected to illustrate ways in which the Heritage Strategy work can be used to identify opportunities and identify the sensitivity of specific proposals. These are:

1 – **Discovery Park Enterprise Zone.** This case study has examined the area which has been announced for designation as an Enterprise Zone at the former Pfizer site in Sandwich. The work considers the heritage potential of the site and opportunities for its use together with parameters and guiding principles for future permitted development.

2 – **North Deal.** This case study has examined the heritage potential of an area to the north of Deal and in particular around Sholden. Proposals for access, new development and drainage infrastructure have been considered within the area. Opportunities for use and enhancement of the heritage assets and potential sensitivities have been identified together with a number of guiding principles.

3 – **Farthingloe.** This case study has examined the heritage potential of a site that has been put forward for allocation for development at Farthingloe to the west of Dover. The study considers the heritage potential of the site, opportunities arising from potential development proposals and vulnerabilities that should be addressed. The case study sets out a number of recommendations and development principles.

4 – **Fort Burgoyne & Connaught Barracks.** This case study has examined the area of the former Connaught Barracks to the north of Dover which has been identified in the Core Strategy as suitable for residential development. The site includes the nineteenth century Fort Burgoyne and casemented barracks as well as the later barracks site. The case study considers the heritage potential of the site opportunities arising from potential development proposals and vulnerabilities that should be addressed. The case study sets out a number of recommendations and development principles.

5 – **Deal Conservation Areas.** This case study examines the Middle Street Conservation Area in Deal and adjacent Conservation Areas to illustrate the positive effect that Article 4(2) Direction has had on preserving the historic character of the area.

5.47 The Case Studies are set out in detail in Appendix 4 of the Strategy.

6 Opportunities

Introduction

6.1 The historic environment of Dover District offers great potential as a resource for enhancing the quality of life in the District. It can act as a framework for regeneration, complementing and supporting the economic development of Dover. This can help produce higher quality and more sustainable development that is successfully integrated into the life of the District. The historic environment can also play a key role in social regeneration. Successful heritage-led regeneration, acting in partnership with community projects, can help to connect people with their urban and rural landscapes, with their heritage and with each other. In this section the main ways in which the historic environment can contribute to regeneration, to Dover's economy and to the District's social well-being will be reviewed. The final section brings together the opportunities identified in each of the thematic papers.

The potential of the historic environment to act as a catalyst for economic and social regeneration

6.2 Successful regeneration has to have a lasting long-term positive effect on places and the communities that live in them. It is not just about improving the physical fabric of a place; it is about bringing about social cohesion, encouraging economic growth and restoring vibrancy to communities. The potential of the historic environment to form a keystone to the District's regeneration is recognised in the Core Strategy and its tagline "*ambitious for the future, sensitive to the past*" and as such Dover's rich heritage should play a key role in any regeneration scheme in the District. The incorporation of heritage as a keystone in a holistic regeneration approach brings a number of benefits.

Creating a sense of place

6.3 Whether in an urban or rural environment, the historic environment creates a 'sense of place'; it adds character and distinctiveness to towns and villages that may be otherwise essentially similar. The buildings, open spaces, historic features and patterns of roads and lanes are what ultimately define the character of settlements. It is therefore important that any change is sensitive to this character, adding to and developing distinctiveness rather than diminishing it and creating uniformity or blandness. Although designated heritage assets and Conservation Areas will be central to this process, the historic environment can hold meanings and memories for a community that go beyond the architectural, archaeological or historical importance of designated assets.

6.4 Heritage assets can act as a mechanism for bringing groups and communities together. People want to be proud of where they live and the historic environment can act as a catalyst for engendering and reawakening local pride by strengthening and celebrating the self image of communities. The heritage of a place is an identifying link that brings people together.

Re-use of heritage assets

6.5 Heritage-led regeneration can take a number of forms. In its simplest mode it might involve bringing a historic building back into use or refurbishing a historic property that has suffered from neglect. More complex programmes can involve refurbishing industrial complexes or barrack buildings as at Deal Barracks. Re-using existing buildings is a simple way of achieving sustainability whilst bringing the added benefit of reinforcing the sense of place that they engender.

6.6 The historic environment has a significant role to play in the conservation of resources required for development and also in energy efficiency. Old buildings can often be more energy efficient than newer ones and of course have already been built. Thus it may take fewer overall resources to adapt an old building than to demolish it and build a completely new one. English Heritage has produced guidance (*'Climate Change and the Historic Environment'*, 2008) that reviews the threats to the historic environment posed by climate change. The guidance also demonstrates that historic structures, settlements and landscapes can in fact be more resilient in the face of climate change and more energy efficient, than more modern structures and settlements.

6.7 Re-use of existing buildings can also be economically beneficial. It may be less expensive to refurbish or convert an old structure than to build anew. By contrast, historic buildings are often considered more desirable than new buildings and thus have the potential to carry a price premium.

6.8 Heritage-led regeneration is about more than just re-using historic buildings. Other assets such as parks and gardens, municipal spaces, sea-front promenades, bridges, piers, the patterns of roads and lanes, historic features such as walls, road signs and surfaces and also more ephemeral historic elements such as house, pub or building names etc also have key roles to play. All of these can together create a historic 'framework' for the settlement. When new extensions to the settlement are being planned it may be that the majority of these features are not found in the development area as they will naturally be concentrated in the historic core. It is likely, however, that some of them will be present and these enable the new development to be linked to the historic framework of the rest of the town.

Adding value to new development

6.9 Heritage-led regeneration adds value to development projects. It is striking that in most towns it is the heritage-led developments that are among the most prestigious and financially valuable. Examples in Dover District include the Deal Barracks development, the Tannery Lane development in Sandwich and the Crabble Paper Mill development in Dover. Where regeneration is led by large-scale new development, the historic environment can help to avoid a sense of a development scheme being artificial and seemingly dropped into a landscape. These can also have the advantage of accommodating large scale new housing without major intrusion into the existing infrastructure and the local community.

Durability of regeneration

6.10 The historic environment can also help to ensure that regeneration is durable. Many examples of failed regeneration are where development has taken place entirely independent of the local environment. The ‘newness’ appeals for a period but gradually the buildings become older and less fashionable, the economic imperative that called the development into being passes and the development begins to decline, at worst gradually degenerating into a ‘sink estate’. The development is then demolished and replaced and the process begins again. Heritage-led regeneration helps to avoid this. By integrating development into the historic ‘framework’ of a place it acquires a greater sense of belonging and thereby resilience. The historic features also help to break up the development’s design thus creating ‘breathing space’ in contrast to developments without heritage features which can often appear monotonous. The historic framework is also a permanent fixture of the development providing a frame of reference for evolutionary change.

6.11 By using heritage to create attractive environments this durability is enhanced as external investment is continually drawn in enabling it to be refreshed and to grow.

Reduced social exclusion

6.12 Heritage-led regeneration also has a role to play in helping to reduce social exclusion in modern developments. Historic buildings come in all shapes and sizes. Just as they can break up the monotonous shape of a modern development so they can help to break up the monotony of the social structures. For example, most of the housing around Crabble Paper Mill consists of detached and semi-detached houses. The residential conversion of the old mill buildings has created primarily 1 and 2-bedroom flats which will have a somewhat different demographic. Retaining older buildings such as terraced housing in the centre of towns helps to conserve the character of the settlement. In addition, however, these houses are often less expensive than new build equivalents and so by conserving them a more diverse population is allowed than if they were replaced.

6.13 Retaining historic buildings and features also helps older people to retain their own sense of place in an area and thereby brings the generations together. Where those features relate to people’s former employment this also helps to tell the story of an area which can be developed for educational groups to further embed new development within the older historic framework. Such changes must be affordable however. Whilst ‘gentrification’ of a place may lead to an improvement in the market value of properties care must be taken to ensure that this doesn’t end up pricing sections of the existing community out and lead to disenfranchisement. Likewise where a ready use cannot be found for a historic building there is the danger that it will become neglected or eventually derelict and will act as a source of disenchantment. It is important therefore that innovative and transformational solutions are sought to bring historic buildings and sites back into use.

Regeneration checklist

6.14 English Heritage has published a checklist for successful regeneration (Regeneration and the Historic Environment 2005). Whilst recognising that each regenerating scheme is unique it is recommended that the following should form part of any regeneration proposals being brought forward:

1 A strong vision for the future – that inspires people and encourages them to get involved;

2 A respect for local residents and businesses – who have often fought hard to stop an area declining; ensuring they are included in a regeneration partnership means the project starts with community commitment;

3 A tangible link to the past – since places are not created in a vacuum and people need familiar elements, visual reminders and a sense of continuity; landscapes, streets, spaces, buildings and archaeological sites play a part in defining a sense of place;

4 An understanding of the area – knowing what exists and how it came to be makes it easier to plan its future;

5 A respect for what already exists – making sure that places that people value are kept for the future;

6 A record of the area before work starts – so that future generations can understand how the site has evolved;

7 An integrated, sustainable approach – not concentrating on a particular social, economic or environmental consideration or a single use;

8 Achieving the right pace – regeneration that happens too quickly can harm the fabric and the community, while that which happens too slowly fails to create the momentum, commitment and enthusiasm needed to make a scheme a success;

9 The highest quality design and materials – to enhance local distinctiveness and sustain a sense of place that people can be proud of;

10 Early discussions between the community, the local authority and other interested parties – ensuring that options can be discussed and designs modified at an early stage, before too much has been committed.

Access to Dover's heritage and the role of tourism in Dover's economy

Current public access to Dover's heritage

6.15 The vast majority of Dover District's heritage is in fact accessible to the public, at least externally. Historic buildings can be seen from the roads and footpaths. Historic features such as walls, memorials, street and building names and street furniture can be seen easily in urban centres and the historic landscape can be

explored via the District's extensive public rights of way network. Some of these sites may be public buildings (e.g. Maison Dieu, Dover) or in publicly accessible areas (e.g. Archcliffe Fort). For most people, most of the time, this represents their interaction with Dover's heritage. For residents and visitors alike it is this that defines their perceptions of the District as much as the key sites and landscapes that are more striking or are interpreted. The importance of maintaining the quality of this 'background' heritage cannot be overstated, therefore, and careful conservation through Listed Building consents, Conservation Area consents (based on full Conservation Area Appraisals) and archaeological and other conditions, will be essential to retain Dover's special quality.

6.16 Some sites are, however, presented more formally to the public, involve greater or lesser degrees of access and interpretation and are actively promoted as attractions.

Paying sites

6.17 There are a number of heritage sites which charge admission. Several of the most prominent are operated by major national organisations (e.g. English Heritage or the National Trust) but several are operated by local community trusts or partnerships. Examples of paying heritage sites in Dover District include:

- DoverCastle (including Princess of Wales Royal Regiment Museum) (300,000 visitors per year)
- Walmer Castle (65,000 visitors per year)
- Deal Castle (30,000 visitors per year)
- Richborough Castle (14,640 visitors per year)
- Roman 'Painted House'
- Crabble Mill
- TimeballMuseum, Deal
- South Foreland Lighthouse (12,870 visitors per year)
- Chillenden Windmill
- White Mill Rural Heritage Centre
- East Kent Light Railway
- DoverMuseum
- Deal Maritime Museum
- DoverTransportMuseum

Non-paying sites

6.18 There are also a number of heritage sites that do not charge for admission, such as:

- Knights Templar Church, WesternHeights
- Dover Western Heights including the Drop Redoubt and St Martin's Battery
- SandwichGuildhallMuseum
- The Grand Shaft, Dover (limited 'open-days' only)

- Dover Discovery Centre (including the remains of St Martin le Grand, the Classis Britannica Fort and the Old Market Hall).
- Bleriot Memorial
- Dover's medieval and later churches
- Sites accompanied by interpretation panels or plaques
- Battle of Britain Memorial, Capel-le-Ferne
- The Women's LandArmyMuseum, Little Farthingloe
- St Margaret's Museum, St Margaret's at Cliffe

Heritage Trails

6.19 Across the District there are also a wide range of heritage trails, from short circular walks to long-distance walking routes. Examples of such trails in the District include:

- Coastal Walk, White Cliffs of Dover (236,700 visitors to the visitor centre each year). *National Trust*
- Saxon Shore Way long distance walking route
- Western Heights Trails (three trails (2 – 6 miles) as well as two history trails: The St Martins Battery Trail (0.5 miles) and the Grand Shaft Barrack Trail (1 mile). *White Cliffs Countryside Partnership*.
- Frontline Britain Trail, St Margaret's at Cliffe. *White Cliffs Countryside Partnership*.
- The Miner's Way Trail. *Coalfield Heritage Initiative*.
- The North Downs Way long distance walking route.
- St Augustine Trail
- The Timeball & Telegraph Trail

Inaccessible

6.20 A number of heritage assets remain inaccessible to the public. These include:

- Private houses or other domestic or agricultural buildings located out of sight from public rights of way.
- Bunkers, pillboxes etc located on private land.
- Shipwrecks below low water mark.
- Buried archaeological sites.
- Some churches or chapels e.g. OxneyChurch

Current heritage tourism in Dover District

6.21 Tourism is the fifth biggest industry in the UK, worth almost £12bn a year⁽²⁾. This includes museums and green heritage sites as well as visits to the built historic environment . The additional benefits of this direct investment are even more substantial, generating some £21bn. The industry employs almost 200,000 people and is very much a growth industry being predicted to rise annually by 2.6% between

2009 and 2018 ⁽³⁾. It is estimated 40% of employment in tourism depends directly on a high quality built and natural environment, rising to between 60% and 70% in more rural areas ⁽⁴⁾.

6.22 The role of heritage in those figures is particularly significant. History and the built heritage is the strongest single driver for overseas tourists 30% of whom say that the UK's heritage is the main reason for visiting the country ⁽⁵⁾. 80% of all foreign visitors visit heritage sites while they are here ⁽⁶⁾.

6.23 Nevertheless, we shouldn't forget that far and away the biggest sector in tourism is the domestic market. Only 17% of all visitors to heritage sites are foreign – the vast majority are British ⁽⁷⁾. Some 69% of all UK adults visited a heritage site last year. Finally, it shouldn't be forgotten how important the tourist spend is to the communities in which historic sites lie. Of every £1 spent on tourism 69p is spent away from the site itself on accommodation, meals etc ⁽⁸⁾.

6.24 . Within Kent tourism is worth some £2.5bn per year and provides 50,000 jobs in the county. This represents an income to the county equal to £1,755 for each man, woman and child in the county.

6.25 Within Dover District, the importance of tourism is similarly clear:

- 424,335 overnight tourism staying trips were made to Dover in 2006 White Cliffs ⁽⁹⁾. Of these trips, domestic visitors made 84% of trips (357,828) and overseas visitors made 16% of trips (66,507).
- £70,474,881 was spent by staying visitors on their trip to Dover in 2006. Of this expenditure, 73% was spent by domestic visitors and 27% by overseas visitors.
- 3.3 million Tourism day trips were made to Dover in 2006, generating a further £96,647,613 trip expenditure.

6.26 In total, around £167,122,494 was spent on trips to Dover in 2006 by staying and day visitors.

6.27 In addition, expenditure by friends and relatives on visitors, and visitors spend on second homes (i.e. maintenance) generates a further £9,890,000. With the addition of other expenditure tourism activity generated £177,012,494 expenditure.

6.28 Of this expenditure, £165,423,000 translates into direct income for local business; and a further £33,084,600 of income is generated through indirect and induced effects (a total of £198,507,600 business turnover.).

3 The Economic Case for the Visitor Economy, Deloitte, 2008

4 Valuing our Environment, National Trust

5 Internal English Heritage performance figures 12/2/2010

6 ANHOLT-GMI Nation Brand Index, Visit Britain Nov 2007

7 VisitEngland Survey of Visitors to Visitor Attraction 2008

8 Investing in success: Heritage and the UK tourism economy

9 Country: Dover, Deal & Sandwich: VisitKent research document

6.29 This income supported 3,036 FTE jobs and 4,152 Actual jobs. Overall it is estimated that tourism expenditure supported 10% of local employment in Dover.

The potential of Dover's heritage for public access and tourism

Perceptions of east Kent

6.30 In August 2007 Kent Tourism carried out research into public perceptions of Kent generally and east Kent in particular (Dover, Thanet, Shepway and Canterbury Districts). This highlighted some key issues for how east Kent is regarded by respondents, all of whom live in the south-east of England.

- Although Kent was identified as a 'historical' region (50% respondents), east Kent was slightly less so (41%)
- 45% of respondents associated Kent with castles, as compared with 37% when asked about east Kent
- 24% identified Kent as 'touristy' as compared with 30% for east Kent
- 37% thought there were a range of gardens to visit in Kent but only 26% thought this true of east Kent
- East Kent was, however, more strongly associated with the phrases 'gateway to Europe', 'stunning coastline', 'seaside resorts', and 'beaches'
- Of seventeen coastal destinations in the south-east Deal and Sandwich were located in the bottom five when tested for awareness. Dover was, however, rated second.

6.31 **Dover** has a similar perception to Folkestone, although Dover has some clearer perceptions in terms of history and scenery. This is undoubtedly linked to Dover Castle and the White Cliffs and respondents' knowledge of these two attractions.

6.32 It is seen as a destination that is easy to get to and somewhat touristy and like many of the East Kent destinations is seen as friendly and traditional in an old-fashioned way.

6.33 **Deal** has a similar emotional perception to Whitstable and Broadstairs in terms of old-fashioned, traditional and friendly but is perceived as offering more in the way of historical or heritage attractions, perhaps because of the prominence of the castle in the town. It is seen as a place to get an authentic feel of Kent in a charming town.

6.34 **Sandwich** is seen as a traditional, old-fashioned Kent town offering history and heritage. It is perceived as a place with stunning scenery and interesting architecture, being a medieval city with the remains of the old town walls and the Toll Bridge/ Barbican. There are still many people who need to be informed about what Sandwich has to offer as just over a third of people (36%) strongly associated the town with history and heritage indicating that the majority are not sure what it offers from a historical perspective. It is seen as a place to explore the surrounding area with opportunities for walking or cycling.

6.35 Although the research focused on east Kent in general, rather than just Dover District, it suggests that there are some key perception challenges that must be overcome.

6.36 East Kent is arguably the most 'historical' part of Kent, seeing earlier introductions of many site types and processes than in the rest of the county. For the Roman, Anglo-Saxon and Medieval periods many of the earliest structures in England are to be found in east Kent and in particular Dover District, for example the Saxon Shore Forts, Roman *Pharos* and 'Painted House' in Dover town. The region contains Canterbury, a World Heritage Site and one of the most well-known English centres of heritage in the world. The region also features disproportionately strongly in terms of defence heritage such as at Dover Castle, the Henrician Castles of the Downs, the forts of the eighteenth and nineteenth centuries and the two World Wars. The perception that east Kent is less 'historical' and less associated with castles is thus particularly disappointing and suggests that significant work needs to be done to improve the image of the District *as it exists*, even without further improvement in public access to heritage.

Areas of potential development for public access to heritage

6.37 There are a number of approaches that could be considered to increase public access to heritage in Dover District, whether by residents or by tourists.

Improvement of the current tourist offer

6.38 Many of the tourist attractions in Dover District are superbly presented. The range of activities and areas of interest provided for by Dover Castle is unlikely to be matched by many tourist attractions in England. The site covers a wide range of periods including Roman, Saxon, Medieval post-Medieval and Second World War. For each of these there is interpretation that is regularly updated using a range of technical methods and approaches. The site offers a variety of environments from medieval masonry in the keep, open spaces with great views from the top of the keep and the ramparts and the oppressive atmosphere of the tunnels. Numerous staff are on hand to guide visitors and there are excellent refreshment and dining facilities as well as good (if increasingly pressed) on-site parking.

6.39 Few sites can expect to match this offer and within the District there are a number of very well presented sites that need not be reviewed here. There are, however, a number of sites that might benefit from additional support or investment to allow more sustained opening hours, refresh of interpretation, parking facilities, refreshments and greater networking with other attractions in the area.

Development of new sites as tourist attractions

6.40 Within Dover District there are a number of sites that might be developed further as tourist attractions.

6.41 Dover Western Heights – The site attracts a large number of visitors for its occasional open days in the Drop Redoubt and the Western Heights Preservation Trust arrange a number of activities each year. The site also receives a large (but unknown) number of visitors via the car-parks at Drop Redoubt Road, The North Entrance and at St Martin's Battery where elements of the twentieth century defences can still be seen. It is likely that other visitors explore much of the remains that can be seen on an informal basis. Given the size of the site and potential management and access issues, it may be necessary to be selective about which elements of the site are fully open-up to the public

6.42 Swingate to St Margaret's Second World War sites – Along the cliffs east of Dover are a great number of Second World War bunkers, gun positions and anti-aircraft gun sites as well as a radar station. They are of great interest to enthusiasts but only occasionally made accessible to visitors. It is rare for such a concentration of such sites to exist anywhere in the UK. These particular sites are especially interesting to visitors in that they 'saw action' during the War unlike most sites of the period.

6.43 Port Facilities, Dover – The Port is Dover's strongest defining feature today and contains numerous historic structures including the harbour breakwaters, the Dover Turret, the basins and wharfs and Admiralty Pier Station. Providing access to the port facilities (perhaps on specific open-days) would help to integrate the port better with the town.

Thematic development of heritage assets

6.44 In addition to the development and promotion of individual sites there are a number of themes that might be developed for visitors. These would link sites that are formally presented to the public already with those that are not and would thereby help to pass visitors on from one site to the next while taking them into new areas of the District. Examples of these could be:

6.45 Coastal defence – Dover District has defensive fortifications from a wide range of periods, many of which can be visited and some that are already well prepared to receive visitors. By linking Richborough Fort, Dover Castle and Sandwich town walls, Deal and Walmer Castles, the Western Heights and the Second World War sites along the cliffs east of Dover, a coastal defence network could be developed that spans much of the District's past.

6.46 The churches of Dover – Dover District has a number of fine early churches or church sites that could be linked together. These include the early church(es) in Richborough Fort, St Mary in Castro, Barfreton Church, St Mary's, Wingham, the Templar Church, Western Heights and, if access could be secured, St Radegund's Abbey or St Martin's Priory. This theme also has the potential to link Dover with Canterbury to take advantage of visitors.

6.47 Coal mining in Dover – The Miner’s Way trail provides a good basis for the development of this theme. By linking the trail with surviving structures from the coal-mining industry at the mines themselves (including the smaller mines), at the mining villages of Aylesham, Mill Hill Deal and Tilmanstone (Elvington), the history of the industry in Dover could be made more accessible.

6.48 Dover’s ancient landscape – Although there are few visible prehistoric sites in Dover, it is possible to trace the evolution of the landscape in the District from prehistoric times to the modern day through field boundaries, tracks and paths, parish boundaries and roads. Trails could be developed that showed how ancient the landscape actually is, how it has changed and how modern settlements fit into it. The Roman roads of Dover would be a good starting point for such a theme.

6.49 Gateway to Britannia – Dover was the gateway to Roman Britain and contains more outstanding Roman remains than virtually any District in England. Trails or tourism products could take advantage of Richborough Fort, the remains of the Saxon Shore Fort at the Dover Discovery Centre, the Roman Roads, the *Pharos* in Dover Castle and the Roman ‘Painted House’. It could also link with Roman remains in Canterbury to take advantage of visitors to Canterbury.

6.50 The Wantsum Channel – The Wantsum Channel is central to Dover’s exploitation in prehistoric times, by the Romans and during the Saxon and Medieval periods. A theme could be developed that explored the Channel as it is today as well as Sandwich, Richborough Fort and Stonar Lake. This could link with biodiversity themes to attract a wider range of visitors.

Increased use of heritage assets by educational groups

6.51 It is not clear at present the extent to which the District’s heritage assets are used by educational groups for studies or for site visits. All the sites that have been formally developed for tourism are capable of welcoming educational groups and several have developed educational programmes. The educational audience is certainly one that should be targeted. This would help school children or older students to become more aware of Dover District’s heritage and help them value the sites. It would also encourage the students and their families to visit the sites themselves.

New Approaches to developing public access

6.52 There is a range of ways in which people can be encouraged to enjoy, value and visit the heritage assets of Dover District.

Complementary themes

6.53 The ‘*Heritage Counts*’ survey of 2009 revealed that in that year the number of visitors to castles and forts did not rise at all whereas visits to visitor centres or heritage centres rose by 6%. This may suggest that people want more diverse experiences from their days out than simply visiting ‘pure’ heritage sites. This may be particularly true for families. One way to meet this need is to develop alternative themes around the same site. For example, the National Trust White Cliffs site

combines heritage interests with biodiversity and natural environment interests and thereby attracts a great number of visitors each year. Many of the other themes in the District's past will lend themselves to a similar approach allowing them to access the visitors making some of the 1.2 billion visits made to the UK's countryside every year .

Community Projects

6.54 One approach to engaging people with their heritage is to involve them in its identification, study and promotion. An excellent example of this is the '*Forgotten Front Line*' project developed by a team led by Mark Harrison in the north of Canterbury District. Using their own research, combined with the results of a Kent County Council survey of twentieth century military and civil defence sites, the team produced an exhibition. The information about sites was combined with oral history from local people and an innovative use of 1940s aerial photographs. The exhibition was complemented with history tours where visitors were taken to the sites featured in the exhibition and met the local people who had contributed. Effective media promotion saw the exhibition visited by 6,000 people at Whitstable Museum, 19,000 more at Quex Park and a few thousand more at the Royal Naval College.

6.55 The project was similar in approach to projects such as the *Coalfields Heritage Initiative Kent* (CHIK) project and this demonstrates the applicability of the approach across a range of different themes. Many of the opportunities identified in the thematic papers (see Appendix 1) include opportunities for engagement with the local community so that people can become involved in understanding and conserving their heritage. These projects have the additional benefits of being flexible, inexpensive to operate (compared with the costs of opening sites or museums to visitors) and responsive to local people.

New technology

6.56 The same spirit of cost effectiveness also suggests that wider use should be made of new technologies. Mobile technology, for example in the form of media players or smart phones, allows information to be packaged in a way that is attractive and elegant but also relatively inexpensive. Using this kind of technology the information that would be traditionally carried on interpretation panels can be made available to people in advance of their visits or can be downloaded 'in the field'. They can then combine it with other information from other projects or with applications providing catering or accommodation information so that all their information needs can be met. A much great quantity of information can therefore be provided, better tailored to visitors, often at a reduced cost, than could be met by traditional panels without the equally traditional threat of vandalism. Co-ordinated use of new technology, for example with Explore Kent for countryside access, would help to ensure that wider groups benefit from heritage information and that the District's heritage forms part of a more diverse experience.

6.57 In a similar vein tourist attractions of the future will have to be more flexible about how they communicate with the public. The advent of Social Media – Facebook, Twitter, etc has meant that word of mouth has, for many people, been replaced by its digital equivalent, with the difference that word travels far faster and wider across the internet than by any previous means. This provides a great opportunity for those trying to promote attractions and events in a cost effective way. It allows them to link with other projects, groups and initiatives thus allowing sites to target their marketing far more effectively than can be achieved than by conventional media.

6.58 CDs are hardly new technology but they still have a role to play in packaging information for tourists in a cost-effective but flexible way. An example of this is the '*Drive the Battle of Britain*' driving tour produced by Kent County Council in 2005. The CD guided visitors around a range of Battle of Britain sites in Dover and Shepway. The principle underlying the CD remains true today – that a set of sites can be linked by a common theme far more effectively together than separately. It is particularly useful for sites that have no interpretation materials at all and would suit many of the themes listed above.

'Remote' access

6.59 Although access to heritage sites tends to focus on physical access, it should be remembered that for many people physical access to sites may not be possible. The District's heritage is nonetheless their heritage too and it is essential that websites and other resources are fully developed to connect people with the sites, help them to explore them remotely and understand the history and the context. It is remarkable how many tourist attractions, even those run by very large national organisations, have websites that provide virtually no information about the sites except such as may be required for visitors – opening hours, prices, events etc.



7 Taking the Heritage Strategy Forward

Introduction

7.1 The Government recognises the role that the historic environment can play in delivering the sustainable development agenda. The National Planning Policy Framework (NPPF) (paragraphs 7 and 8) recognises that there are three dimensions to sustainable development: economic, social and environmental. It goes on to state that part of the planning system's environmental role is '*contributing to protecting and enhancing our natural, built and historic environment*'. Environmental gains should be sought jointly and simultaneously with economic and social gains through the planning system as the dimensions are mutually dependent and not exclusive.

7.2 The sustainable development agenda needs to be reflected in the Local Plan. The NPPF further states that

'126. Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

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

7.3 The Heritage Strategy has described the extraordinarily rich history of Dover District and its vast wealth of heritage assets. Alongside iconic assets such as Dover Castle, Richborough and medieval Sandwich, numerous sites of national, regional and local importance exist, some designated but many not. Together these heritage assets provide the District with its distinctive historic character and have shaped the place that it is today, a place greatly valued by residents and visitors alike.

7.4 The historic environment is one of the District's most valuable assets; it can and must play a significant role in the growth and regeneration agenda for the District. It should be used in a positive and proactive way and not become seen as an obstacle to the District realising its potential.

7.5 The important role that the historic environment plays in the District's future is recognised in the Core Strategy through its mission statement '*Ambitious for the future, sensitive to the past*' and the objective:

'10. ensure the intrinsic quality of the historic environment is protected and enhanced and that these assets are used positively to support regeneration, especially at Dover.'

Objectives

7.6 The Heritage Strategy (Chapter 6) has described the ways in which the Historic Environment can act as a catalyst for social and economic regeneration through creating a valued 'sense of place', the re-use of heritage assets, adding value to new development, ensuring that regeneration is durable and through helping to reduce social exclusion. There are good examples in the District where heritage-led regeneration and re-use of historic buildings within development have been used to create a valued sense of place: Perhaps the most evident is the redevelopment of the former Royal Marines barracks in Deal where many of the buildings have been retained and converted for a mix of uses creating an area with undoubted historic qualities; in Sandwich, the development of Tannery Close has responded well to the strong historic character of Sandwich and ensured that the development fits into the townscape and is potentially more durable; the re-use of the former secondary school at Aylesham for a community centre and workshops has secured a future for one of the East Kent Coalfield's heritage assets as a valued community resource; elsewhere the former coal mining tips at Betteshanger Colliery have been transformed into Fowlmead Country Park.

7.7 The future regeneration of the District can benefit from use of its heritage assets. The extensive post-medieval fortifications at Dover Western Heights can play a significant role in Dover's regeneration as a complementary heritage asset to Dover Castle. The Dover Western Heights provide a considerable challenge in ensuring that future development and proposals for change there are appropriate to the site and means are found to conserve and enhance the heritage asset. Similarly Fort Burgoyne should contribute significantly to the redevelopment of the former Connaught Barracks site. Other significant opportunities are provided by the District's former industrial buildings for example the redevelopment of the former Buckland Paper Mill, the important group of colliery buildings at Snowdown and the remains of the colliery and brickworks at Hammill. The redevelopment of Dover harbour and the town centre bring their own opportunities and challenges to make the most of, as well as conserve and enhance, the important heritage assets that are present there and in their surroundings.

7.8 As well as the headline development and regeneration proposals, the challenge is to ensure that the historic 'sense of place' of many of the District's towns, villages and rural areas is maintained and enhanced as proposals for change are considered. The site allocations have been briefly assessed for their potential impact on the heritage themes identified in the Strategy and many of these can benefit from making appropriate use of their heritage assets and by giving due regard to the historic environment of their local areas. A number of case studies have been set out in the Heritage Strategy that suggest ways in which heritage assets at those sites (Farthingloe, North Deal, Discovery Park and Fort Burgoyne) can be used positively to enhance the development proposals there.

7.9 The historic environment provides direct economic benefits to the District. As well as playing a key role in the sustainable growth and regeneration agendas for the District, it presently makes a substantial contribution through tourism to the local economy - estimated to be worth around £200 million (VisitKent research) and supporting around 10% of local employment. The Strategy has identified that there is considerable potential for growth in heritage-related tourism in the District and presents ideas for developing the offer. The District should seek ways in which to promote the wider heritage of the area to those who visit landmark attractions such as Dover Castle. By promoting the key attractions as part of a package whether with heritage sites in the locality, on a thematic basis or with the District's natural assets, visitors may be encouraged to make more overnight stays in the District and contribute more to the local economy. A key aim should be to improve connections between Dover Castle and the town. Developing the heritage assets at the Western Heights, the harbour and within the town centre together with the Castle would provide a valuable package of heritage attractions to offer to visitors to Dover.

7.10 The Strategy has identified numerous opportunities for improving links between existing managed heritage attractions, improving access to other heritage assets, thematic development of trails and interpretation and the use of new technology to improve the offer to visitors and the quality of life of the District's communities.

7.11 It follows that to realise the considerable benefits that the historic environment can bring to the District, it is important to look after the District's heritage assets and take opportunities to enhance them wherever possible. The heritage assets are a vulnerable and irreplaceable resource which can be easily lost to present and future generations. Positive change and growth, including the improvement of the built, natural and historic environment promoted in paragraph 9 of the NPPF, is important to the future of Dover District. Such change needs to be informed by a sound understanding of what is most significant about the District's heritage assets and a desire to conserve that significance in an appropriate and beneficial way.

7.12 The historic environment helps to create a much valued 'sense of place' and provides a strong sense of identity and source of pride for the District's communities, contributing significantly to the quality of life. The Strategy promotes an agenda of increased public understanding, access to and engagement with the District's heritage, to increase enjoyment and appreciation of the past and support for its conservation and use. Informed, caring and engaged local communities, positively using the historic environment to shape the places in which they live lies at the core of the Heritage Strategy and its future delivery.

7.13 The Heritage Strategy responds to and is compliant with the requirements for a '*positive strategy for the conservation and enjoyment of the historic environment*' that the NPPF promotes (paragraph 126). The Strategy articulates how the high level policy for the historic environment can be taken account of in the development of local plans and be used in local decision-making. It sets out how the historic environment can play an important role in delivering the growth and regeneration that the District needs, its role in the sustainable development agenda promoted by the Government in the NPPF and the positive improvements to people's quality of

life that this now requires planning to deliver. It sets out the economic contribution and potential growth of heritage tourism in Dover District. It explains the need for sustaining and enhancing the District's heritage assets and how this can be achieved. Finally, conforming with Government policy for localism through neighbourhood planning and their 'Big Society' concept, the Strategy promotes an agenda of further understanding of the historic environment, engagement and access where the public play a leading role in delivering the outcomes of the strategy and shaping where they live, work and visit.

The Heritage Strategy is ambitious for the past to be part of the District's future.

7.14 To take the Strategy forward four broad objectives have been set out in the box below.

Box 1

The Heritage Strategy's objectives are:

1. Dover District's historic environment and its heritage assets play a proactive role in enabling and informing regeneration activities to secure better outcomes from sustainable growth.
2. Dover District realises the tourism and visitor potential and economic benefits of its historic environment and heritage assets.
3. Dover District's heritage assets are sustained and enhanced so as to best meet the needs of the present without compromising the ability of future generations to appreciate their significance.
4. Public understanding of, engagement with, access to and enjoyment of Dover District's historic environment are increased.

7.15 How the Dover District Heritage Strategy can address these objectives is set out below with reference to the principle recommendations at the end of this chapter.

1 Enabling and informing regeneration activities to secure better outcomes from sustainable growth.

(NPPF: '126. - the desirability of new development making a positive contribution to local character and distinctiveness;')

7.16 Chapter 6 of the Heritage Strategy has described the opportunities available to the District in using its heritage to positively shape its future and guide and act as a catalyst for economic and social regeneration. The role of heritage in creating a valued 'sense of place', the beneficial reuse of assets, how heritage-led regeneration adds value to new developments and helps to ensure that regeneration is more durable, socially inclusive and has a long lasting and positive effect on the places

and communities that live in them is explained. Guidance is already available, in particular English Heritage's checklist for successful regeneration (Regeneration and Historic Environment, 2005). This, together with other guidance documents are listed in Chapter 8. The Strategy builds upon this guidance by promoting the positive and proactive use of the historic environment in the regeneration activities of Dover District and sets out a number of recommendations to help achieve this.

7.17 At individual development site level, the Strategy has developed a methodology for proposals to be rapidly assessed and scored for their impact on the heritage themes identified for the District. It has been recognised that the quality and robustness of Heritage Statements that should accompany planning applications for validation needs significant improvement. The methodology developed for the Strategy could be usefully developed as a checklist to assist applicants compile a useful Heritage Statement and recognise the opportunities and benefits that the historic environment can bring to their developments.

7.18 A number of Case Studies have been presented that illustrate the application of the Heritage Strategy to specific development and regeneration proposals and provide a number of guiding principles that will assist those developments to address the sustainable development objectives for regeneration.

7.19 The NPPF recognises within its core planning principles (para 17) that planning should '*be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area*' and that (para 183) '*Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need*'. The historic environment should be a keystone within such plans, providing the 'sense of place', identity and source of pride that local communities often cherish and helping to provide resilience and durability and reduced social exclusion.

7.20 It follows that for regeneration and development to successfully take account of the historic environment, information about the presence of heritage assets and their significance needs to be accessible and readily understood by all parties involved. The Heritage strategy includes a number of recommendations that seek to improve access to information and understanding of the District's heritage assets.

7.21 The recommendations set out below all relate to enabling and informing regeneration activities to obtain better outcomes for sustainable growth.

Objective 1 Recommendations

Box R1

The historic environment should be embraced as an important element in proposals for regeneration and new development to help develop a strong 'sense of place' and an identity for existing and new communities.

Box R2

The character and form of existing heritage assets should be used to help shape the character and form of new development. The historic environment should be considered and reflected in development master plans.

Box R3

The sustainable and beneficial reuse of heritage assets, conserving them in a manner appropriate to their significance, should be encouraged in new development and given appropriate weight in making planning decisions.

Box R4

Proposals for new development should include an appropriate description of the significance of any heritage assets that may be affected including the contribution of their setting. The impact of the development proposals on the significance of the heritage assets should be sufficiently assessed using appropriate expertise where necessary. Desk-based assessment, archaeological field evaluation and historic building assessment may be required as appropriate to the case.

Box R5

Use of local materials should be encouraged in new development to help make it more sustainable and foster local distinctiveness.

Box R6

The opportunities that the historic environment and heritage assets present and their vulnerability to change should be taken into account in considering the site allocations for the Core Strategy.

Box R7

Improved guidance for compiling and the required content of Heritage Statements should be developed and made available to planning applicants. The methodology developed for checking proposals against the Heritage Strategy themes should be developed for use in Heritage Statements.

Box R8

The recommendations and guiding principles set out in the case studies for Discovery Park, North Deal, Farthingloe and Fort Burgoyne & Connaught Barracks are followed.

Box R9

Systems should be put in place to ensure that historic environment information and advice is readily accessible to local communities to help them shape the places in which they live.

Box R10

A programme of Conservation Area appraisal is put in place to cover all the District's Conservation Areas. Consideration should be given to developing tool kits for initial appraisal, at least, to be undertaken by local volunteer groups and individuals. Toolkits based upon the overview methodology and/or those developed by English Heritage could form the basis for use in the District.

Conservation Area appraisals should be used to review the special interest of each Conservation Area and inform proposals for any special measures needed, adjustment of boundaries and, where the significance has been sufficiently lost, removal of Conservation Area status.

Consider widening the use of Article 4 (2) directives to sustain and enhance the historic character of the District's Conservation Areas through ensuring that special interest is conserved.

Develop guidance and make information easily accessible to enable stakeholders within Conservation Areas to readily understand and take account of the special interest of the area and ensure that proposals for change take account of that interest. An example of appropriate guidance is the treatment of shop fronts in Conservation Areas.

Box R13

Work towards the conservation, appropriate development and promotion of the Dover Western Heights so that it might contribute to the regeneration of Dover. Establish an agreed vision, to inform a master plan and promote appropriate development and change that is consistent with the conservation and enhancement of the Dover Western Heights' significance.

Box R24

An Urban Archaeological Database be prepared for Dover town preferably extended to include a wider range of heritage assets of the town, port and the flanking heights and Dour valley.

Box R25

A programme of mapping of cropmarks identified on aerial photographs be developed. With the use of GIS packages transcription could be carried out through a supervised volunteer programme perhaps through the Kent Historic Environment Record.

Box R26

The Heritage Strategy should be presented in an accessible way on the web with theme papers and links to complementary web sites.

The web site should:

- promote and explain Dover's rich heritage;
- provide information on access to assets and visitor sites and visitor information;
- link to the on-line Historic Environment Record and other resources that can provide more detailed information on the District's heritage assets;
- provide guidance and advice to land/property owners, developers and others with an interest in management of the historic environment;
- include downloadable toolkits to support community led survey and research.

Box R27

Support is given to the development of an Archaeological Resource Centre which secures a sustainable future for the District's archaeological archives and that provides a focus for community activities that support the delivery of the Heritage Strategy.

2 Realising the tourism and visitor potential and economic benefits of the District's historic environment and heritage assets.

(NPPF: 126. 'the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring'.)

7.22 The high value of heritage tourism to the District's economy is set out in Chapter 6 of the Strategy. Figures from 2006 (VisitKent) suggest that the total value of income from over 400,000 overnight trips and 3.3 million day trips is close to £200

million, sustaining over 4,000 jobs, 10% of the District's employment. Even so the Strategy has identified that there is significant potential for increasing public access and tourism in the District.

7.23 Kent Tourism's research in 2007 suggests that there is considerable room for improving public perceptions of the District in South East England as a historic place to visit. While landmark sites such as Dover Castle and the White Cliffs are widely recognised, the wider heritage offer of the District and East Kent in general is less well known. The work on the Strategy has illustrated that there are a vast number of stories to tell of the District's history including its part in events of national significance that can connect with the public. While the key sites should remain an important part of the District's promotion, additional emphasis should be placed on demonstrating that there is a lot more to offer and encourage more overnight and longer stay trips to the District. With people increasingly wanting more diverse experiences from their days out and holidays, promotion of the heritage assets alongside natural environment and cultural assets may strengthen the attraction.

7.24 The Strategy recognises that there are opportunities for the existing heritage tourist sites to improve their offer through investment in refreshed interpretation, promotion, improved facilities and greater networking. In many of the Theme papers individual sites and opportunities have been identified, e.g. the visitor sites in Deal, Richborough and the Wantsum and the East Kent Light Railway. The Strategy has also started to map the heritage tourism assets in the District, trails and interpretation.

7.25 The Strategy has identified several sites where more access to visitors could improve the tourism offer of the District. These include Dover Western Heights, Swingate to St Margaret's Second World War sites and the port facilities at Dover. The Strategy has also identified that thematic development of the heritage assets for visitors would help to link existing visitor sites with those that are not formally accessible or presented and take them into new areas of the District. Examples of thematic development could include Coastal Defence, Churches of Dover, East Kent Coal Field, Roman Gateway, Dover's Ancient Landscapes and the Wantsum Channel.

7.26 The recommendations set out below all relate to developing the tourism potential and consequential economic benefit of the District's heritage assets.

Objective 2 Recommendations

Box R13

Work towards the conservation, appropriate development and promotion of the Dover Western Heights so that it might contribute to the regeneration of Dover. Establish an agreed vision, to inform a master plan and promote appropriate development and change that is consistent with the conservation and enhancement of the Dover Western Heights' significance.

Box R17

Maximise the benefit to the District's economy of visitors to Dover Castle through developing better links with the town centre; Promote as part of a wider package with other heritage assets to encourage more overnight stays in the area.

Box R18

The District's wider heritage potential and heritage assets should be promoted alongside the key assets as part of a broad and diverse offer to encourage more overnight stays in the District.

Box R19

The current tourism sites, public heritage interpretation and trails should be mapped and assessed to identify opportunities for networking, promotion and investment in improved facilities and interpretation.

Box R20

Opportunities should be sought to develop access to key heritage sites and improve interpretation for visitors.

Box R21

Access and interpretation should be developed to link heritage assets by theme making use of the incredible rich history of the District referenced in the Theme papers of the Heritage Strategy.

Box R26

The Heritage Strategy should be presented in an accessible way on the web with theme papers and links to complementary web sites.

The web site should:

- promote and explain Dover's rich heritage;
- provide information on access to assets and visitor sites and visitor information;
- link to the on-line Historic Environment Record and other resources that can provide more detailed information on the District's heritage assets;
- provide guidance and advice to land/property owners, developers and others with an interest in management of the historic environment;
- include downloadable toolkits to support community led survey and research.

3 Sustaining and enhancing the District's heritage assets so as to best meet the needs of the present without comprising the ability of future generations to appreciate their significance.

(NPPF: 126. 'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;' and 'opportunities to draw on the contribution made by the historic environment to the character of a place'.)

7.27 The Heritage Strategy has identified the potential opportunities and benefits that the historic environment can bring to the District. To realise the benefits of the historic environment there is a need to sustain the significance of heritage assets and where possible enhance that significance. The Strategy, through the thematic papers has identified numerous areas where sustaining and enhancing heritage assets are desirable. The main and more significant priorities are set out below.

7.28 Theme 13 has identified the lack of Conservation Area appraisals for the overwhelming majority of the District's Conservation Areas. Without such appraisals it is difficult for decision-makers to understand the special interest of the Conservation Area and hence its significance or to manage and monitor the condition of the Conservation Area and take informed decisions. The following is relevant to Conservation Areas in the NPPF:

'127. When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.'

'137. Local planning authorities should look for opportunities for new development within Conservation Areas ... to enhance or better reveal their significance.'

7.29 The Heritage Strategy recommends a programme of appraisal and review of the District's Conservation Areas to understand the special interest of the areas, to consider the widening of Article 4 (2) directives and to develop guidance and information to help sustain the significance of Conservation Areas.

7.30 To safeguard the most significant of the District's heritage assets protection through designation may be appropriate. The Heritage Strategy has identified a number of Heritage Assets which may be considered for designation. The Heritage Strategy has also identified a large number of heritage assets in the District which are of local or even regional importance that make a significant contribution to the historic environment at a local level but are unlikely to be of sufficient importance to warrant national designation. Local listing is an available mechanism to ensure that such locally important heritage assets are recognised, sustained and taken into account in proposals for change and the Strategy recommends that a Local List be developed for Dover District.

7.31 Paragraph 126 of the NPPF details that the positive strategy for the historic environment that should be set out in the Local Plan should include conservation of *'heritage assets most at risk through neglect, decay or other threats'*. It follows that there is a need to both identify and monitor the assets most at risk. English Heritage only include those heritage assets designated at the highest level i.e. Grade I and II* Listed Buildings, Scheduled Monuments, Grade I Registered Parks and Gardens and Protected Wreck Sites on their Heritage at Risk Register. The majority of heritage assets are not monitored and consequently not included on an 'at Risk' register. Theme 12 has highlighted the need for a 'Buildings at Risk Register' for the District to help ensure that the significance of the historic buildings of the District is sustained and that as a priority the 300 plus unoccupied Listed Buildings should initiate the Register. Additional key assets identified within the Theme papers could be included on the Register, widening its scope to a Local Heritage at Risk Register. The community could be involved in developing the register, assessing the condition and vulnerability of the assets and subsequently monitoring them.

7.32 Many of the District's heritage assets are vulnerable to crime. In particular historic buildings are vulnerable to theft of fixtures and metal, unoccupied structures to vandalism, archaeological sites to illicit metal detecting and wrecks to disturbance and removal of artefacts. A Heritage Crime Risk Assessment would allow the most sensitive heritage assets to be compared with recognised hot spots of criminal activity in the District. This would enable targeted monitoring of key assets at risk by local communities in partnership with the police and authorities.

7.33 The recommendations set out below all relate to sustaining and enhancing the District's heritage assets.

Objective 3: Recommendations**Box R10**

A programme of Conservation Area appraisal is put in place to cover all the District's Conservation Areas. Consideration should be given to developing tool kits for initial appraisal, at least, to be undertaken by local volunteer groups and individuals. Toolkits based upon the overview methodology and/or those developed by English Heritage could form the basis for use in the District.

Conservation Area appraisals should be used to review the special interest of each Conservation Area and inform proposals for any special measures needed, adjustment of boundaries and, where the significance has been sufficiently lost, removal of Conservation Area status.

Consider widening the use of Article 4 (2) directives to sustain and enhance the historic character of the District's Conservation Areas through ensuring that special interest is conserved.

Develop guidance and make information easily accessible to enable stakeholders within Conservation Areas to readily understand and take account of the special interest of the area and ensure that proposals for change take account of that interest. An example of appropriate guidance is the treatment of shop fronts in Conservation Areas.

Box R11

Consider the potential for new Conservation Areas at Snargate Street, Dover and Kearsney Abbey taking account of paragraph 127 of the NPPF.

Box R12

In liaison with English Heritage review and identify gaps in designation of heritage assets and in particular consider those key sites identified as potential candidates in the Heritage Strategy thematic papers.

Box R13

Work towards the conservation, appropriate development and promotion of the Dover Western Heights so that it might contribute to the regeneration of Dover. Establish an agreed vision, to inform a master plan and promote appropriate development and change that is consistent with the conservation and enhancement of the Dover Western Heights' significance.

Box R14

A Local List of Heritage Assets should be developed by Dover District with the assistance of the voluntary sector. Clear and robust criteria for selection of heritage assets for inclusion on the List should be set out, together with a requirement to provide for each asset a statement of significance, condition, vulnerability and potential opportunity for sustainable use.

The Local List should embrace all elements of the historic environment and it is recommended that many of the key assets identified in each of the theme papers could provide a useful starting point for compilation of a Local List for the District. Gardens identified within the Kent Gardens Compendium and any enhancement of the Compendium should be included in the Local List.

Box R15

Dover District Council, with the assistance of the voluntary sector, should develop a Register of Heritage Assets at Risk.

Box R16

A Heritage Crime Risk Assessment should be undertaken for Dover District and a network of volunteer Heritage Wardens established.

Box R23

Opportunities should be sought and support given to local communities, groups and individuals in researching their past, develop projects with them that identify, enhance understanding of the District's heritage assets and involve them in condition assessment, monitoring, management, promotion and interpretation of the assets.

Key activities identified for public involvement in delivery of the heritage strategy that have been identified within the thematic studies include:

- Conservation Area overviews / appraisal and monitoring
- Heritage at Risk Surveys
- Development of Local List of Heritage Assets
- Heritage Wardens
- Parish / Neighbourhood surveys that support neighbourhood plans
- Thematic surveys, research and investigation
- A programme of research, survey and enhanced interpretation of the heritage assets of the Wantsum Channel and Lydden Valley
- A study of the assets and development of the historic port of Deal
- Identification and research for new themes for the Heritage Strategy

Box R24

An Urban Archaeological Database be prepared for Dover town preferably extended to include a wider range of heritage assets of the town, port and the flanking heights and Dour valley.

Box R25

A programme of mapping of cropmarks identified on aerial photographs be developed. With the use of GIS packages transcription could be carried out through a supervised volunteer programme perhaps through the Kent Historic Environment Record.

Box R26

The Heritage Strategy should be presented in an accessible way on the web with theme papers and links to complementary web sites.

The web site should:

- promote and explain Dover's rich heritage;
- provide information on access to assets and visitor sites and visitor information;
- link to the on-line Historic Environment Record and other resources that can provide more detailed information on the District's heritage assets;
- provide guidance and advice to land/property owners, developers and others with an interest in management of the historic environment;
- include downloadable toolkits to support community led survey and research.

Box R27

Support is given to the development of an Archaeological Resource Centre which secures a sustainable future for the District's archaeological archives and that provides a focus for community activities that support the delivery of the Heritage Strategy.

4 Increasing public understanding of, engagement with, access to and enjoyment of Dover District's historic environment.

(NPPF: '169. Local planning authorities should have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to their environment' and '141. Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publically accessible'.)

7.34 One of the best ways of raising appreciation of the historic environment, develop a sense of place for communities and help to sustain and realise the benefits of heritage assets is to engage with and involve local people in heritage activities.

7.35 English Heritage in their 2005 strategy 'Making the Past part of our Future' aimed to create a cycle of understanding, valuing, caring for and enjoying the historic environment.

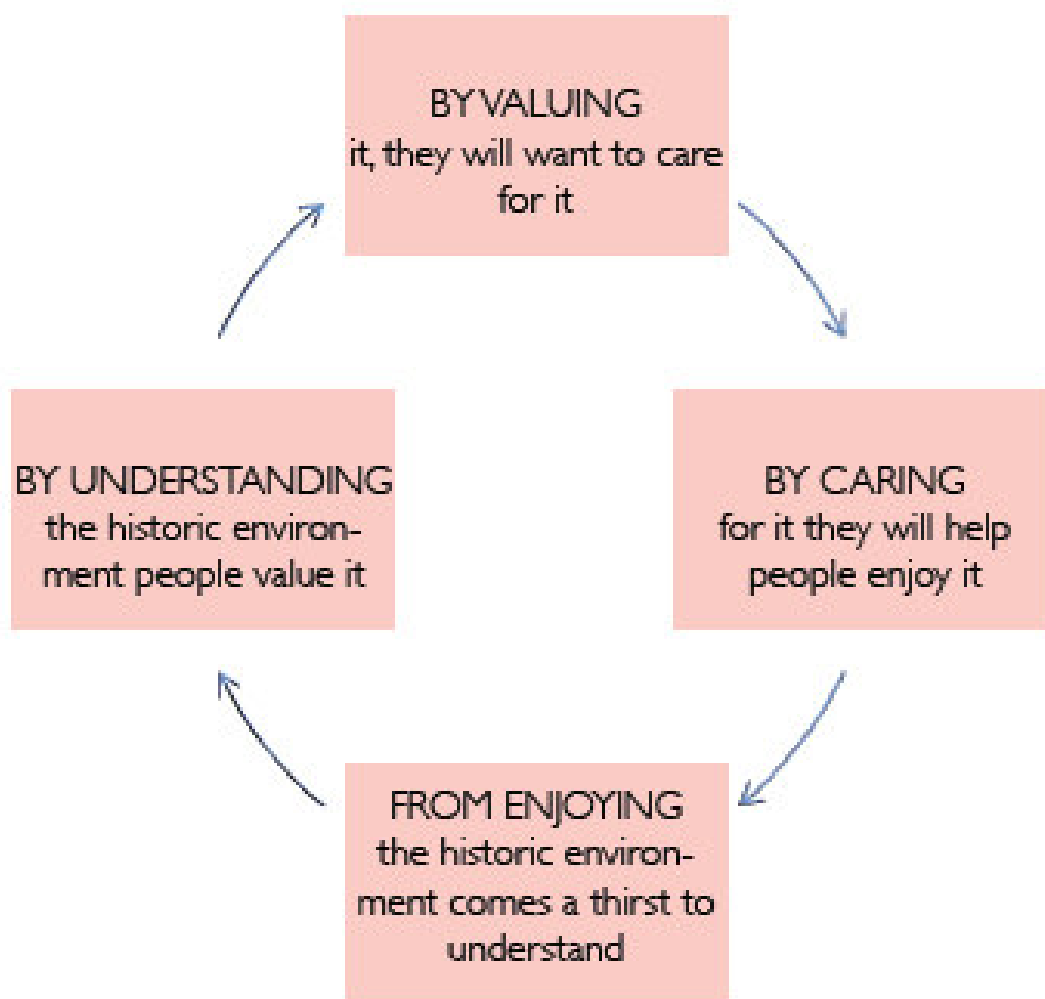


Figure 7.1 The Heritage Cycle (English Heritage 2005)

7.36 The Heritage Strategy has identified a number of areas where further study and survey would be a benefit, not only identifying and understanding the heritage assets and assisting in management of the historic environment but also in many cases as a means of engaging with the community. There are a wide range of activities in which local communities, interest and other groups and individuals can become involved with their heritage. This might be through survey, research, investigation, assessment and monitoring of the condition of assets or by helping with interpretation and management of the assets. Stakeholder consultation for the Heritage Strategy specifically highlighted the potential and desire for local people to become involved with their heritage and lead on delivering many aspects of the Heritage Strategy. Some of the key proposals are identified in the recommendation (R28) while others are set out in the individual theme papers.

7.37 Paragraph 141 of the NPPF identifies that local planning authorities should make information about the historic environment available to the public. Landowners, developers and other stakeholders with an interest in the heritage assets of the

District all require accessible information on the assets to be able to manage their proposals and ensure that the significance of heritage assets is sustained and opportunities for beneficial use are recognised and taken.

7.38 The Kent Historic Environment Record should remain as the main repository and source of information concerning the District's historic environment; however programmes to enhance its information should be developed. In particular the Strategy has identified the need for an Urban Archaeological Database for the town and port of Dover to assist developers and the local authority to understand the potential impacts of development on complex archaeological deposits there. In addition the Strategy has also identified the potential for a programme of mapping of cropmarks on aerial photographs to better understand the District's ancient rural landscapes and identify significant archaeological assets that may be vulnerable to agriculture and help target management regimes.

7.39 The Wantsum Sea Channel is a landscape of considerable historic significance that links communities bordering the District and those of Canterbury and Thanet. It has considerable potential for development as a rural visitor asset that links to key themes within the strategy and in particular the Roman gateway site at Richborough. Research in the Lydden Valley, which complements the Wantsum Channel has demonstrated the potential for community led research and survey to identify the history of the area and its assets and the potential for further research.

7.40 The local authorities can provide a key role in sustaining community engagement activities within the historic environment through leadership and providing a stimulus for activities, a source of advice and support and access to information. While there are considerable limitations in the resources that the local authorities can provide to engage in these activities, there may be opportunities for grant funding that can help to develop suitable initiatives.

7.41 Increasing use of new technologies and media provide considerable opportunities for improving access to information about the District's history and its heritage assets together with visitor information. Work on the Heritage Strategy has identified that there are a significant number of web sites with varying quality of information on the heritage assets of the District.

7.42 Archaeological work in the District has resulted in a wealth of records and artefacts that provide both the evidence base for our detailed understanding of the history of the District and an opportunity as a resource for exhibition, presentation, education and community activities. The archaeological archive is presently vulnerable to limited storage capacity and lack of accessibility. A long term solution to the appropriate and accessible storage of archaeological archives is being sought through the creation of an archaeological resource centre. Paragraph 141 of the NPPF advises that local planning authorities should require developers to make evidence gathered as part of plan-making or development including any archive generated publically accessible through the Historic Environment Record and a local museum or public depository.

7.43 The District's heritage themes provide opportunities for engagement with schools and adult learning, providing a local context for the curriculum and an accessible alternative to increasingly expensive trips further afield. Visits by students to local sites and focusing on local heritage assets in their project work should help to develop an appreciation for local heritage amongst the District's pupils and students and encourage them to visit the heritage with their families.

7.44 The recommendations set out below all relate to increasing public understanding of, engagement with, access to and enjoyment of the District's historic environment.

Objective 4: Recommendations

Box R9

Systems should be put in place to ensure that historic environment information and advice is readily accessible to local communities to help them shape the places in which they live.

Box R10

A programme of Conservation Area appraisal is put in place to cover all the District's Conservation Areas. Consideration should be given to developing tool kits for initial appraisal, at least, to be undertaken by local volunteer groups and individuals. Toolkits based upon the overview methodology and/or those developed by English Heritage could form the basis for use in the District.

Conservation Area appraisals should be used to review the special interest of each Conservation Area and inform proposals for any special measures needed, adjustment of boundaries and, where the significance has been sufficiently lost, removal of Conservation Area status.

Consider widening the use of Article 4 (2) directives to sustain and enhance the historic character of the District's Conservation Areas through ensuring that special interest is conserved.

Develop guidance and make information easily accessible to enable stakeholders within Conservation Areas to readily understand and take account of the special interest of the area and ensure that proposals for change take account of that interest. An example of appropriate guidance is the treatment of shop fronts in Conservation Areas.

Box R14

A Local List of Heritage Assets should be developed by Dover District with the assistance of the voluntary sector. Clear and robust criteria for selection of heritage assets for inclusion on the List should be set out, together with a requirement to provide for each asset a statement of significance, condition, vulnerability and potential opportunity for sustainable use.

The Local List should embrace all elements of the historic environment and it is recommended that many of the key assets identified in each of the theme papers could provide a useful starting point for compilation of a Local List for the District. Gardens identified within the Kent Gardens Compendium and any enhancement of the Compendium should be included in the Local List.

Box R15

Dover District Council, with the assistance of the voluntary sector, should develop a Register of Heritage Assets at Risk.

Box R16

A Heritage Crime Risk Assessment should be undertaken for Dover District and a network of volunteer Heritage Wardens established.

Box R22

Opportunities should be sought to integrate the District's heritage assets into curriculum activities for local schools, colleges and life-long learning centres.

Box R23

Opportunities should be sought and support given to local communities, groups and individuals in researching their past, develop projects with them that identify, enhance understanding of the District's heritage assets and involve them in condition assessment, monitoring, management, promotion and interpretation of the assets.

Key activities identified for public involvement in delivery of the heritage strategy that have been identified within the thematic studies include:

- Conservation Area overviews / appraisal and monitoring
- Heritage at Risk Surveys
- Development of Local List of Heritage Assets
- Heritage Wardens
- Parish / Neighbourhood surveys that support neighbourhood plans
- Thematic surveys, research and investigation
- A programme of research, survey and enhanced interpretation of the heritage assets of the Wantsum Channel and Lydden Valley
- A study of the assets and development of the historic port of Deal
- Identification and research for new themes for the Heritage Strategy

Box R25

A programme of mapping of cropmarks identified on aerial photographs be developed. With the use of GIS packages transcription could be carried out through a supervised volunteer programme perhaps through the Kent Historic Environment Record.

Box R26

The Heritage Strategy should be presented in an accessible way on the web with theme papers and links to complementary web sites.

The web site should:

- promote and explain Dover's rich heritage;
- provide information on access to assets and visitor sites and visitor information;
- link to the on-line Historic Environment Record and other resources that can provide more detailed information on the District's heritage assets;
- provide guidance and advice to land/property owners, developers and others with an interest in management of the historic environment;
- include downloadable toolkits to support community led survey and research.

Box R27

Support is given to the development of an Archaeological Resource Centre which secures a sustainable future for the District's archaeological archives and that provides a focus for community activities that support the delivery of the Heritage Strategy.

Taking the Heritage Strategy Forward

7.45 The Heritage Strategy in its present form provides a sound and enhanced evidence base which can be used for future decision making in Dover District. It provides a snapshot of the District's heritage taken at this point in time, however it should be seen as a living document that can be regularly monitored, reviewed and updated in response to new findings, challenges and priorities.

7.46 As a result of the work carried out for the Heritage Strategy a considerable number of recommendations have been identified ranging from those that require policy support down to more specific local or asset specific actions. The main recommendations arising from the study (R1 to R27) are set out in the table at the end of this chapter with reference back to the four objectives for taking the strategy forward and an indication as to the area of potential stakeholder interest for each.

7.47 The next stage for the Heritage Strategy, following revision in response to public consultation, should be to develop a Heritage Action Plan based around the key recommendations set out above and the numerous other recommendations found elsewhere in the Strategy. This detailed Action Plan should identify:

- key priorities that have emerged from the Heritage Strategy and the public consultation;
- who the key stakeholders are and their role in ownership of and helping to deliver the Heritage Strategy; in particular the role of the District Council and that of the voluntary sector needs to be clearly set out;
- a programme for carrying out the Action Plan that details how it will be monitored, reviewed and its success measured.
- sources and opportunities for funding and obtaining the resources needed to deliver the Heritage Strategy;

Establishing Priorities

7.48 The Heritage Strategy has identified a considerable number of potential actions, at varying scales and levels of importance. It would be unrealistic to expect that all of these can be achieved in the short term life though some progress could be achieved on many. The Action Plan will need to identify the main priorities that should be focused on in the short term. The priorities should be selected on the basis of the extent to which they address the Heritage Strategy's four core objectives and where there is immediate need in response to proposals for change and significant risk to heritage assets. There are clear contenders for priority action:

- Conservation, appropriate development and promotion of the Dover Western Heights, a major heritage asset at considerable risk that could play a significant role in Dover's regeneration;
- Ensure that the historic environment is taken fully into account in proposals for regeneration and in particular the strategic allocation sites in the Local Plan.
- Maximising the economic benefit of visitors to Dover Castle by improving links with the town centre and encouraging more overnight visits to the District through promoting the Castle as part of a package of attractions;
- Improve the capacity to manage the conservation of heritage assets through establishing a Local List, local Heritage at Risk Register and Conservation Area Appraisals.
- Ensuring that communities can easily access information and guidance on their historic environment and that they are provided with opportunities to engage with their heritage and use it to shape the places in which they live and work, particularly through neighbourhood planning.

7.49 As well as the more important priorities that operate at a District level it is important that those at a more local level are also supported as these are likely to have a particular relevance to those local communities, be more easily delivered and help to engage and build support for the larger initiatives.

Stakeholders and ownership of delivery

7.50 At a time of increasing pressure on local authority funding and resources creative solutions need to be sought to take the Heritage Strategy forward. The Strategy has identified the considerable role that District's communities and voluntary sector can play in helping to deliver many of the aspects of the strategy. The role of

the local authorities and their heritage professionals and advisors wherever possible should be one of acting as a focus, facilitating, coordination and providing advice, information and support to the community to deliver the desired outcomes. The Dover District Heritage Strategy has the potential to be an exemplar of the 'Big Society' concept in action, delivering gains and benefits that would not otherwise be realised solely through public funding.

7.51 This will, however, mean a change in the Local Authority's role. In the past this has been more reactive rather than proactive, due to limited and diminishing staff resources. In order to achieve this, the role of the Local Authority will have to evolve to become a facilitator and the District Council will need to change the working practices to account for this. This would then enable the District's important heritage assets to be appropriately managed and to ensure that they contribute to the regeneration of the District within the existing financial and staff resources.

7.52 The creation of a District-wide historic environment forum may help to take the Strategy forward. Such a Forum could perhaps take a lead in implementing and monitoring the Strategy, may be able to link into funding streams that the District Council is unable to and provide a wider sense of ownership of the Strategy. The District Council's Heritage Champion should play a significant role in linking such a forum with the District Council and ensuring that a common purpose is worked towards. The forum should include key representatives from each of the sectors with an interest in the Strategy: planning and development; land and property owners, the voluntary sector, tourism, education and the community as well as the District's main heritage professionals and bodies.

Programming, monitoring and review

7.53 The evidence base set out in the Heritage Strategy is a snapshot of the District's heritage at this moment in time and has its limitations. The evidence base will constantly evolve in light of new research and discoveries, consideration of new themes and as new challenges and opportunities emerge. The Strategy should therefore be considered as a dynamic document that can be updated as it goes along. It is anticipated that the Heritage Strategy will be formally reviewed in parallel with the Local Plan however it should be monitored on an annual basis and adjusted where possible to take account of changing evidence and circumstances.

7.54 The Action Plan should set out a timetable for delivery of its priority actions as far as it is able to and how the actions will be monitored.

7.55 Criteria should be developed against which can be used to measure the success of the heritage strategy. The criteria should be clearly set out in the Action Plan and should be readily quantifiable. Examples could include the number of heritage assets that have been removed from national and local 'at risk' registers, conservation area appraisals carried out, review of visitor numbers at heritage attractions, volunteer numbers in delivering strategy actions, heritage assets re-used in regeneration projects etc.

Funding and resources

7.56 At a time of diminishing public sector funding and increased pressure on available resources, the role of the voluntary sector in delivering the Heritage Strategy can not be understated. Many of the actions that will emerge from the Heritage Strategy can at least in part be addressed by or with the help of the voluntary sector. As stated above the Council's role should be that of facilitating and helping to co-ordinate the delivery of the strategy or through use of its statutory functions ensuring that those proposing change take appropriate account of the historic environment in accordance with the district's objectives.

7.57 Regardless there will inevitably be funding requirements and in particular it is recommended that funding is sought to engage an officer responsible for the development and co-ordination of the Action Plan. Without a dedicated officer it may be difficult to build up the momentum that would ensure engagement by the voluntary sector.

7.58 There are sources of funding which may be considered for delivery of the Strategy's objectives:

- The Heritage Lottery Funds objectives of helping people to learn about their heritage, take an active role in and make decisions about heritage and to conserve the heritage for present and future generations to experience and enjoy align with many of the activities the strategy seeks to deliver. The HLF supports a number of grant programmes ranging from smaller grants of a few thousand to those in excess of a hundred thousand pounds.
- Planning obligations and gains, and funding made available through the Community Infrastructure Levy may help to achieve positive outcomes for the historic environment and the delivery of the Strategy's objectives.
- Other grant funding such as the Big Society funding, European funding etc. Opportunities should be sought to integrate the objectives and actions of the Strategy into wider projects, for example the European Straits Initiative which includes the Strait of Dover and promotes joint activities that include tourism, culture, environment, economic development and improved public services.
- Working in partnership to secure regeneration funding, assistance from heritage funding bodies and the private sector.

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R1	<p>Box R1</p> <p>The historic environment should be embraced as an important element in proposals for regeneration and new development to help develop a strong 'sense of place' and an identity for existing and new communities.</p>	1	PD, C
R2	<p>Box R2</p> <p>The character and form of existing heritage assets should be used to help shape the character and form of new development. The historic environment should be considered and reflected in development master plans.</p>	1	PD
R3	<p>Box R3</p> <p>The sustainable and beneficial reuse of heritage assets, conserving them in a manner appropriate to their significance, should be encouraged in new development and given appropriate weight in making planning decisions.</p>	1	PD

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R4	<p>Box R4</p> <p>Proposals for new development should include an appropriate description of the significance of any heritage assets that may be affected including the contribution of their setting. The impact of the development proposals on the significance of the heritage assets should be sufficiently assessed using appropriate expertise where necessary. Desk-based assessment, archaeological field evaluation and historic building assessment may be required as appropriate to the case.</p>	1	PD
R5	<p>Box R5</p> <p>Use of local materials should be encouraged in new development to help make it more sustainable and foster local distinctiveness.</p>	1	PD

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R6	<p>Box R6</p> <p>The opportunities that the historic environment and heritage assets present and their vulnerability to change should be taken into account in considering the site allocations for the Core Strategy.</p>	1	PD
R7	<p>Box R7</p> <p>Improved guidance for compiling and the required content of Heritage Statements should be developed and made available to planning applicants. The methodology developed for checking proposals against the Heritage Strategy themes should be developed for use in Heritage Statements.</p>	1	PD
R8	<p>Box R8</p> <p>The recommendations and guiding principles set out in the case studies for Discovery Park, North Deal, Farthingloe and Fort Burgoyne & Connaught Barracks are followed.</p>	1	PD

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R9	<p>Box R9</p> <p>Systems should be put in place to ensure that historic environment information and advice is readily accessible to local communities to help them shape the places in which they live.</p>	1, 4	PD, C

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R10	<p>Box R10</p> <p>A programme of Conservation Area appraisal is put in place to cover all the District's Conservation Areas. Consideration should be given to developing tool kits for initial appraisal, at least, to be undertaken by local volunteer groups and individuals. Toolkits based upon the overview methodology and/or those developed by English Heritage could form the basis for use in the District.</p> <p>Conservation Area appraisals should be used to review the special interest of each Conservation Area and inform proposals for any special measures needed, adjustment of boundaries and, where the significance has been sufficiently lost, removal of Conservation Area status.</p> <p>Consider widening the use of Article 4 (2) directives to sustain and enhance the historic character of the District's Conservation Areas through ensuring that special interest is conserved.</p> <p>Develop guidance and make information easily accessible to enable stakeholders within Conservation Areas to readily understand and take account of the special interest of the area and ensure that proposals for change take account of that interest. An example of appropriate guidance is the treatment of shop fronts in Conservation Areas.</p>	1, 3, 4	PD, LP, VS, C

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R11	<p>Box R11</p> <p>Consider the potential for new Conservation Areas at Snargate Street, Dover and Kearsney Abbey taking account of paragraph 127 of the NPPF.</p>	3	PD, LP, C
R12	<p>Box R12</p> <p>In liaison with English Heritage review and identify gaps in designation of heritage assets and in particular consider those key sites identified as potential candidates in the Heritage Strategy thematic papers.</p>	3	PD, LP

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R13	<p>Box R13</p> <p>Work towards the conservation, appropriate development and promotion of the Dover Western Heights so that it might contribute to the regeneration of Dover. Establish an agreed vision, to inform a master plan and promote appropriate development and change that is consistent with the conservation and enhancement of the Dover Western Heights' significance.</p>	3	PD, LP, T

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R14	<p>Box R14</p> <p>A Local List of Heritage Assets should be developed by Dover District with the assistance of the voluntary sector. Clear and robust criteria for selection of heritage assets for inclusion on the List should be set out, together with a requirement to provide for each asset a statement of significance, condition, vulnerability and potential opportunity for sustainable use.</p> <p>The Local List should embrace all elements of the historic environment and it is recommended that many of the key assets identified in each of the theme papers could provide a useful starting point for compilation of a Local List for the District. Gardens identified within the Kent Gardens Compendium and any enhancement of the Compendium should be included in the Local List.</p>	3, 4	PD, LP, VS, C
R15	<p>Box R15</p> <p>Dover District Council, with the assistance of the voluntary sector, should develop a Register of Heritage Assets at Risk.</p>	3, 4	PD, LP, VS, C

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R16	<p>Box R16</p> <p>A Heritage Crime Risk Assessment should be undertaken for Dover District and a network of volunteer Heritage Wardens established.</p>	3, 4	PD, LP, VS, C
R17	<p>Box R17</p> <p>Maximise the benefit to the District's economy of visitors to Dover Castle through developing better links with the town centre; Promote as part of a wider package with other heritage assets to encourage more overnight stays in the area.</p>	2	PD, LP, T, C
R18	<p>Box R18</p> <p>The District's wider heritage potential and heritage assets should be promoted alongside the key assets as part of a broad and diverse offer to encourage more overnight stays in the District.</p>	2	LP, T, C

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R19	<p>Box R19</p> <p>The current tourism sites, public heritage interpretation and trails should be mapped and assessed to identify opportunities for networking, promotion and investment in improved facilities and interpretation.</p>	2	LP, T, C
R20	<p>Box R20</p> <p>Opportunities should be sought to develop access to key heritage sites and improve interpretation for visitors.</p>	2	PD, LP, ED, T, C
R21	<p>Box R21</p> <p>Access and interpretation should be developed to link heritage assets by theme making use of the incredible rich history of the District referenced in the Theme papers of the Heritage Strategy.</p>	2	PD, ED, T

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R22	<p>Box R22</p> <p>Opportunities should be sought to integrate the District's heritage assets into curriculum activities for local schools, colleges and life-long learning centres.</p>	4	ED

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R23		2	PD, LP, VS, ED, T, C

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
	<p>Box R23</p> <p>Opportunities should be sought and support given to local communities, groups and individuals in researching their past, develop projects with them that identify, enhance understanding of the District's heritage assets and involve them in condition assessment, monitoring, management, promotion and interpretation of the assets.</p> <p>Key activities identified for public involvement in delivery of the heritage strategy that have been identified within the thematic studies include:</p> <ul style="list-style-type: none"> • Conservation Area overviews / appraisal and monitoring • Heritage at Risk Surveys • Development of Local List of Heritage Assets • Heritage Wardens • Parish / Neighbourhood surveys that support neighbourhood plans • Thematic surveys, research and investigation 		

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
	<ul style="list-style-type: none"> • A programme of research, survey and enhanced interpretation of the heritage assets of the Wantsum Channel and Lydden Valley • A study of the assets and development of the historic port of Deal • Identification and research for new themes for the Heritage Strategy 		
R24	<p>Box R24</p> <p>An Urban Archaeological Database be prepared for Dover town preferably extended to include a wider range of heritage assets of the town, port and the flanking heights and Dour valley.</p>	1, 3	PD, LP

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R25	<p>Box R25</p> <p>A programme of mapping of cropmarks identified on aerial photographs be developed. With the use of GIS packages transcription could be carried out through a supervised volunteer programme perhaps through the Kent Historic Environment Record.</p>	1, 3, 4	PD, LP, VS

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R26	<p>Box R26</p> <p>The Heritage Strategy should be presented in an accessible way on the web with theme papers and links to complementary web sites. The web site should:</p> <ul style="list-style-type: none"> • promote and explain Dover’s rich heritage; • provide information on access to assets and visitor sites and visitor information; • link to the on-line Historic Environment Record and other resources that can provide more detailed information on the District’s heritage assets; • provide guidance and advice to land/property owners, developers and others with an interest in management of the historic environment; • include downloadable toolkits to support community led survey and research. 	1, 2, 3, 4	PD, LP, VS, ED, T, C

	RECOMMENDATIONS	OBJECTIVES	STAKEHOLDER
R27	<p>Box R27</p> <p>Support is given to the development of an Archaeological Resource Centre which secures a sustainable future for the District's archaeological archives and that provides a focus for community activities that support the delivery of the Heritage Strategy.</p>	1, 3, 4	PD, LP, VS, ED, T, C

Table 7.1

Key for Stakeholder column above:

PD – Planning & Development; LP – Land and Property Ownership;

VS – Voluntary Sector; T – Tourism; ED – Education; C – Community



8 Sources & Consultation

Acknowledgements and authorship

8.1 The Dover District Heritage Strategy was compiled by the Heritage Conservation Group at Kent County Council on behalf of Dover District Council and English Heritage. A Steering Group comprising individuals from Kent County Council, Dover District Council and English Heritage oversaw the production of the strategy. Various other individuals, groups and organisations kindly provided advice and information during the production of the Heritage Strategy. The Strategy was also informed by valuable feedback arising from a Stakeholder event held in Dover on the 15 December 2011. Kent County Council would like to offer thanks to all who have provided advice and assistance during the production of the Dover District Heritage Strategy.

Sources and information

8.2 A wide range of guidance and source material has been consulted during the production of the Dover District Heritage Strategy. These have included both printed and web-based material as well as local knowledge and expertise. A list of sources and useful information is provided at the end of each of the Theme Papers in Appendix 1.

8.3 During the production of the Dover District Heritage Strategy a number of key sources of information and guidance were identified which should be used to guide and inform any future development or regeneration proposals in the District:

Policy

- National Planning Policy Framework
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>
- Dover District Council's Core Strategy
http://www.dover.gov.uk/regeneration_delivery/local_development_framework/core_strategy.aspx

Historic Environment Information

- Kent Historic Environment Record
<http://www.kent.gov.uk/HER>
- The National Heritage List for England
<http://list.english-heritage.org.uk>
- Heritage Gateway
<http://www.heritagegateway.org.uk/gateway/>
- Conservation Areas – Dover District Council
http://www.dover.gov.uk/conservation/conservation_areas.aspx
- Listed Buildings – Dover District Council

http://www.dover.gov.uk/conservation/listed_buildings.aspx

- Heritage at Risk – English Heritage
<http://www.english-heritage.org.uk/caring/heritage-at-risk/>

Guidance & Principles

- Conservation Principles, Policies and Guidance – English Heritage
<http://www.english-heritage.org.uk/content/publications/publicationsNew/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesandguidanceapril08web.pdf>
- National Heritage Protection Plan – English Heritage
<http://www.english-heritage.org.uk/professional/protection/national-heritage-protection-plan/>
- Heritage Counts – English Heritage
<http://hc.english-heritage.org.uk/National-Report/>
- Heritage Lottery Fund Guidance Notes & Documents – Heritage Lottery Fund
<http://www.hlf.org.uk/aboutus/Pages/allourpublications.aspx>
- Good Practice Guide for Local Heritage Listing – English Heritage
<http://www.english-heritage.org.uk/content/publications/publicationsNew/guidelines-standards/good-practice-local-heritage-listing/local-listing-guide.pdf>
- Understanding Historic Place: Historic Area Assessments, Principles and Practice – English Heritage
<http://www.english-heritage.org.uk/content/publications/publicationsNew/guidelines-standards/understanding-place-principles-practice/understanding-place-haa.pdf>
- Regeneration and the Historic Environment: Heritage as a catalyst for better social and economic regeneration – English Heritage
http://www.helm.org.uk/upload/pdf/Regeneration_and_the_Historic_Environment_2005.pdf
- Building Sustainable Communities: Actions for Housing Market Renewal – CABE
http://www.helm.org.uk/upload/pdf/Building_Sustainable_Communities_Actions_for_housing_and_market_renewal_2003.pdf?1337925018
- Heritage Works: The use of historic buildings in regeneration – a toolkit of good practice – RICS, BPF & English Heritage
<http://www.english-heritage.org.uk/content/imported-docs/f-j/heritageworks.pdf>
- Affordable Rural Housing and the Historic Environment – English Heritage
<http://www.helm.org.uk/upload/pdf/ARH3.pdf?1337937273>
- Knowing Your Place: Heritage and Community-Led Planning in the Countryside – English Heritage and ACRE
<http://www.english-heritage.org.uk/content/publications/publicationsNew/>

guidelines-standards/knowning-your-place/knowning-your-place12.pdf

- Archaeology and Development: a good practice guide to managing risk and maximising benefit – CIRIA
<http://www.helm.org.uk/upload/pdf/Archaeology-and-Development.pdf?1337936995>

- Regeneration in Historic Coastal Towns – English Heritage
<http://www.helm.org.uk/upload/pdf/Coastal-Regeneration.pdf?1262950090>

- Vacant Historic Buildings: An owner's guide to temporary uses, maintenance and mothballing – English Heritage
<http://www.english-heritage.org.uk/content/publications/publicationsNew/heritage-at-risk/vacanthistoricbuildings/acc-vacant-historic-buildings.pdf>

- Understanding Historic Buildings: A guide to good recording practice – English Heritage
<http://www.english-heritage.org.uk/publications/understanding-historic-buildings/>

- Climate Change and the Historic Environment – English Heritage
http://www.climatechangeandyourhome.org.uk/live/content_pdfs/29.pdf

- Wind Energy and the Historic Environment – English Heritage
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1 Coastal Process and Landscapes

Summary

1.1 Dover District contains exceptional coastal landscapes of national and international renown. The White Cliffs of Dover are recognised around the world and form part of a coastal landscape of outstanding historical significance. In the north of the District the creation and reclamation of the Wantsum Sea Channel and the formation of the Deal and Stonar spits has shaped the area's landscape and history. Dover itself owes its existence to the River Dour which carved an opening in the formidable chalk cliffs providing a safe haven and harbour for vessels passing through and crossing the English Channel.

Introduction

Early land bridge to the continent and formation of the Channel

1.2 As recent as 15,000 years ago much of the North Sea and the English Channel was part of the continental land mass. As sea levels rose, this land mass became submerged beneath the growing Channel and North Sea, leaving just a land-bridge between Britain and the continent, from what is now East Kent round to East Anglia. The transient Mesolithic peoples would have crossed this land bridge taking advantage of the rich natural resources available in the wide, wet, low lying plains of what is nowadays referred to as Doggerland. Around 6000 BC the bridge was finally breached creating the island we live in today and leaving Dover as the nearest point to continental Europe which made a lasting impact on its subsequent history.

1.3 Today, evidence of the early landform is being discovered through seismic and geophysical techniques while the archaeological remains of early peoples are increasingly being discovered from the submerged landscapes beneath the North Sea.

The creation of the Wantsum Sea Channel

1.4 Rising sea levels penetrating the river valleys of the East Kent peninsula draining into the English Channel created a sea channel separating the Isle of Thanet from the Kent mainland during the Mesolithic. The history, form and development of this channel, later referred to by Bede as the Wantsum (*Uantsumu*) in the eighth century is complex and poorly understood but has recently been considered best by Ges Moody in his book '*The Isle of Thanet, From Prehistory to the Norman Conquest*'. In all likelihood the channel was not a broad open expanse of water but a deeper channel meandering through a series of mud flats.

1.5 The earliest historical reference to the Isle of Thanet comes from Ptolemy in the second century AD implying that the channel was sufficiently large to isolate the island in the Roman period. In the eighth century Bede refers to the river Wantsum separating Thanet from the mainland, that it was around 3 furlongs across (c. 600 m.) and fordable in a couple of places, one of which was presumably Sarre. The

Channel was certainly navigable by boats and became an import sea route during the Roman period providing the sheltered anchorage to serve the great entry port of *RVPUTAE* (Richborough) at its southern end. The protection of this channel was clearly an important matter for the Roman province and by the end of the third century Forts of the Saxon Shore had been constructed at both ends of the Wantsum Channel.

1.6 Other than the description of the channel by Bede in his account of the landing of St Augustine in this area and a mention in the *Anglo Saxon Chronicles* of the passage from Sandwich to the north end of the Wantsum Channel by Harold and Godwin in 1052 there is little historical account. The area is associated with a number of nationally important historical events such as the Roman invasion in AD 43, the traditional place of arrival of the Saxons Hengist and Horsa at Ebbsfleet and the arrival of Augustine at the same place.

1.7 Throughout its history the Wantsum Channel suffered from the creation of shingle spits in its southern mouth and the consequent deposition of silts, which by the medieval period seriously affected its navigability.

Creation of the Deal and Stonar spits

1.8 The evolution of the coastline in the northern part of the District and the southern mouth of the Wantsum Channel was determined by the growth of three sand and shingle spits; Stonar Bank, Sandown Spit and Deal Spit. The development of these spits is not fully understood but is considered both by Moody and by the Lydden Valley Project in their report on the '*Geology, Archaeology and History of the Lydden Valley and Sandwich Bay*'.

1.9 In brief the Stonar Bank which lies across the mouth of the former Wantsum is unusual in form with its greatest width being the southern end close to Sandwich. Several explanations have been put forward for this including that it may have been an offshore bank that migrated into the mouth of the channel: that it developed under a strong southward flow of the Wantsum, extending from the Ebbsfleet peninsula on the Thanet shoreline to the north; or that it was a bar in the mouth of the channel with entrances to the channel both to its north and south. Long shore drift from south to north may then have moved material north creating a link with Thanet and closing the northern entrance.

1.10 The latter explanation may help to account for the creation of the Sandown Spit just east of Sandwich which appears to have been built up from west to east through the deposition of material scoured from the Stonar Bank.

1.11 The third spit, from Deal to Shellness is better understood. It is generally accepted that the spit started to extend northwards through the process of longshore drift from around Deal about 5,000 years ago. By Roman times the spit had at least reached as far north as Sandwich Bay and to the north east of Sandwich by medieval times.

1.12 Due to the growth of the spits the land behind became a muddy lagoon, gradually filling with sediments to form mudflats and salt marsh.

Reclamation of the Wantsum and Lydden Valley

1.13 The natural marshland resources of the former Wantsum Channel and the valley behind the Deal spit that became later known as the Lydden Valley provided an attractive resource for ancient peoples. A period of relatively dry conditions in the Neolithic and Bronze Age saw occupation sites established on these marginal lands before sea level rise in the Later Bronze Age saw the area inundated and the land surfaces submerged once more. Today, evidence of these former land surfaces, the contemporary environmental conditions and the prehistoric occupation of the area lies buried in well preserved peat deposits within the alluvium of the Wantsum Channel and the Lydden Valley.

1.14 The extending spits and the increasing marshland saw the gradual reclamation of the salt marshlands for freshwater pasture. From Roman times sea walls were constructed and drainage ditches excavated to reclaim more and more land. By the medieval period, the manors of the area and the monastic houses of St Augustine's and Christ Church in Canterbury were constructing large sea walls and draining the land behind in a process known as 'inning'. Many of the sea walls and the drainage pattern created through this 'inning' are still visible in the landscape of the Lydden Valley and the Wantsum Channel.

1.15 The recent study by the Lydden Valley Research Group has examined the northward progression of the sea walls and drainage works from Deal to Sandwich. The earliest wall identified by the project, possibly Roman in its origins, is that which they have named The Lydden Wall running from Finglesham, east across the valley to meet the Deal Spit to the south of Dickson's Corner. As the reclamation progressed northwards, subsequent walls built include The Worth Wall (probably Saxon), The Edwards Wall (1270-1285), Downs Wall (1309-1310), The Ealdesalctor Wall (1332-1347), The Langley Wall (c.1470), St Bartholomew's Wall (c.1701) and lastly the Harvey Walls (c.1742) at the mouth of the Stour. A further wall, known as The Green Wall, was constructed sometime between 1615 and 1736, presumably by the Borough of Sandwich. The purpose of the Green Wall was not to keep out the tidal waters but to retain fresh water for use in Sandwich.

1.16 The Wantsum Channel has not benefited from a detailed study of the kind that the Lydden Valley has, however it seems that large-scale reclamation began by the Monks of St Augustine in the twelfth and thirteenth centuries. Within the eastern end of the former sea channel several of their works survive as substantial earthworks today. The Monk's Wall, which lies on the western side of Stonar Bank, was built to reclaim and protect land adjacent to the shingle bank which at that time was occupied in part by a flourishing small port at Stonar. The Abbot's Wall was constructed to reclaim the lands on the southern shoreline of Thanet and the Boarded Groin at the northeast mouth of the Wantsum. By the end of the thirteenth century this 'inning' and drainage works and natural processes of shingle deposition, accelerated by a substantial storm in 1287 made navigation of the Wantsum Channel virtually

untenable. A ferry continued to cross at Sarre until the construction of a bridge there in 1485. Final drainage and management of the alluvial plain was brought about by the émigré expertise from the Low Countries in the area in the seventeenth century.

Supplying water to Sandwich

1.17 Sandwich had no good local supply of fresh water and so as the town thrived and the population increased in the thirteenth century the senior councillors sought new sources. They found it possible to divert water from springs at Northbourne, Finglesham, Ham and Eastry through the Lydden Valley to enter Sandwich via New Gate. Built in the early part of the thirteenth century, the Delf as the new channel was called, was encased in wooden walls and in part ran as a raised aqueduct on the Pinnock Wall, an early drove way through the Lydden Valley. Sandwich Council expended significant effort on maintaining the Delf over the centuries as it was the only significant supply of water to the town until the provision of mains water in 1899, one of the last towns in England to receive this.

1.18 The area around the spring sources of the Delf, known as the Brooklands was not drained as the rest of the Lydden Valley but deliberately kept as a form of reservoir to maintain the town's supply. From 1797 drainage works took place in part to improve the supply and in part to protect the new turnpike road in the area. Works, which included widening ditches, a new cut on the North Stream and the creation of dams, were put in place to help guarantee the water supply to Sandwich though these failed to maintain the supply sufficiently. In 1825 the Council appointed Henry Ford to survey and plan a new water management system. These included an innovative design to ensure that the South Stream fed into Sandwich and involved the building new reservoirs, three inverted siphons, a tunnel under the Pinnock Wall and a series of stopboards along drainage channels. One of the siphons survives today.

Maintaining Sandwich Haven

1.19 Sandwich Haven, the protected bay north of Sandwich had a major role in making sandwich one of the most important ports in the country in the twelfth and thirteenth centuries. By the fifteenth century, the extending Deal Spit was causing severe silting in the Stour around sandwich and the Haven, causing trade to decline in favour of other more navigable ports. From the middle of the fifteenth century attempts were made to maintain the viability of the Haven and Sandwich as a port through the construction of new channels across the Lydden Valley. Initially the emphasis was on cutting a channel to help the flow in the haven and scour it of silt. In 1479 a channel was excavated through great communal effort by the townsfolk of Sandwich to divert the North Stream (also known as the Guestling) to the wharfs in Sandwich to assist in scouring the river. The benefits of the cut were not long lasting and in 1551 work started on creating a new navigable channel from the Stour to the coast at Sandwich Bay to provide ships with direct access to the town. Known as The Rogers Cut, the works got no further than a trial cut, which reached the Deal spit and is marked on maps today as 'The Old Haven'. Several subsequent and ambitious proposals to create a link and harbours between Sandwich Bay and the

Stour also failed to get off the ground, the last one being put forward by Thomas Telford in 1825. Silting of the Stour also affected the drainage of the Wantsum to the west and the valuable arable lands there. In 1777, through an Act of Parliament prompted by the Commissioners of Sewers, the Stonar Cut, a cut with a sluice was made through a meander of the Stour to enable the flow at times of flood to bypass Sandwich and Sandwich Haven. This naturally exacerbated the problems of silting in the Haven and was the subject of much conflict between Sandwich and the Commissioners.

The Dour

1.20 The town and port of Dover owes its existence to the River Dour in whose valley it lies. The Dour originally a small chalk stream emerging from the North Downs has over time cut a steep sided valley through the chalk bedrock to emerge on the south coast of the District as the only significant breach in the world famous white chalk cliffs, strategically located at the narrowest point of the present English Channel.

1.21 The sources of the Dour's two tributaries lie at Temple Ewell and Alkham, merging at Kearsney. The Alkham source is today only really evident during periods of prolonged wet weather. The Dour is one of the few permanent sources of fresh water in this part of Kent and its name, probably deriving from the Celtic for 'the waters' belies the significance of this. The mouth of the river, sheltered beneath the high valley sides would have provided a safe haven for boats and ships in the channel. Its proximity to the continent would have been significant for its prominence in cross-Channel travel and international exchange from earliest times and the discovery of the Dover Bronze Age boat in the early sediments of the river and the Langdon Wreck outside the river mouth underline this (see also Theme 4.3).

1.22 While there is evidence of prehistoric activity and some occupation in the Dour valley, the first substantial evidence comes in the Iron Age with occupation deposits reported from Castle Hill and the town centre. There is suggestion that a hillfort lay on Castle Hill but this has so far not been proven. The Romans took advantage of the sheltered estuary to create their important port of *Dubris* one of the most important entry points to the Province and a base of the *Classis Britannica* (the Roman fleet in the Channel). The town was located mainly on the slopes of the west bank of the valley. Roman harbour works, which included a mole, probably accelerated the sedimentation of the estuary of the Dour and successive waterfronts on the western side of the harbour illustrate the narrowing of the estuary. As shingle deposits increased to form banks extending from either banks of the mouth of the river, the river narrowed further and the town extended over the reclaimed land. By the end of the medieval period much of the river was built over and the harbour survived seawards of the shingle spit. Much of modern Dover is built on the sediments of the river and its estuary leaving the Dour as a narrow fast flowing river no more than ten metres wide and a metre deep.

The White Cliffs of Dover

1.23 Either side of the Dour Valley lie one of the countries most spectacular, iconic and popular natural features – the world famous White Cliffs of Dover. These chalk cliffs, in places over 100 metres high, have provided enormous symbolic value and historical association since at least Roman times.

1.24 Formed through the erosion of the chalk North Downs following the breach of the land bridge with the continent, the cliffs have provided a formidable face and symbolic guard against the threat of invasion; they can be seen from France and are the first and last sight that many travellers have when crossing the Channel.

1.25 There are numerous historical references to the cliffs, including by Julius Caesar in the account of his attempted invasion in 55 BC, they are mentioned by Shakespeare in King Lear and immortalised in the 1942 song by Vera Lynn that summed up the spirit of the nation in its Second World War defence.

The Goodwin Sands and The Downs

1.26 Another natural coastal feature that has had a significant influence on the history of Dover District are the extensive sand banks that lie off the East Kent coast known as the Goodwin Sands. The sand banks, which are around four miles offshore and nine miles in length, have long been a major navigational hazard to shipping in this narrow historically important sea route and the scene of many a shipwreck. More than 1,000 shipwrecks have been recorded on the Goodwin Sands since the first in 1298 though the true toll is likely to be far greater.

1.27 As well as presenting a hazard, the Goodwin Sands also provided a relatively sheltered anchorage known as The Downs for shipping in times of bad weather or as they waited for the favourable conditions to round the North or South Foreland. The Downs became a strategically important naval anchorage and by the sixteenth century was protected by the artillery forts at Deal, Walmer and Sandown. The subsequent development of the towns of Deal and Walmer owes much to the importance of the anchorage and the need to service and provision the ships that lay there.

Description of the Heritage Assets

1.28 The heritage assets associated with this theme of coastal processes range from those which are readily discernable at a landscape scale such as the Wantsum Channel, the White Cliffs and the Lydden Valley, buried and submerged landscapes and sedimentary deposits down to individual structures, earthworks and archaeological remains many of which form important elements of the historic landscape of the coastal areas of Dover District. The above introduction has set out the background and context for many of the assets while the following description concentrates on the assets as they survive today. For convenience the order of discussion above is continued below.

Early land bridge to the continent and formation of the Channel

1.29 Evidence for the continental landmass which once linked Britain with the rest of Europe is submerged at depth beneath the North Sea and the English Channel. Here the remains of buried land form, natural and archaeological landscapes ancient environments survive in the submerged geology and silts. Evidence of early contacts with Europe is evident within the Palaeolithic archaeology of the District. The breaching of the land bridge with the continent can best be seen through the high chalk cliffs formed by the sea truncating the spine of the North Downs.

The creation of the Wantsum Sea Channel

1.30 Although completely silted up the Wantsum Channel is discernable today as a considerable historic landscape feature. The pattern of drainage channels and earthworks enclosing prime arable farmland, threaded through by the River Stour distinguish the area of the former sea channel. Only at its eastern end, has development degraded the historic landscape.

1.31 The sediments of the channel itself survive up to twelve metres in depth and are likely to contain important evidence of the early geomorphology of the Channel and its landform as well as of environmental history of the area. Important archaeological evidence for the use and exploitation of the Wantsum Channel and the later marshlands will be buried within the sediments.

Creation of the Deal, Stonar and Sandown spits

1.32 The three spits at the southern mouth of the Wantsum Channel can be distinguished in the present landform as elevated areas in the surrounding low lying ground. The Stonar Bank has been heavily developed through the twentieth century with the Pfizer site (formerly Port Richborough) and has been affected by the quarrying of shingle to form what is now Stonar Lake. At its southern end the remains of the medieval town of Stonar lie buried on the fringes of the Sandwich Industrial Estate and are protected as a Scheduled Monument. Sandown and Deal spits are less developed, comprising mainly farmland and golf links though some development has taken place at Sandwich Bay and on the outskirts of Sandwich itself.

1.33 On all three spits evidence for their early occupation and use is likely to survive as buried archaeological remains. The shingle spits themselves are likely to contain important evidence for the coastal processes involved in their creation and may have buried earlier archaeological landscapes, features and wrecks as they were created.

Reclamation of the Wantsum and Lydden Valley

1.34 The silts of both the Wantsum Channel and the Lydden Valley are likely to preserve archaeological remains from the earliest times. As described above remains of the Palaeolithic and Mesolithic exploitation of the later inundated valleys, the Neolithic and Bronze Age occupation of the land in relatively dry conditions, and the exploitation of the salt marsh up to its inning will all survive in the sediments. The

waterlogged conditions in these areas could allow for good preservation of organic remains that would not survive in drier conditions and rich palaeo-environmental evidence may lie in preserved peat deposits.

1.35 Evidence of the reclamation and ‘inning’ of the salt marsh is abundant. Many of the drainage ditches and earth embankments that survive today relate to the medieval works of the manors and the monastic houses. Some, such as The Lydden Wall and The Worth Wall may be earlier, possibly dating to Roman times. A number of the more significant earthworks have been individually mapped and identified in the introduction above. It is worth noting that many more important features associated with the reclamation extend over the former Channel and Lydden Valley as extant features and in other cases as buried archaeological remains.

1.36 Within the Lydden Valley many of the sea walls constructed to reclaim the salt marsh still survive as raised earthworks across the relatively flat landscape. Given the unobstructed access that many of them provide across the drainage network and farmland, unsurprisingly many of them are today followed by tracks, footpaths and in some cases the highway network. The network of drainage ditches associated with the ‘inning’ of the salt marsh extend throughout the Lydden Valley and provide a clear impression of the area that has been reclaimed. Analysis of the drainage pattern itself can illustrate distinct phases of ‘inning’, as the contrast between the smaller enclosed areas south of the Lydden Wall with the larger enclosed areas to the north suggest.

1.37 The major sea walls within the former Wantsum Channel survive in part as substantial earthworks. The Monk’s Wall survives to several metres within land to the south west of the Pfizer site but has been breached by the Sandwich Bypass and its northern parts completely lost beneath development. The Boarded Groin falls mainly within Thanet but does encroach into the District close to the mouth of the Stour. Its condition in that area has not been ascertained but it does survive as an earthwork in parts further north. The Abbot’s Wall survives as an earthwork running between Weatherlees Hill and the mouth of the Stour outside Dover District. Its eastern end, where it coincides with the District has been lost beneath modern development and in particular Richborough Power Station. Further earthworks, to protect against the flooding of the Stour, to ‘inn’ the salt marsh and the remains of activities to exploit the marshes survive. These include the mounds of debris left by medieval salt working and sheepfolds and droves extending into the created grazing marsh. As in the Lydden Valley, analysis of the drainage pattern would provide important information on the process and technique of ‘inning’ the former channel.

Supplying water to Sandwich

1.38 The various works undertaken to manage the water supply to Sandwich between the thirteenth and nineteenth centuries have left a significant mark on the landscape of the Lydden Valley and Brooklands. Earthworks such as the Green Wall and the Pinnock Wall still survive and are utilised by public footpaths. The Delf still survives though as a ditch rather than its encased form. Whether there is archaeological evidence for its original form has not yet been established. Later

works to divert the south stream towards Sandwich can still be seen through dams, sluices, new channels and notably one of the three siphons constructed to allow the south stream to pass over the north stream survives. More detailed study is needed to be able to identify the assets that survive and their condition.

Maintaining Sandwich Haven

1.39 The impact that the silting of the Stour had on the viability of Sandwich as a port and the attempts by the town to overcome this can be seen by the survival of both the 1479 Cut and The Rodgers Cut. The 1479 Cut, the channel excavated through the communal effort of the townsfolk to divert the North Stream to help scour the river, survives as an open cut over most of its original route. The trial cut by Rodgers in 1551 in the failed attempt to create a navigable channel to the coast survives as a ditch, marked 'Old Haven' over most of its route but has been built over at its eastern end by the Sandwich Bay Estate. Whether additional features associated with these endeavours or other proposals lie buried in the lands between Sandwich Bay and the Stour has not been established.

1.40 The Stonar Cut survives and floodwater is still managed via a sluice through it. The Cut is crossed by the recently dualled A256 Ramsgate Road which caused the relocation of the sluice. The Stonar Cut suffers from considerable silting and within its mud lie the wreck of a Second World War German fast mine sweeper abandoned in the 1970s.

The Dour

1.41 The sediments of the Dour have a considerable potential to contain important evidence of the environmental conditions of the river valley from its time before the land bridge with Europe was breached to the present day. Geoarchaeological analysis undertaken in connection with development within the town is already starting to improve our understanding of the historically important river valley and its estuary and the processes involved as it and the town evolved into the form they are in today.

1.42 The archaeological potential of the Dour sediments is considerable. The earliest alluvial sediments of the river and its estuary are likely to contain important well preserved prehistoric remains. The discovery of the Dover Bronze Age boat, around half of which has been recovered and is on display in Dover Museum illustrates the potential for such remains associated with the use and exploitation of the river. Later remains, associated with the narrowing of the river and the encroachment of the town onto the river silts from Roman times onwards will also be abundant. Within the mouth of the Dour, evidence for harbour works, wharfs and the activities on and around the Dour including wrecks are likely to be buried within the alluvial sediments.

The White Cliffs of Dover

1.43 The White cliffs today survive as an iconic landscape feature, flanking the Dour valley and Dover, facing the sea and the continent. The White Cliffs serve as a backdrop to Dover harbour, but over most of their length, sea views to them are not obstructed by development. The cliffs are subject to significant coastal erosion and as such are a changing natural and historic asset

The Goodwin Sands and The Downs

1.44 The Goodwin Sands lies as an extensive complex of sand banks off the coast of Deal sheltering The Downs anchorage. A submerged hazard at high tide, the sandbanks emerge at low tide and are substantial enough to be visited and walked upon. The banks themselves may include deposits that help us to understand the process by which they are formed as well as covering the wrecks of numerous ships and from more recent years the remains of aircraft that have crashed there. Whether the banks lie on former prehistoric land surfaces has not been established.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Doggerland - Offshore Submerged Palaeolithic and Mesolithic archaeological landscapes	Geology, Sediments Palaeo-environmental Remains, Buried Features, Buried Archaeology, Buried Landscapes	None other than natural environment protections	Submerged at considerable depth	No
Wantsum Sea Channel	Geology, Sediments Palaeo-environmental Remains, Buried Archaeology, Wrecks, Buried Landscapes, Historic Landscape	None	Mainly farmland, part developed. Some public footpath network access, access on Stour for cruises	Some interpretation boards at Richborough. Published trails
Stonar Bank shingle spit	Geology, Sediments Palaeo-environmental Remains, Buried Archaeology, Wrecks	Scheduled Monument at Stonar	Mostly private developed land. Stonar Lake (former shingle quarry) is partly accessible	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
Sandown Spit	Geology, Sediments Palaeo- environmental Remains, Buried Archaeology, Wrecks	None	?	No
Deal Spit	Geology, Sediments Palaeo- environmental Remains, Buried Archaeology, Wrecks	None	Saxon Shore Way White Cliffs Country Trail. Part private developed land; the majority is covered by golf links.	?
Goodwin Sands	Geology, Sediments Palaeo- environmental Remains, Features, Wrecks,	Protected Wrecks Natural and Marine Designations	Visits by boat	An interpretation panel for the wrecks on the Goodwin Sands is located on the seafront at Dover
Monk's Wall	Earthwork, Buried Archaeology	None	Limited public access	No
Abbot's Wall	Earthwork, Buried Archaeology	None	Private Land in Dover District	No
Boarded Groin	Earthwork, Buried Archaeology	None	Private Land	No
Wantsum Innings	Earthworks, Historic Landscape, Buried Archaeology	None	Mostly Private Farm Land though footpath network access to parts	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
Stonar Cut	Historic structure and channel	None	View from public footway	No
Lydden Valley & Brooklands	Geology, Sediments Palaeo-environmental Remains, Buried Archaeology, Wrecks, Buried Landscapes, Historic Landscape features	None	Mostly Private Farm Land though footpath network access to parts	
The Lydden Wall	Earthwork	None	Part highway, part footpath running through private farmland.	No
The Worth Wall	Earthwork	None	Trackway and public footpath	No
The Edwards Wall	Earthwork	None	Privateland	No
Downs Wall	Earthwork	None	Public Highway	No
The Ealdesalctor Wall	Earthwork	None	Private farm land	No
The Langley Wall	Earthwork	None	Private farm land	No
St Bartholomew's Wall	Earthwork	None	White Cliffs Country Trail, Stour Valley Walk	No
The Harvey Walls	Earthwork	None	Limited	No
The Green Wall	Earthwork	None	White Cliffs Country Trail	No
The Delf	Historic Feature, structures and earthworks. Buried Archaeology	None	Farmland but accessible through public footpaths in several places	No
The Pinnock Wall	Earthwork and buried archaeology	None	Public footpath	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
1825 Drainage scheme	Earthworks, ditches, Historic Structures	None	Farmland	No
The 1479 Cut	Historic channel	None	Farmland	No
The Rodgers Cut	Historic channel and buried archaeology	None	Farmland some developed land	No
The Dour	Sediments, palaeo-environmental, Buried archaeology, wrecks	Scheduled Monuments, Listed Buildings and Conservation Areas lie on areas of the Dour.	Heavily developed land, River accessible in places	No
White Cliffs of Dover	Landscape Feature	SSSI Scheduled Monuments on Castle Heights	Coastal footpaths, National Trust land	National Trust managed site

Table 1.1 Key Heritage Assets

Statement of Significance

1.45 The coastal landscapes of Dover District are of **outstanding significance**. They illustrate the process of Britain becoming an island through the creation of the English Channel, the iconic White Cliffs being an internationally recognised face towards Europe and symbol of the nation's resistance to invasion. The part these landscapes have played as some of the most important points of entry into Britain from Roman times and their associations with many important historical events can not be overstated. The Goodwin Sands and the sheltered waters of The Downs provided a nationally important naval anchorage of such strategic importance that the most formidable of Henry VIII's Device Forts were built to protect it. The important historic ports of Deal, Sandwich and Dover with their considerable and rich historic assets were founded and later developed under the influence of these coastal processes and landscapes. The landscapes of the Wantsum and Lydden Valley are in themselves important and well preserved historic landscapes which illustrate the process of Roman, Saxon and medieval reclamation of the marshland and the efforts to safeguard the economy of the historically important port of Sandwich and to provide fresh water to its townsfolk. Together the coastal landscapes of Dover District also provide an archaeological, geoarchaeological and palaeo-environmental resource of outstanding value.

Evidential Value

1.46 The coastal landscapes of the Dover District have outstanding evidential value. Investigation and analysis of the buried and submerged landforms and their sediments could provide considerable evidence towards furthering our understanding of the ancient landscapes at a time when Britain was once a part of the European land mass, the process and chronology of sea level rise, inundation and the creation of the North Sea and the English Channel. The deposits would potentially contain important evidence of the environmental conditions experienced by the early peoples in this area.

1.47 The deposits of the Deal and Sandown Spits and the Stonar Bank would provide important evidence on the processes involved in and the chronology of their formation and how they affected the navigability of the Wantsum and the consequential impact on both the Roman port of Richborough and the medieval towns of Sandwich and Stonar. Within the former Wantsum Channel geoarchaeological investigation has a significant potential to better understand the form of the sea channel and how it related to Richborough.

1.48 Survey, analysis and archaeological investigation of the earthworks, drainage ditches, structures and deposits of the Wantsum Channel, Lydden Valley and Brooklands would provide a much greater understanding of the chronology and processing of 'inning' the salt marshes for grazing marsh that led to the present historic landscapes in the area. Investigation may also provide new evidence of the efforts made to supply freshwater for Sandwich and the attempts to maintain the town as an important port from its decline in the fifteenth century.

1.49 The alluvial deposits of the Dour may provide important information on the early use of the river valley and its role in cross-Channel travel, contact and trade from prehistoric times. Evidence for the formation and development of the nationally important town and harbour at Dover, the natural processes that led to the narrowing and silting of the river channel and for the use of the river by industry are likely to be present.

1.50 The potential for wrecks and the hulks of boats from prehistoric times to the twentieth century are likely to be present and an exceptional resource for understanding the nature of seafaring in the English Channel from early times.

Historical Illustrative Value

1.51 The coastal landscapes of Dover District illustrative the geographical separation of Britain from the continental landmass and how rising sea levels inundated the early valley systems, creating the Wantsum Channel and the Lydden Valley. They are also illustrative of the natural processes that have changed the British coast line whether it is through coastal erosion or the deposition of shingle banks and sediment and the influence this has had on the lives of people who have lived in those areas and depended on the coast. The historic landscapes of the Wantsum and Lydden Valley are an excellent and well preserved illustration of the process of 'inning' the salt marshes and the part that the monastic houses at Canterbury played in the reclamation.

Historical Associative Value

1.52 The historic associations with the coastal landscapes are particularly strong. The Wantsum Channel has been the focus of a number of events which are prominent in the history of England, whether it is the Roman invasion forces landing at Richborough in AD 43, the arrival of St Augustine with his Christian mission or the traditional arrival of the Saxon's Hengist and Horsa at Ebbsfleet. The Goodwin Sands have seen the wrecking of numerous important vessels, with perhaps the wrecking of Cromwell's fleet during the Great Storm of 1603 being one of the most significant events. The White Cliffs of Dover have a particularly strong association with various notable commentators. Julius Caesar and Shakespeare have commented them upon, they were immortalised in song by Vera Lynne in the Second World War and at that time became a symbol of the nation's freedom and defence against the Nazi threat. The White Cliffs are also strongly associated with the homecoming of troops, especially as part of the evacuation of Dunkirk.

Aesthetic Value

1.53 The White Cliffs of Dover have enormous aesthetic value. For travellers entering and leaving the country through Dover they are an iconic and dramatic landmark visible from the sea, presenting a strong face and lasting impressions. The presence of Dover Castle sitting on the White Cliffs adds to the aesthetic sense the cliffs provide. The low lying lands of the Wantsum and Lydden Valley crossed by a network of drainage ditches and embankments provide a rich historic and natural landscape to visit, explore and appreciate. Within the Dour Valley the river passes through areas with natural aesthetic quality such as at Kearsney and Bushey Ruff and others with industrial and architectural aesthetic quality of the former mills that once utilised the river.

Communal Value

1.54 The White Cliffs of Dover provide a strong sense of place to the people of Dover and visitors to the District. The District is identified as the 'White Cliffs Country', a theme which extends through much of the promotional literature about the town and area. The Wantsum area has a good potential to provide a sense of place to the communities living alongside it and a resource to be visited and appreciated. The study of the Lydden Valley has demonstrated how a local community can take ownership of the historic landscape and work together to study and understand it. The potential for similar working on the Wantsum is high.

Vulnerabilities

1.55 The coastal landscapes are most vulnerable to the same natural processes that resulted in their formation and evolution, namely sea level rise and coastal erosion.

1.56 The White Cliffs formed through the erosion of the soft chalk North Downs by the sea are continuously being eroded. As sea levels rise the rate of erosion is likely to increase. The Goodwin Sands are a mobile environment with the sea constantly scouring and depositing sediments on the sand banks. The wrecks buried within the sands often become more exposed and vulnerable to the sea as the sands shift on the banks. As they are exposed the wrecks also become more vulnerable to diving.

1.57 In the northern parts of the District, rising sea levels will affect the low lying areas of the Wantsum Channel and the Lydden Valley which will become increasingly prone to flooding. Reaction to this vulnerability through the creation of new flood defences may affect historic assets. In particular flood defence works around the newly created Enterprise Zone at the former Pfizer site are likely to affect the Monk's Wall.

1.58 Ongoing management of the drainage ditches in the Wantsum and the Lydden Valley involves the removal of sediments and may affect historic features and the original form of the drainage. Changes in hydrology may affect the preservation of important organic deposits present in the waterlogged alluvium.

1.59 Development proposals are likely to have more localised impacts on features and buried archaeology rather than the landscapes themselves, though settings are particularly vulnerable, particularly in the low lying areas of the Wantsum and Lydden Valley, on the chalk cliffs and the sea scape of The Downs and the Goodwin Sands. The Lydden Valley may be particularly vulnerable to the growth of Deal and improvement of access and services to the town. The coastal landscapes may be particularly vulnerable to the creation of wind farms, both on and off shore, which may affect their setting more than create a direct physical impact. Extraction of sand and gravel at sea on the Goodwin Sands may directly affect wrecks in the area or alter the sediment processes in a way that increases the exposure of wrecks. The potential impacts of a long held ambition for the creation of a limestone mine beneath the Wantsum Channel are not properly understood and certainly any headworks will require careful mitigation to ensure that the proposals are sympathetic to the character of the historic landscape.

1.60 Continued development within Dover town centre will affect the rich geoarchaeological, palaeo-environmental and archaeological resources present in the Dour valley.

Opportunities

1.61 The coastal landscapes offer a great opportunity for connecting with the communities in the District, increasing a sense of place and raising profile. The Wantsum Channel could be better understood and appreciated and offers a significant opportunity for community led research and interpretation.

1.62 The recreational and visitor potential of the Wantsum Channel and the Lydden Valley is significant and could be improved through better connections and interpretation, improved access and branding.

1.63 There are a number of significant historic assets in the Lydden Valley and Wantsum Channel that should be identified and measures put in place to protect, enhance and interpret them. For example the surviving siphon on the South Stream should be considered for Listing.

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2 Coastal Ports

2.1 Sandwich & Stonar

Summary

2.1 Sandwich and Stonar are both outstandingly important examples of medieval coastal ports. Both sites contain archaeological remains of the highest quality, including well-preserved waterlogged deposits. Whilst Stonar survives only as buried archaeological remains, Sandwich is blessed with many fine medieval buildings flanking its winding historic streets.

Introduction

2.2 The twin ports of Sandwich and Stonar were once locations of considerable significance. In the Middle Ages Sandwich was a major royal military assembly and supply port where troops, provisions and equipment were marshalled before being sent to France. Both sites were also important commercial ports, having trading links along the Channel coast as well as with northern Europe and the Mediterranean. Sandwich was one of the original five Cinque Ports.

2.3 The development and decline the ports of Sandwich and Stonar is intrinsically linked with their location on the Wantsum Channel. The Wantsum was once a major waterway in the south-east, separating the Isle of Thanet from the mainland of Kent. Some six thousand years ago a shingle bank began to develop in the Wantsum Channel to the north of modern-day Sandwich. Known as the Stonar Bank the shingle ridge continued to develop in the Roman period and by the later Roman period probably lay above sea level. By the tenth century it is likely that the Stonar bank had formed into a substantial area of dry-land. At the same time a shingle spit started to progressively extend northwards from Deal across the mouth of the Wantsum towards the Isle of Thanet. The combination of the Stonar Bank and Deal Spit created a wide haven at the mouth of the Wantsum Channel. It is on this haven that the ports of Sandwich and Stonar developed.

2.4 The precise date for the foundation of either settlement is uncertain. There is some evidence for early settlement on the sands to the east of Sandwich and The name Sandwich is first mentioned in the early eighth century. Evidence for the Anglo-Saxon settlement of Sandwich has proved elusive however and it is not until the early eleventh century that both towns start to flourish. Sandwich was probably always the more important of the two ports and by the mid to late eleventh century Sandwich (perhaps along with Dover) was second only to Canterbury in size among Kent's towns. Nevertheless it is clear from the archaeological record, and in particular the rich pottery assemblage from the town, that Stonar was a trading port of some considerable wealth.

2.5 In the second half of the fourteenth century disaster struck Stonar. In 1365/6 the town was inundated by the sea and largely destroyed. By the mid sixteenth century the church was described as being in ruins and it is clear that the town never

recovered from this inundation. Sandwich did not suffer the same fate, and despite problems of crop failures and the Black Death in the early fourteenth century, continued to flourish through the later fourteenth and fifteenth centuries. Despite the rapid growth of Sandwich in the Middle Ages it would have appeared to have entered into a period of decline by the mid sixteenth century. The town's position on the Wantsum which had been responsible for its rapid rise was also in part to blame for its decline. The changing coastline and silting of Sandwich Haven made the port less viable. No longer was Sandwich a town of rich merchants with international links. Instead Sandwich became a smaller port, focused on more local domestic trading. Although the fortunes of the town picked up briefly in the second half of the sixteenth century when an influx of migrants from the Low Countries arrived this was a short lived revival. By the 1620s it was clear that natural silting and coastal changes meant that Sandwich was no longer viable as a port.

Description of the Heritage Assets

2.6 The heritage assets described in this section relate specifically to the role of Sandwich and Stonar as medieval ports and trading centres. Theme 1: Coastal Processes and Landscapes describes the evolution, management and silting of the Wantsum Channel and Sandwich Haven, whilst Theme 8: Settlement looks at the wider development of the historic town of Sandwich. The defences of Sandwich are described in Theme 3.3: Medieval Defences.

2.7 In the early twentieth century the bank on which the town and port of **Stonar** was established was quarried for gravel. The gravel extracted from the bank was used in the construction of the Admiralty Harbour at Dover. This gravel extraction destroyed much of the remains of medieval Stonar. Although some archaeological investigations were undertaken the information obtained largely related to recovered pottery, but little information of the structure or form of the town was recorded. The **Church of St Nicholas** at Stonar was first investigated in the 1820s when a plan of the church was produced. It is suggested that the church is of at least eleventh century date. Further excavation was undertaken in the 1940s when it was found that the churchyard was still being used for burials into the sixteenth century. Excavations at Stonar in the late 1960s and early 1970s recovered a number of burials from the town's cemetery. The remaining parts of the medieval port and town of Stonar are designated as a Scheduled Monument, but much of the town has now been lost to quarrying.

2.8 The remains of the medieval port town of **Sandwich** are much better preserved, in fact it has been described as '*the completest medieval town in England*'. The importance of medieval Sandwich is clearly shown by the number of Listed Buildings of medieval date that survive in the town. In the area fronting the town's quays a number of substantial and well appointed merchant's houses are attested. In total the medieval waterfront at Sandwich probably extended for around 1 km. from Monkenquay in the west to the castle at the eastern end of the town. Along this waterfront there would have been a number of **quays and wharfs** in both private and public ownership. It is likely that the position of the waterfront changed over the centuries as a result of natural silting and deliberate land reclamation. As such there

will probably be a series of successive waterfronts preserved at Sandwich behind the present river-frontage. Remains of the **medieval river-front** have been observed to the north of Strand Street

2.9 The wealth of the town in the Middle Ages is attested from the archaeological record, with imported pottery demonstrating the town's trading links. The importance of the town as a port in the medieval period is also shown by the town's **fortifications** including town walls, castle and Bulwark (see Theme 3.3 for more details). In 1973 timbers from a fourteenth century ship were found in a silted creek near Sandown Road. **The Sandwich Ship** was an oak-built merchant vessel, probably built in south-east England and most likely employed in continental trading.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Medieval port and town of Stonar	Buried Archaeology	Scheduled Monument	PrivateLand	No
Church of St Nicholas, Stonar	Buried Archaeology	Scheduled Monument	PrivateLand	No
Sandwich Medieval Town	Historic Buildings, Historic Structures, Earthworks and Buried Archaeology	Listed Buildings, Conservation Area and Scheduled Monuments	Mixed	Yes
Church of St Clement, Sandwich	Historic Building and Buried Archaeology	Listed Building and Conservation Area	Yes	Yes
Church of St Peter, Sandwich	Historic Building and Buried Archaeology	Listed Building and Conservation Area	Yes	Yes
Church of St Mary, Sandwich	Historic Building and Buried Archaeology	Listed Building and Conservation Area	Yes	Yes
Sandwich Guildhall	Historic Building and Buried Archaeology	Listed Building and Conservation Area	Yes	Yes
Medieval river front, wharfs and quays	Buried Archaeology	Conservation Area	Mixed	Yes

Asset	Form	Designation & Protection	Accessibility	Interpretation
Sandwich Town Fortifications	Historic Buildings, Historic Structures, Earthworks and Buried Archaeology	Listed Buildings, Conservation Area and Scheduled Monuments	Mixed	Yes
Sandwich Ship	Buried Archaeology	None	No	?

Table 2.1 Key Heritage Assets

Statement of Significance

2.10 Although not apparent from their modern day appearance, both Sandwich and Stonar were medieval ports of considerable significance. The buried archaeological record surviving at both towns is of great importance to the study of medieval trade and commerce. Sandwich also contains an incredible wealth of historic buildings. Overall the heritage assets associated with the two port towns of Sandwich and Stonar are considered to be of **outstanding significance**.

Evidential Value

2.11 The buried remains at both towns have exceptional archaeological value. Archaeological remains at both sites have the potential to not only inform our understanding of the development and expansion of the towns themselves, but also to add significantly to our understanding of trade and trading patterns in medieval England. The potential for key ceramic assemblages as well as important groups of waterlogged deposits add significantly to the importance of the archaeological evidence of the town.

2.12 In Sandwich the surviving buildings also contain important information within their fabric, reflecting not only the changing role of individual properties over time, but also of the wealth of the town as a whole. This archaeological and built heritage evidence is further strengthened by the survival of documentary evidence. The importance of these different strands of evidence has been highlighted through a recently published multidisciplinary study of Sandwich (*Sandwich – The ‘Completest Medieval Town in England’: A study of the Town and Port from its Origins to 1600*).

Historical Value

2.13 Both towns illustrate the importance of coastal and continental trade in medieval England. The rapid growth of these towns shows how important such trading links were and the wealth that could be accrued. Sandwich’s importance as a port is testified in its links with a number of national and international events such as the Hundred Years War and the French Raid of 1457.

Aesthetic Value

2.14 Sandwich is now viewed as a somewhat quite small rural market town and it is this character and charm that means that it is a popular destination for locals and visitors alike. The surviving medieval plan with its narrow and winding streets is of a high aesthetic quality, as are the town's surviving historic buildings. The quayside is a particularly popular destination and this is largely due to its aesthetic quality.

2.15 Quarrying and recent development works, particularly the construction of the Pfizers site and the Sandwich Industrial Estate means that the site of the port of Stonar is of more limited aesthetic value.

Communal Value

2.16 The historic character of Sandwich is strongly valued by the community that live in the town and this is reflected in the number of active civic, historical and amenity societies within the town. The historic character of the town is a key part of its local and regional identity and there are strong links between the community and the town's heritage. There are a number of historic trails and information panels across the town and Sandwich also benefits from having its own museum.

Vulnerabilities

2.17 The historic core of Sandwich is generally well protected through its Conservation Area designation and the Article 4(2) Direction covering the historic core of the town. In addition many of the town's historic buildings are individually designated as Listed Buildings, whilst much of Sandwich's defences are designated as a Scheduled Monument.

2.18 Significant development within the core of the town is unlikely. However it is worth noting that important archaeological deposits have been found across the historic core and these are often found at shallow depth, sometimes less than 1500 mm. from the modern street level. As such any development works, no matter how minor, in the core of the historic town have the potential to impact upon important archaeological remains. In the areas fronting the river such archaeological remains could potentially include waterlogged archaeology in conditions that will ensure excellent preservation of organic and environmental deposits.

2.19 Alterations, extensions and conversion works to historic buildings within the town have the potential to expose and reveal historic detail and fabric that is currently hidden or not currently recognised. Historic Building Recording work ahead of and/or during conversion works could help to ensure that such information is adequately recorded and may provide additional insight into the life of the town and its prosperity as a major medieval port. The condition of the town's historic buildings is generally good, thanks in part to the Article 4(2) Direction that covers the historic core.

2.20 In recent years the economic prosperity of Sandwich has been closely linked to the nearby Pfizer's site. Pfizer has recently announced a phased withdrawal from East Kent. To offset Pfizer's withdrawal the site has been declared an Enterprise

Zone. Any economic decline in the area could impact upon the built historic environment and could lead to properties becoming empty or maintenance of buildings being neglected.

2.21 The town's position on the River Stour, surrounded by low lying former marshland, means that it is vulnerable to flooding and any increase in sea levels associated with climate change. The protection of these historic assets should be fully considered as a priority in future flood protection strategies. Proposals are currently being put forward for flood defence works by the Environment Agency and such works may affect important archaeological deposits. Provision should therefore be made for appropriate design and mitigation measures in any flood defence proposals to protect and enhance the historic assets and character of the town.

2.22 Whilst part of the shingle bank on which the town of Stonar was located has been quarried away, the remaining part of the town is designated as a Scheduled Monument which provides archaeological protection. Any development in non-designated areas of the former shingle bank, especially on the fringes of Stonar Lake could potentially impact upon significant archaeological remains.

Opportunities

2.23 Although there have been a number of rescue excavation programmes undertaken at the site of Stonar none of these have been published to modern standards. In particular the rescue excavations undertaken by the Ministry of Public Building and Works in the 1970s remain unpublished. Opportunity should be sought to secure detailed study and analysis of the results of these excavation so that they can be properly published and the results disseminated.

2.24 A recent comprehensive and pioneering multidisciplinary study has been undertaken of the archaeology and history of the town of Sandwich. This has generated considerable local interest in the heritage of the town and emphasis should be placed on maintaining and developing this local heritage interest through other projects and initiatives. Further archaeological research and investigation will help to provide more information on the nature, extent and location of archaeological remains – particularly any evidence for any Saxon origins of the town. The publication of the recent study (*Sandwich – The 'Completest Medieval Town in England': A study of the Town and Port from its Origins to 1600*) provides further research aims that could form the focus for any future research into the town's history.

2.25 Sandwich is a popular location for local, national and international visitors. The town has a number of heritage trails, however the narrow and winding nature of the streets and the locations of the town's carparks mean that it can be disorientating to visitors who are unfamiliar with the layout of the place. Opportunity should be sought to help better orientate, signpost and link-up the heritage assets in the town. Sandwich has a good tourist potential, however this is somewhat under-utilised and more could be made of this potential so as to improve the economic viability of the town. Any increase in visitor number would need to be carefully managed and balanced so as not to harm the character and charm of the town.

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The National Heritage List for England available at <http://list.english-heritage.org.uk>

2.2 Deal Port and The Downs

Summary

2.26 Now a quiet sea-side town, Deal was once among the most important naval ports in the Country. Vessels at Deal made use of the major anchorage of The Downs, protected by three powerful castles built by Henry VIII. In the seventeenth, eighteenth and nineteenth centuries numerous ships would have been seen anchored off the coast, supplied by cutters, ferrying supplies and men from the shore. Although the naval vessels have gone Deal retains an outstanding collection of buildings dating to the town’s heyday in the eighteenth and nineteenth centuries.

Introduction

2.27 The emphasis of this theme paper is to consider Deal as a historic port serving the important naval anchorage of The Downs. To that extent the paper will cover the relevant aspects of Walmer, which has expanded to merge with Deal. More detailed discussion of the origins and growth of Deal can be found in the *Kent Historic Towns Survey – Deal* (2004) document published by Kent County Council that has been drawn upon significantly for the following account.

Origins

2.28 During the medieval period Deal consisted of the village that is now known as Upper Deal about a mile from the coast and centred upon the parish church of St Leonard, which was probably founded around 1180. The present town was originally known as Lower Deal and grew following the establishment of the Henrician Device Forts (see Theme 3.4) in 1539. The town did not become incorporated until 1699.

2.29 One of the earliest written references to Deal (that is Upper Deal) dates to 1229 when it was named as one of the members of the Cinque Port of Sandwich. It remained subservient to Sandwich for the next 470 years although it may have been beginning to break away from its head port as early as the late fifteenth century, when Sandwich Haven was beginning to silt up. It seems then that The Downs, the stretch of sea immediately east of Deal between the mainland and the Goodwin Sands (see Theme 1), came into prominence as a sheltered anchorage for vessels that could no longer easily reach the port of Sandwich.

2.30 In 1242 a pilot from Deal sailed to France with Henry III and in 1415 Deal and its neighbouring village of Mongeham provided victuals for Henry V's army in Calais. Deal's Cinque Ports connections were emphasised in 1512 when, with Walmer, it had to provide one ship for the King's service. During the whole of this period Deal was essentially an inland settlement although its proximity to the sea probably encouraged fishing and other maritime trades, and by c.1530 there seem to have been a few wooden storehouses and tenements beside the shingle ridge on the sea frontage. It was not until the construction of Henry VIII's defences on the foreshore in 1539-40 that the sea began to play a significant role in the development of the town.

Pre 1700

2.31 The construction of the castles and defences along the storm gravel ridge along the sea frontage stimulated the development of tenements along the ridge and on newly drained land to its rear. Although built primarily as a defence against French threats at the end of Henry VIII's reign, Deal Castle remained in active use with a garrison in the following centuries. When Deal Castle was first built its defenders were keen to see the removal of the huts straggling northwards along the beach as they intruded on their lines of fire.

2.32 The town's development from the sixteenth century concentrated on the wasteland within the Archbishop of Canterbury's manor of Deal Prebend. The Archbishop seems to have had little interest in the control of building on his lands throughout his tenure and as a result development was both speculative and uncontrolled in its planning. Despite attempts to prevent building along the beach line, the settlement grew north of the castle. In the 1620s there seems to have been already about 40 houses and a population up to 250. In 1645 squatters on the former beach appealed to be left to live there as they were in royal service. By 1675 a formal layout of three north – south streets (Beach Street parallel to the shore, Lower Street along the boundary of the manorial waste, and Middle Street) had emerged on the line of the shingle ridge and the valley west of it. The expansion of the town was extraordinary; by 1676 the population was over 1,000 and by 1699 around 3,000. St Leonard remained the parish church of the expanding sixteenth and seventeenth century coastal settlement.

2.33 Although Deal remained 'a sea-port without an harbour' as Fussell called it in 1818, it was one of the most important naval centres in England from the middle of the seventeenth century until after the Napoleonic Wars. This was mainly due to its situation on the coast beside The Downs, where ships of all types, though mainly royal naval vessels anchored to escape bad weather and to acquire fresh supplies. Victuals were ferried to the ships by small boats launched from the shelving shingle beach, and there were never any harbour installations.

2.34 The origins of a navy yard at Deal may be traced back to the 1540s when the first captain of Deal Castle acted as one of the victuallers for the royal fleet. Its formal beginning, however, seems to have been in the early seventeenth century, perhaps a result not only of victualling but also of the practice of hauling naval vessels on to

the beach for repairs and inspections. In 1651 John Cullin of Deal stated that he was responsible for victualling and supervising naval long boats and pinnaces while on shore, as had his father been before him. He also sold off abandoned boats and provided shingle ballast, capstans and ropes. He may have been responsible for the six or seven storehouses that stood in Deal in 1660.

2.35 A report of 1652 referred to a lack of provisions in the yard's stores and a naval hospital had already been founded. Official navy records for the yard are preserved from 1658 and thirty years later a patent was granted to construct a conduit head, wharf and other buildings on the beach to supply water to the ships. It is not clear if any of these structures were in fact built.

2.36 The site of the first navy yard has not been pinpointed, although the 1660 storehouses were situated on waste ground probably along the Sea Valley and shingle ridge. In the late seventeenth century the navy yard was moved from its original site 'at the back of the town' to an area immediately north of the castle where it remained until the middle of the nineteenth century.

2.37 The main occupations at Deal in the sixteenth and seventeenth centuries were related to the naval and military presence. The boatmen were renowned for their skills in handling the vessels (known as Deal cutters) to supply the naval ships in The Downs and ferry personnel to and from the shore. Other activities associated with filling the needs of the castle and fleet also provide a livelihood and in 1617 there is the first mention of what was to become the predominant trade of the eighteenth century, smuggling.

1700 – 1900

2.38 In 1699 Deal, by then a town of around 3,000 inhabitants, appealed for a charter of incorporation to free itself from the jurisdiction of Sandwich. This charter officially recognised Deal's status as a town. The eighteenth century was the town's heyday; it thrived on war, firstly during the Seven Years War (1756 – 1763) when it was regarded as one of the four great ports of England (Chatham, Portsmouth and Plymouth being the others) and then during the French and Napoleonic Wars (1793-1815). The reliance on war is reflected in the contemporary saying '*As dull as Deal in times of peace*'. During this time the town changed dramatically through major developments. The lack of controlled building evident in the seventeenth century continued throughout the main expansion of the town. St Leonard's continued as the parish church until St George's was built in Lower Deal in 1706 – 1716 and this was joined by St Andrew's in West Street in 1848 -1850. The Baptists and the Congregational churches also had establishments in the nineteenth century.

2.39 Deal Castle remained as a garrisoned but mainly administrative military centre until the middle of the nineteenth century. During this time a number of large barracks were built in the town and further south in Walmer (see Theme 3.8). The earthworks that originally linked the three castles of Sandown, Deal and Walmer may have been destroyed at this time through the growth of housing along Beach Street.

2.40 The naval yard known as the 'King's Storehouse' in the early eighteenth century would have dominated the town from the end of the seventeenth century to its closure in 1863. At its greatest extent during the French and Napoleonic Wars, the yard covered around 20 hectares stretching from Deal Castle northwards to South Street, west to Prospect Place (now Victoria Road) and eastwards to the Naval Promenade. On its seaward side there were huge slipways for ships. High walls surrounded the yard with entrances in Prospect Place and South Street, where the Storekeeper's House stood and the Royal Signal Tower (a semaphore tower for communication with the Admiralty in London) was erected in 1795 – 1796. The Time Ball Tower was built on its site in 1855. In 1814 more land was leased to extend the yard to the north but the end of the Napoleonic Wars the next year stopped the proposed extension. The yard never recovered from the end to hostilities and was run down until its closure in 1864. Its arrangements and buildings are shown on a plan of 1831. The naval yard was finally demolished after 1865 and the area that it occupied was developed with residential properties as Victoria Town.

2.41 The rapid growth of the town in the eighteenth century saw an explosion of speculative development along the three main roads (Lower, Middle and Beach Streets) and the east west streets connecting them and the beach. There were c. 700 houses in Lower Deal in 1758 and this rose to 1348 by 1811. The town spilled into the side roads and on to market gardens on the west side of the High Street. Until 1865 the Navy Yard formed the southern boundary of the residential town while North Street formed that at the north.

2.42 The town had reached its peak by the end of the Napoleonic Wars and soon declined. The military and naval barracks were said to be in a great state of dilapidation by 1823.

2.43 By the end of the nineteenth century, Deal had attempted to establish itself as a seaside resort. Hotels, the Royal Adelaide Baths, a reading room and other attractions for visitors were built along the beach. Bathing machines had been installed in 1754. A theatre and assembly rooms were built in 1800 though probably to entertain the military and naval personal and their families as much as for holidaymakers. From 1826 the annual Deal Regatta was established and in 1834 the seafront improved by the demolition of houses on the east side of Beach Street to make way for the North Parade and the South Parade. In 1838 John Rennie was commissioned to build a pier just north of the Royal Hotel. Although started it was never finished and was destroyed by a storm in 1857. It was replaced by an iron structure in 1864 that survived until the Second World War when it was struck by a mined Dutch ship. The present concrete and steel pier, the last intact leisure pier in Kent, was opened in 1957 by the Duke of Edinburgh. Deal never realised its ambitions as a successful resort town, not even when the railway reached it in 1847 and was extended to Dover in 1881.

2.44 The naval presence in Deal stimulated maritime activities both in the town and the naval yard. The most important of these were boat building and there were boat yards in Deal until the end of the nineteenth century. The navy adopted the Deal cutter as its official lighter in 1740 and for the next 50 years these were all built in

the town. Other small craft such as luggers, yachts and ten oared galleys for smugglers were also built. As late as 1847, there were still six boat yards in the town despite the general decline of the trade. The last boat was built in 1896 in Nicholas' Yard at the north end of the town. As Deal had only a shelving beach and no harbour facilities the yards would have been situated close to the shore and employed slipways across the beach. The site of one yard is known on the west side of South Street. The central strip of the street was cobbled to act as a slipway and finished vessels were hauled along it from the yard to the sea. Many of the east west streets may have served the same purpose. The cutters of The Downs were replaced by steam tugs from 1840 and the boatmen lost their livelihood.

2.45 Other trades grew to serve the navy and other mariners. Ropes, sails and sacks were made; there were tallow chandlers and gunsmiths. There were large numbers of inns to provide entertainment and lodgings for the military and naval personnel.

2.46 Smuggling was rife in Deal and played an important part in the town's economy. At its peak between 1730 and 1780 more than half the town's male population gained their livelihood from it. In 1784, the government ordered the destruction of the Deal boatmen's boats on the shore in an effort to control the smuggling. This was unsuccessful and the practice continued throughout the French wars. When the government again clamped down on smuggling at the end of the Napoleonic War, mounting a coastal blockade many people were reduced to poverty forcing a high proportion to the workhouse. Nevertheless, the expansion of the town saw the growth of a brick making industry in the town's surroundings. A number of the clay pits are still visible today.

2.47 The navigational hazard of the Goodwin Sands, colloquially known as "*The Ship Swallower*" led to the wrecking of numerous vessels. The boatmen of Deal, skilled in sailing the waters of The Downs and the Goodwins became proficient in the rescue of stricken mariners. By the early nineteenth century such rescues were formalised with the establishment of three lifeboats at North Deal, South Deal and Walmer and lifeboat stations built in the middle nineteenth century. Today only the Walmer Lifeboat survives, housed in a station built in 1871.

Post 1900

2.48 In the twentieth century the military and marine barracks on the outskirts of the town were influential in extending Deal's built-up area into Walmer and Upper Deal. The establishment of the East Kent Coalfields influenced the expansion of the town in the pre-war years, particularly in the Mill Hill area to the west. By 1981 the census recorded a population of over 26,000 in Deal and Walmer. The barracks were closed during the 1980s and 1990s with a resultant decline in the prosperity of the town and a decline in its population.

Description of the Heritage Assets

2.49 Deal is fairly typical of many small towns in England in that there has, as yet been very little significant archaeological research within the settlement itself though more recently archaeological work has produced an impressive amount of information about the earlier, pre-town times in the surroundings of Deal and Walmer.

2.50 The main body of evidence for urban Deal comes from the standing buildings in its extremely well preserved historic core, where eighteenth and nineteenth century houses predominate. The centre of the post-medieval town has been only slightly altered by modern development and much of the area is today protected through Conservation Areas and its buildings through Listed Building Status.

2.51 Little survives of the original village in Upper Deal other than the parish church of St Leonard's and the road to Sandwich. None of the wooden huts on the shingle ridge survive and the only extant remains of the Henrician Device Forts are the three castles of Sandown, Deal and Walmer. A number of seventeenth century buildings survive though these are scattered along the road between Upper and Lower Deal and within the evolving town. Further archaeological evidence for the early settlement and the origins of the town are likely to survive both in buried form and within the cellars and fabric of later buildings. The parallel street pattern established in the seventeenth century survives to this day. Nothing remains visible of the early naval yard and its location has in fact yet to be established. Similarly there is no evidence for the seventeenth century storehouses. Again archaeology could provide significant evidence on the yard, the storehouses and other features representing the maritime associations of the port.

2.52 Evidence for the eighteenth and nineteenth century development of the town and its maritime associations is plentiful. The original street pattern survives and many of the Listed Buildings in the Conservation Areas relate to this time. As well as residential properties, the buildings are likely to include a range of properties whose specific function relates, at least in part to servicing the navy. There are likely to be the remains of shops, stores, hotels and inns as well as the traces of those occupations involved with the supply and provisioning of the fleet, such as bakeries, chandlers and breweries. St George's Church and St Andrew's Church survive, as do various other chapels and churches that sprung up as the population expanded.

2.53 Little survives of the naval yard other than the Time Ball Tower. This historic feature is protected as a Listed Building and is occupied by the **Deal Timeball Tower Museum**. The site of the naval yard is today occupied by the late nineteenth century development known as Victoria Town and remains are likely to be confined to the archaeological record. Nothing remains of the slip ways from the naval yard on to the beach (although possible mounds for windlasses still survive on Walmer Green) and further more detailed study is needed to establish what features associated with Deal's naval and maritime associations in this period survive on the shoreline. Further study is also needed to establish how much of the boat building industry can be traced in the town. The remains of Hayward's Yard still stand as a house and workshop at the junction of Wellington Road and the High Street. The cobbled strip

along the centre of South Street has been lost beneath the tarmac of the present road. Remains of the smuggling history of the town may survive in the form of cellars and vaults beneath the historic properties where goods would have been hidden from the eyes of the authorities.

2.54 In Walmer, the remains of the military and naval barracks survive and have recently been developed, with many of the historic buildings retained. Evidence for their development and use has been gained from the archaeological investigation and building survey work that has taken place on the barrack sites in conjunction with their redevelopment, demonstrating the value of this work.

2.55 Of the assets of the resort town, the present pier is the third built at Deal and dates to 1957. It has significance as the last surviving leisure pier in the county. Many of the original leisure buildings such as the baths and assembly rooms have been lost beneath modern development. Some buildings survive including the picture house adjacent to the Timeball Tower. Many of the hotels built to house visitors to the resort survive in the town.

2.56 The Walmer Lifeboat still operates from its station on The Strand in Walmer built in 1871. The North Deal lifeboat station was closed but stands on Beach Street and is presently occupied by the Deal Angling Club.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
St Leonard's Church	Historic Building	Listed Building, Conservation Area	Parish Church	unknown
Medieval Village (later Upper Deal)	Archaeology	Conservation Area	Private	None
Castles of the Downs (see Theme 3.4)	Historic Buildings, Buried Archaeology Ruinous structure	Scheduled Monument, Conservation Area, Registered Historic Park and Garden	Walmer and Deal Castles are English Heritage operated visitor sites, Sandown Castle is open space	Museum display at castles plus interpretation boards in public realm
Wrecks of Vessels in The Downs & Goodwin Sands	Wrecks	Protected Wrecks	Submerged	Deal Maritime Museum

Asset	Form	Designation & Protection	Accessibility	Interpretation
Sixteenth century huts and tenements on shingle ridge	Archaeology – low survival potential	Conservation Area	Mainly private developed land	None
Seventeenth century town	Historic streetpattern Historic Buildings Archaeology	Listed Building, Conservation Area	Public realm, private properties	Possible interpretation panels
Sixteenth century Navy Yard	Archaeology (location unknown)	Conservation Area	Mainly private developed land	None
1660 storehouses	Archaeology (location unknown)	Conservation Area	Mainly private developed land	None
Seventeenth century naval hospital	?	?	?	?
Seventeenth century conduit & watering wharf	Archaeology (location unknown)	?	?	None
Seventeenth to nineteenth century Navy yard	Archaeology	Conservation Area	Mainly private developed land (Victoria Town)	None
Provisioning and Servicing the Navy and mariners	Historic Buildings, Archaeology, Historic Structures Wrecks Place name evidence	Conservation Area, Listed Buildings	Mainly private developed land	None
Smuggling	Historic Buildings and Structures Archaeology	Conservation Area, Listed Buildings	Mainly private developed land	Deal Maritime Museum & interpretation panels

Asset	Form	Designation & Protection	Accessibility	Interpretation
Eighteenth and nineteenth Century port town	Historic Buildings and Structures Archaeology Street Pattern Public Spaces Street names	Conservation Area, Listed Buildings	Private developed land Public Realm	Interpretation panels
St George's Church	Historic Building	?	Church	Unknown
St Andrew's Church	Historic Building	?	Church	Unknown
Eighteenth and nineteenth century churches and chapels	Historic Building Archaeology	?	Various uses	Unknown
Naval & Military Barracks (see Theme 3.8)	Historic Building Archaeology	Conservation Area, Listed Buildings	Various uses	Royal marines annual commemoration, memorial
Navy Storekeeper's House	?	?	?	?
Royal Signal Tower	Archaeology	Conservation Area,	Site of Time Ball Tower	Time Ball Tower Museum
Time Ball Tower	Historic Building	Conservation Area, Listed Buildings	Museum attraction	Time Ball Tower Museum
Naval Slips	Archaeology (low potential survival)	Conservation Area	?	?
Admiralty House	?	?	?	?
Resort Town	Historic Buildings Historic Structures	Conservation Area Listed Buildings Archaeology	Public realm Hotels Various uses	Unknown Annual Regatta

Asset	Form	Designation & Protection	Accessibility	Interpretation
	Public Realm Archaeology		Piers and promenades	
Deal Pier	Historic structure?		Public Access	Interpretation Panel
Boat building Yards	Historic Building Archaeology	Conservation Area Listed Buildings	Private properties Cross Streets	None
Clay pits	Topographic features	None	Private developed land	None
Lifeboat Stations	Historic buildings	Conservation Area Listed Building	Limited Access	Working lifeboat at Walmer Deal Maritime Museum

Table 2.2 Key Heritage Assets

Statement of Significance

2.57 The remains of the historic port town of Deal, at one time one of the most important naval towns in England are of **outstanding significance**.

Evidential Value

2.58 There is considerable evidence potentially contained within both the buried archaeological record and the fabric of the numerous historic buildings that survive in Deal that can provide a much greater understanding on the origins of the port, the way it and the town developed and the activities that took place in the town to support the anchorage. The remains of the Naval Yard, though likely to have been significantly affected by the development of Victoria Town could provide significant information on the workings of a naval dockyard that grew in prominence during the major conflicts of the eighteenth and nineteenth century. The resource as a whole can provide further evidence on the life of the seventeenth, eighteenth and nineteenth century navy and its people, a period when the navy played a leading role in the fortunes of the nation.

Historical Illustrative Value

2.59 The historic assets of Deal Town illustrate the development of one of the most important naval ports in England. The historic core of Deal, with its three narrow main streets established in the seventeenth century and a considerable number of historic buildings, many of which are Listed, is one of the best preserved towns of the eighteenth and nineteenth century in England. Although much of the naval fabric is

today hidden, the range of buildings that survive illustrate the needs of the navy, their personnel and their families at a time that the navy played a prominent role in the country.

Historical Associative Value

2.60 The growth of Deal has mainly been brought about through its association with the navy at a time of conflict or external threat. The development of the three Henrician castles and their associations is dealt with in a separate paper. The growth of the town through its association with the navy at the time of the Seven Years War and in particular the French and Napoleonic Wars is particularly strong. The presence of the fleet anchorage meant that many of the famous naval personalities of the time would have visited or stayed at Deal including Nelson. This topic generates considerable public interest particularly through the fictional writings of Forester, O Brian, Donachie and others who describe The Downs anchorage in their works on the navy at the time of Nelson.

Aesthetic Value

2.61 The historic core of Deal is characterised by a relatively unaltered, well preserved eighteenth and nineteenth century streetscape. The narrow streets at the core of the town, with the numerous historic buildings which include residences, shops and public houses provide a strong aesthetic value and a sense of a truly historic area. The sea front backed by the historic properties provides a sense of the historic relationship with the anchorage though the naval aspect has been supplanted with the promenades and attempts to develop the leisure use of the sea front from the nineteenth century. The pier allows clear views out to The Downs and back onto the historic town frontage.

Communal Value

2.62 Deal has developed a strong sense of its identity with the naval and military use of the anchorage and its protection by the three castles. The town (including Walmer Castle) has four museums which focus on different aspects of the town's history: Deal Castle concentrates on the events that led to Henry VIII constructing the defences and the castle's subsequent history; Walmer Castle concentrates more on its post Tudor role as a residence for the Lord Wardens; The Deal Maritime and Local History Museums has exhibits of boats, smuggler galleys and model naval ships, presents the history of the Deal and Walmer lifeboats and the local history of the parish; the Timeball Tower museum concentrates on the importance of timekeeping at sea and the function of the building. As well as the museums, Deal has a number of interpretation boards scattered through the town that explain the history of the port and specific sites. A number of buildings include plaques and highlight their dates of construction, all adding to the sense of an historic place and demonstrating local pride in the town's history. The town's historic links with the Royal Marines is celebrated annually when the Royal Marines band return to play to large crowds.

Vulnerabilities

2.63 The historic core of Deal is well protected through its Conservation Area designations, Middle Street in fact being the first Conservation Area designated in Kent. There is some evidence for general decay of the Conservation Areas adjoining Middle Street that are not afforded the additional protection of Article 4(2) Direction (see Theme 13 Conservation Areas).

2.64 Significant redevelopment of the historic core is unlikely but where development is proposed full consideration should be given to the archaeological remains that remain buried there and in particular in key locations such as the Naval Yards, the bulwark forts (see Theme 3.4) and the location of the boat yards and storehouses. Considerable attention should be given to the setting of key sites such as Deal Castle and the Timeball Tower and where possible development should be encouraged to enhance the present setting of key assets and reflect the maritime connections of the town.

2.65 Conversion of buildings could result in the loss of historic fabric including detail that is presently hidden, and of evidence for the historic use of the buildings that may provide an insight to the life of the town at the time of the naval presence.

2.66 The town itself has expanded outwards from Deal Castle, initially northwards and later westwards towards Upper Deal and south towards Walmer. The castles of Sandown and Walmer represent the extent of the historic frontage of the town to the sea and development on the front outside this extent would be out of keeping with the historic development.

2.67 Historic properties within the town, especially those built off the shingle ridge on the former sea valley may be come vulnerable to rising sea levels. The protection of these historic assets should be fully considered as a priority in future flood protection strategies

2.68 The evidence for the early slipways running through the cross streets of the historic core may survive beneath the modern tarmac. Archaeological monitoring of road maintenance and utilities works within the town may enable the original character of the road surfaces to be determined and provide an opportunity for design of the public realm that reflects the former slipway use (for example cobble runners along the street centre where appropriate).

2.69 Development of the Royal Marines barracks has taken place over recent years and sympathetically retained many of the historic buildings and been accompanied by archaeological investigation and historic building recording. Further works on the barracks or other prime features of the historic town should be similarly treated including for the eighteenth and nineteenth century churches and leisure features.

Opportunities

2.70 Deal (and to an extent Walmer) would benefit from a more detailed survey of its historic fabric, documentary sources and review of the archaeological record perhaps in the form that English Heritage have recently carried out at Queenborough on the Isle of Sheppey. This would allow a much more detailed appreciation of the historic assets of the town and identify in particular those that do not have any protection at present and the origins of those that do.

2.71 Such a survey would provide the basis for a review of the Conservation Areas and the impetus for appraisals of those areas that presently do not have them (all bar Middle Street). Consideration should be given to widening the use of Article 4(2) Direction in the Conservation Areas.

2.72 There may be an opportunity to better link the heritage assets within Deal into one coherent story that the various main visitor attractions (Deal Castle, Walmer Castle, Timeball Tower and Maritime Museum) and the public realm, inns and other facilities can all link in to.

Sources Used & Additional Information

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2.3 Dover Harbour

Summary

2.73 Dover contains an exceptional collection of heritage assets that tell the story of cross-Channel travel through the ages. Lying at the shortest crossing point of the Channel and nestling in a break in the formidable White Cliffs Dover has seen maritime vessels plying its waters since prehistoric times. The town contains an unrivalled palimpsest of archaeological and above ground remains that reveal the development and growth of the harbour from a major port of entry in the Roman period to the bustling ferry port of today.

Introduction

2.74 The development of a substantial harbour at Dover is not surprising, given its sheltered position at the tip of south-east England at the closest crossing point of the English Channel. To the west and east of Dover the white cliffs provide an impenetrable barrier preventing easy landing; at Dover however the River Dour has carved a natural break in the cliffs and it is likely that the mouth of the Dour has been used as a safe-haven for sea-going vessels since prehistoric times. The discovery of the Dover Bronze Age boat (of c. 1550 BC) as well as the Langdon Bay Wreck (dated to 1200 – 1000 BC) attest to this early cross-Channel traffic.

2.75 The strategic position that Dover offered for a harbour was not lost on the Romans who established a harbour in the area to the east and north-east of Market Square. The exact extent of this harbour is not fully understood, however archaeological and geoarchaeological evidence suggests that it was likely to have been extensive and equipped with wharfs and a harbour mole/piers. The harbour is suggested to have developed from the Flavian period (second half of the first century AD). The harbour was also a home base for the fleet of the *Classis Britannica* (the Roman fleet for the province of Britannia) and a fort occupied by the fleet is known in Dover. Two lighthouses, one on the eastern side of the harbour (now within Dover Castle) and the other on the Western Heights marked the entrance to the port in Roman times.

2.76 In the late-Roman period and through the early medieval period the Roman harbour was suffering from continual issues of silting. It is possible that some elements of the Roman harbour installations were usable in the earlier Anglo-Saxon period, although archaeological evidence is scant. By the end of the Anglo-Saxon period the former harbour had probably entirely silted up. The precise location and extent of any fixed harbour works in the early medieval period is uncertain. Royal fleets mustered at Dover in the period immediately before the Norman Conquest and it was one of the five original Cinque Ports. It is probable that fixed harbour works at Dover were minimal, with boats being anchored offshore or drawn onto the shingle beach as required. Although there is little surviving in the archaeological record relating to the harbour itself, significant medieval remains (most notably at Townwall Street) have been investigated belonging to the contemporary seafaring settlement. By the later medieval period Dover was seemingly a relatively minor port, suffering from the dual effects of silting and long-shore drift. Problems of silting of the port of Sandwich in the fifteenth century again brought the harbour at Dover to the fore and in the late fifteenth/early sixteenth century a new harbour was established at Archcliffe around a sheltered inlet/pool known locally as the Paradise Pent. A new commercial and residential District, known as the 'Pier District' developed around the harbour and the Wyke.

2.77 To prevent this new harbour at Archcliffe becoming blocked by moving shingle a number of new piers and jetties were constructed at the harbour mouth. It would seem that these new piers altered the tidal depositional patterns in the bay and by the mid sixteenth century a shingle bar had developed across the bay that extended to connect with the foot of the East Cliff and enclosed a strip of tidal water to its rear. The line of this tidal strip is represented by today's Esplanade and Waterloo Crescent. By 1556 the old harbour at the Paradise had been largely blocked and Queen Elizabeth I was petitioned to help restore a harbour at Dover.

2.78 The tract of tidal water sheltered by the newly formed spit created a natural opportunity for revising the harbour arrangement. Provisions were put in place to reinforce this shingle spit and this tract of water still forms the basis of the Inner Harbour (Wellington Dock, Granville Dock and the Inner Tidal Harbour). In the Elizabethan period this tract of water was known as the Great Pent and sluices to

control the flow of the Dour were installed as part of the Elizabethan works. These sluices allowed the waters of the Dour to be used to flush the harbour basin clear of any shingle or silting.

2.79 Although the sluices were somewhat effective, Dover's harbour continued to suffer from shingle blocking its mouth. This problem was finally solved in the mid nineteenth century with the construction of the Admiralty Pier out into deep water. Admiralty Pier was constructed in phases between 1847 and 1893. In 1847 work began on the western arm of the Harbour of Refuge designed by James Walker and commissioned by the Admiralty. By 1851 the pier had reached a sufficient length to solve the problem of shingle in the harbour mouth and cross-Channel steamers were able to berth alongside.

2.80 The South Eastern Railway reached Dover via Folkestone in 1844 and the plans for the pier were altered to provide a station that could deliver passengers and goods directly to the gangplanks of the channel boats. Traffic increased with the arrival of the London, Chatham & Dover Railway line in 1861 which was connected to the pier in 1864. The first phase of the pier was completed in 1854, and the second in 1864, but the third phase was delayed by discussion as how it should finish at the seaward end. It was finally decided that a fort with two powerful 80 ton guns be placed there but it was not until 1880 that the first structure was complete and 1885 before the guns were first fired. It became known as the Admiralty Pier Gun Turret.

2.81 The next major addition at Dover was the Prince of Wales Pier constructed from 1892. Finally in the late nineteenth century the Admiralty approved the construction of a vast harbour of refuge at Dover. The new Outer Harbour was formed by extending and widening Admiralty Pier and the creation of a new Eastern Arm and construction of the Outer Breakwater. This harbour of refuge was completed in 1909 and enclosed an area of some 270 hectares. The Admiralty Harbour played an important military role in both World Wars. The twentieth century also saw a dramatic increase in the amount of civilian traffic passing through the docks. The Western Docks were developed as a major train ferry port. There had been a station at the docks (known as Dover Town Station) since 1844 with services connecting to cross-Channel steamers, however the rail facilities were substantially improved following the construction of the Admiralty Harbour. A new railway station, Dover Marine, was opened on the pier itself and was opened to civilian traffic in 1920 following the cessation of the First World War. A Train Ferry Dock was added to the Western Harbour in 1936.

2.82 The growth of private motoring in the post-war period led to a new source of traffic for Dover in the form of roll on, roll off car, coach and lorry services. The first cross-Channel car service from Dover actually began in the interwar period when a Captain Townsend purchased a former mine sweeper that he converted to carry private cars. Rather than a roll on, roll off arrangement this service relied on cars being lifted by crane onto the vessel. Captain Townsend's service operated out of the eastern dock and it is here that the new roll on, roll off car ferry berths were

constructed in the 1950s. In the 1960s a hoverport was established at the Eastern Docks, but this was moved to the Western Docks by the 1970s when the Eastern Docks were redeveloped and more ferry berths added.

Description of the Heritage Assets

2.83 The **Langdon Bay Wreck** lies just to the east of the Eastern Arm of Dover harbour, some 400 m. from the present coastline. The site of the wreck was identified in the 1970s when members of the Dover Sub-Aqua group found a large number of Bronze Age (1200 to 1000 BC) bronze implements on the sea floor. Nothing of the structure of the vessel is known, but in excess of 400 bronze objects have been found at the site. The bronzes are thought to be of continental origin and are suggested as being the cargo of a sea-going vessel that sank just outside the safety of the Dour Estuary. The Langdon Bay Wreck is a Protected Wreck site.

2.84 The **Dover Bronze Age Boat** was discovered in 1992 some 6 m. below the present ground surface during the construction of a new underpass as part of the A20 improvement project. The boat was discovered in silts within the prehistoric river estuary and comprised most of a partially disassembled vessel. The majority of the boat was lifted in 1992 and is now on display in Dover museum. The remaining portion of the boat (the northern end) remains *in situ*. The Dover Bronze Age Boat has been dated to c. 1550 BC and is one of the most complete vessels of this period.

2.85 Evidence for Roman harbour works has been found at a number of locations within the town. Sealing the Dover Bronze Age Boat were timbers of Roman date. These timbers formed one side of a box-framed harbour wall. Further sections of **Roman harbour wall** (or mole/pier) were found to the north-east in the area of Dolphin Lane in 1855. The Dolphin Lane section was again formed from box-timber section, but was clearly a separate structure to that found overlying the Bronze Age boat. Further evidence for **Roman wharf and quayside** remains have been found on Dolphin Lane where groins, piles and mooring rings were observed in the 1860s, whilst a section of a chalk block quay (supported on wooden piles and planking) and a short length of Jetty were identified on Castle Street in 1956. A further possible section of Roman waterfront has also been identified at Bench Street.

2.86 It is likely that further buried archaeological remains, including waterlogged timbers associated with the Roman harbour and harbour infrastructure will survive across central Dover. The exact extent of the potential harbour is unknown, although it has been suggested it could extend up to Pencester Gardens and potentially as far as Bridge Street. The silts and sediments infilling the Dover harbour may provide further information about the development and subsequent abandonment of the Roman harbour. Rich **geoarchaeological deposits** have been found across the site of the former Dour Estuary.

2.87 The entrance to the Roman harbour was marked by two **Roman lighthouses** (*pharoi*), one on the Western Heights and one on the Eastern Heights (Castle Hill). The Eastern *Pharos* is well preserved, standing to a height of some 13 m. and is the tallest surviving Roman building in Britain. The Western *Pharos* was largely removed

when the nineteenth century fortifications were constructed (although a buried section remains). Both *pharoi* are located within Scheduled Monuments. On the western side of the Roman harbour was the **Fort of the Classis Britannica**. The Fort was constructed from *circa* AD 130 (although there is evidence for an underlying earlier and uncompleted fort dating to the start of the second century) and was home to marines in the second and early third centuries AD.

2.88 The Fort of the *Classis Britannica* is one of the most important Roman forts in the country and is partly designated as a Scheduled Monument. The Fort of the *Classis Britannica* is discussed in more detail in Theme 3.1 as is the third century **Fort of the Saxon Shore**.

2.89 No surviving remains are known of either the Anglo-Saxon or medieval harbours at Dover. No archaeological remains of the subsequent fifteenth/sixteenth century harbour at the Wyke are known to survive either, although buried archaeological remains of the harbour and associated settlement known at the Pier District may survive.

2.90 The layout of the Elizabethan harbour survives with Granville Dock, Wellington Dock, Crosswall Quay and the Inner Tidal Harbour following the approximate outline of the sixteenth century harbour. **Wellington Dock** itself is of early nineteenth century date, with the dock sitting within the area of the Elizabethan 'Great Pent'. Work in lining the Great Pent in stone began in 1832 when the Commercial Quay (originally Pent Quay) section of Wellington Dock was constructed. A second section of stone quay was built in 1833–4. The maritime engineer James Walker completed the lining of the remainder of the Pent in 1844. Wellington Dock is now used as a marina and is a Grade II Listed Structure.

2.91 On Wellington Dock there is a **Crane** manufactured by the Fairburn Engineering Co. of Manchester. The crane was used by the Ordnance depot and is a Scheduled Monument and Grade II Listed Structure. The **Granville Dock** was similarly lined in stone in the 1840s, as was the Inner Tidal Harbour. The demolition of the old Amherst Battery and the excavation of the land upon which it sat allowed the tidal harbour to be doubled in size in 1844. At the same time a new bridge and tidal gates were installed to separate the Inner Tidal harbour from the new basins in the Pent.

2.92 In the 1840s an enquiry and report by a Royal Commission recommended that Dover Harbour be developed to form a 'harbour of refuge' (a sheltered harbour capable of accommodating any naval vessel and accessible in any weather or tide). In 1847 work was commissioned to start construction of this harbour of refuge with the first works being to create a western arm, known as the **Admiralty Pier**. Admiralty Pier was designed by the marine engineer James Walker (also responsible for the Inner Harbour works) and was built by the civilian contractor Henry Lee & Sons. The pier was constructed phases between 1847 and 1872, with the works terminating at the site of the Pier Gun Turret. Admiralty Pier is constructed of granite and concrete and is a Grade II Listed building. The Admiralty Pier was the only element of the

1847 Harbour of Refuge works to be complete. Although the harbour scheme was not completed the construction of the pier, extending out to deep water, finally resolved the issues of silting that had long plagued Dover's Inner Harbour.

2.93 Although the eastern arm of the 1847 Harbour of Refuge was never begun plans were made by the Dover Harbour Board to build a second parallel pier in order to form a smaller commercial harbour. Construction of the eastern arm of the Commercial Harbour was started in 1892 and was completed in 1902. The eastern arm was named **Prince of Wales Pier** and was designed by Sir John Coode and built by the contractors Sir John Jackson Ltd. The Pier was built of a latticework of cast iron girders to its landward end, whilst the seaward end was constructed of stone. The cast iron latticework has been subsequently encased in later concrete and pile additions. The Prince of Wales Pier is a Grade II Listed Building.

2.94 At the end of the nineteenth century plans were again put in place to build a Harbour of Refuge at Dover. These plans were drawn up in 1897 and the harbour was completed in 1909. The new Admiralty Harbour as it became known enclosed an area of some 270 hectares. The Admiralty Harbour was formed by the construction of **Admiralty Pier Extension** (almost doubling the length of the existing Admiralty Pier) a new **Eastern Arm** and the formation of the **Outer Breakwater**. Messrs Coode, Son and Matthews designed the new works and the construction contract was awarded to S Pearson & Son. In order to construct the harbour a large tract of land had to be reclaimed along the shoreline beneath the East Cliff. The construction of the harbour arms and breakwater was a major feat of engineering. The arms and breakwater are constructed from massive concrete blocks (each weighing between 26 and 42 tons each). Before these blocks could be positioned the seabed was prepared and levelled by divers and these massive blocks were lain directly onto the levelled surface from overhead gantry cranes. Above the sea level the works are faced with tooled granite ashlar.

2.95 The massive concrete blocks used in the construction of the Admiralty Harbour were cast in a forming yard on the reclaimed area below the East Cliffs. A light railway line was constructed from the main line at Martin Mill to the cliffs above the new harbour. This railway line was used for the transportation of gravel from quarries at Stonar and other materials for the casting of the concrete blocks. The railway line, known as the **Martin Mill Mineral Railway** would have terminated close to the present National Trust White Cliffs Visitor Centre. Initially materials were simply tipped over the cliff edge, but later a funicular railway was installed to transport materials down the cliff face. The line of the Martin Mill Mineral Railway and the scar of the funicular railway can still be seen.

2.96 The harbour at Dover has been served by rail since 1844 when the South Eastern Railway opened a line to the town from London via Folkestone. The original terminus for the line was originally known simply as Dover, but by 1863 had become **Dover Town Station**. The line provided a connection from the cross-Channel steamer plying from the harbour with the capital. To accommodate passengers wishing to overnight in the town the railway built the **Lord Warden Hotel** adjacent to Dover

Town Station. The Port acquired its second railway station in 1861 when the London Chatham & Dover Railway extended their line from Dover Priory to the harbour. Their new station was known as **Dover Harbour Station**.

2.97 In 1862 the South Eastern Railway extended their line from Dover Town Station onto Admiralty Pier itself, allowing trains to run alongside the vessels docked there. The London Chatham and Dover Railway followed suit and in 1864 opened their connection from Dover Harbour Station to the Admiralty Pier line. A small platform was provided on Admiralty Pier, but this was in an exposed position and open to the elements. The decision was taken in 1909 to reclaim land adjacent to Admiralty Pier for the construction of a large new railway station. The new terminal was named **Dover Marine Station**. The station was near completion at the outbreak of the First World War and was first used for the transport of troops to and from the front. After the cessation of hostilities work on the station was completed and it opened to passengers in 1920.

2.98 Dover Town Station closed to passenger traffic just before the war and Dover Harbour Station was closed in 1927, leaving Dover Marine as the only Station serving the harbour. In 1933 construction work started on a new **Train Ferry Dock** allowing roll-on, roll-off rail services from the port. The train ferry was largely used for freight traffic, but also carried passengers on the famous *Night Ferry* service. By the late twentieth century rail passenger numbers had declined dramatically and Dover Marine Station closed in 1994. No above ground remains of Dover's first station (Dover Town) survive, but there may be surviving buried elements. The grand Lord Warden Hotel survives as offices and is now owned by Dover Harbour Board - it is a Grade II Listed Building. The buildings of Dover Harbour Station survive and are Grade II Listed, the covered train shed and platforms have been removed however. The station at Dover Marine survives, it is no longer connected to the rail network and instead acts as a terminal for cruise liners docking at the port. The former Marine Station is a Grade II Listed Building. The 1936 Train Ferry Dock has been partially in-filled.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
LangdonBay Wreck	Wreck site	Protected Wreck Site	N/A (sub-marine, offshore)	Interpretation panel on seafront
Dover Bronze Age Boat	Buried Archaeology	None	Lifted section of Boat is on display in DoverMuseum	Dover Bronze Age Boat Gallery, Dover museum
Fort of the Classis Britannica	Buried Archaeology	Scheduled Monument (part)	No	?No

Asset	Form	Designation & Protection	Accessibility	Interpretation
Fort of the Saxon Shore	Buried Archaeology	Scheduled Monument (part)	Some remains are visible	?No
Roman Harbour Wall (mole/pier)	Buried Archaeology	None	No	No
Roman quayside/wharfs	Buried Archaeology	None	No	No
Roman Pharos (Dover Castle)	Historic Structure	Scheduled Monument	Managed visitor attraction	English Heritage site
Roman Pharos (Western Heights)	Buried Archaeology	Scheduled Monument	On selected open-days	No
Geoarchaeological deposits within Roman harbour	Buried Archaeology	None	No	No
Medieval harbour and relationship with town wall	Buried Archaeology	None	No	Information panels telling the general story of Dover Harbour are located on the seafront
Wellington Dock	Historic Structure	Listed Building	Yes	General interpretation panel for the harbour
Granville Dock	Historic Structure	No	Yes	General interpretation panel for the harbour
Inner Harbour	Historic Structure	No	Yes	General interpretation panel for the harbour
Admiralty Pier	Historic Structure	Listed Building	No	General interpretation panel for the harbour
Prince of Wales Pier	Historic Structure	Listed Building	Yes	General interpretation panel for the harbour
Admiralty Pier Extension	Historic Structure	Listed Building	No	General interpretation panel for the harbour

Asset	Form	Designation & Protection	Accessibility	Interpretation
Outer Breakwater	Historic Structure	No	No	General interpretation panel for the harbour
Eastern Arm	Historic Structure	No	No	General interpretation panel for the harbour
Dover Town Station	Buried Archaeology	No	No	No
Dover Marine Station (Cruise Liner Terminal)	Historic Building	Listed Building	Cruise Liner Terminal	No
Dover Harbour Station	Historic Building	Listed Building	No	No
Lord Warden Hotel	Historic Building	Listed Building	No	No
Train Ferry Dock	Historic Structure (partially in-filled)	No	No	No
Customs Watch House	Historic Building	Listed Building	No	No
Clock Tower and Lifeboat House	Historic Building	Listed Building	No	No
Crane on Wellington Dock	Historic Structure	Listed Building and Scheduled Monument	Yes	No

Table 2.3 Key Heritage Assets

Statement of Significance

2.99 Dover has played a long-standing and significant role in cross-Channel trade and the defence of the realm. It is for this reason that Dover Castle has long been known as the 'lock and key of the kingdom', but the same could be said of the town and its harbour. The discovery of a remarkable sewn plank boat and the site of a wreck, both of Bronze Age date, suggest that the safe haven of Dover has provided shelter to boats for over three and a half thousand years. The strategic importance of Dover was also recognised by the Romans who established a major naval base here. The archaeological and built environment of Dover demonstrates the significance of the harbour, where rich remains charting the development of the port and harbour have been recorded. Overall the port and harbour at Dover is considered to be of **outstanding significance**.

Evidential Value

2.100 Archaeological evidence from the centre of modern-day Dover suggest that there are likely to be significant surviving buried remains which could provide vital knowledge on the use of Dover for harbouring and shelter of vessels in the prehistoric and Roman periods. We know relatively little of the harbour installations of the Anglo-Saxon or medieval periods, but again buried archaeological remains could provide vital information to improve our knowledge of the town in these periods. For the post-medieval and modern periods we have better documentary evidence, both written accounts and maps to inform our understanding of the place. That being said archaeological remains (both above and below ground) could still provide vital information to inform our understanding of the more recent development as well as to provide evidence for the working and living conditions of those working and utilising the harbour.

Historical Value

2.101 The port of Dover has many strong historical associations. Its archaeology and heritage illustrate many key events at a national level, from the Roman control of Britain to the arrival of the railway age and the birth of cross-Channel leisure traffic. A string of monarchs and notable marine engineers have shaped the development of the harbour. In more recent times the harbour has played a key role in a number of conflicts, including two World Wars.

Aesthetic Value

2.102 Dover has developed into a substantial modern port. It is one of Europe's largest passenger ports, with in excess of fourteen million travellers passing through the harbour each year. The modern expansion of the port has had an impact on the site's aesthetic value. Nevertheless areas such as Wellington Dock and Granville Dock (currently used as a marina) have a distinct character and the historic environment makes a major contribution to the aesthetic value and character of the place. The port's position nestled in a natural break in the White Cliffs is iconic and the approach to the port from the sea provides a strong visual reminder of the impenetrability of the cliffs. It is the visual impact of this approach that users of the port often remember.

Communal Value

2.103 The port of Dover is a key part of the town and the local community's identity. The historic association of the Castle, town and port as the gateway to England provides a strong identity to the local community. Archaeological evidence such as the Dover Bronze Age boat helps to re-enforce the historical connections between Dover and the continent and are a communal reminder of the important role that Dover has played in cross-Channel trade for over three millennia.

Vulnerabilities

2.104 Archaeological remains and geoarchaeological deposits associated with the prehistoric use of the River Dour as well as the Roman and medieval harbouring at Dover is potentially susceptible to all forms of development and this needs to be carefully managed to avoid harm to the significance of these assets. It is likely that exceptionally rich and well-preserved remains underlie the town and that these would include waterlogged deposits. In addition to direct physical impacts such waterlogged deposits would be susceptible to harm through changes to the local hydrology.

2.105 The post-medieval and modern harbours in the town remain in active use and this brings its own challenges. The working harbour includes a wide range of historic assets that tell the story of the ports development. Some of these assets, particularly the harbour defences, do not have a current use and are not publicly accessible. These assets, which are located in a particularly exposed location, are vulnerable to weathering, neglect and decay.

2.106 The historic harbour works of the Western Harbour are particularly vulnerable to any major port development. In its current form it is possible to read and appreciate the development of the Western Harbour from the Elizabethan harbour focussed on the 'Great Pent' to the large modern harbour we see today. This palimpsest of harbour works from the Elizabethan period to the modern day is a key element of the historic significance of the harbour. There are pressures on key assets of the Western Docks associated with harbour extension proposals, such development could cause substantial harm from its impact on the historic integrity and character of historic core of the harbour.

Opportunities

2.107 The port of Dover will play a key role in the economic future of the District. It is important however that in addition to securing the economic future of the port, opportunity is taken to celebrate the role that the harbour has played in shaping the town. The historic assets in the harbour make a positive contribution to the character of the area and add interest to the working port.

2.108 The harbour area includes a number of significant heritage assets, including a number of Listed Buildings and Scheduled Monuments. Consideration should be given to linking the historic assets within the harbour to provide an integrated story that charts the development of the harbour. Opening up access to those assets, which are currently hidden or inaccessible, would allow the significance of the harbour to be better appreciated.

2.109 One of the key aims for Dover should be to make the town a destination in its own right, rather than simply a place that visitors pass through. Celebrating and promoting the heritage of the town should form a key part of this process. Properly developed the heritage of the harbour area can reinforce Dover's role as an interface between the UK and continental Europe with corresponding economic and social benefits.

Sources Used & Additional Information

Clarke, P. (ed.), 2004a: *The Dover Bronze Age Boat*. London: English Heritage.

Williams, J. (ed.) 2008: *The Archaeology of Kent to AD 800*. Woodbridge: The Boydell Press.

The Dover – Lock and Key of the Kingdom website available at <http://www.dover-kent.co.uk/>

The National Heritage List for England available at <http://list.english-heritage.org.uk>

3 Invasion & Defence

3.1 Roman Gateway

Summary

3.1 Roman remains can be seen in many places across the country, but it is only in Dover District that the complete story of Roman Britain can be experienced; from the first expeditions of Caesar in 55 BC to the withdrawal of the last vestiges of Roman administration in *circa* AD 410. It is not surprising then that the District contains some of the country's finest Roman remains, from outstanding buried archaeology, to the tallest upstanding Roman building surviving in Britain.

Introduction

Caesar's Expeditions of 55 and 54 BC

3.2 The growing influence and expansion of Rome arrived on the doorstep of Kent in the first century BC. Trading contact between Britain and the continent and in particular Gaul was well established. East Kent with its natural anchorages and harbours in the Wantsum and Dover would have been particularly important in receiving this trade.

3.3 Claiming that the Britons had supported the Gauls against him in his conquest of that country, Caesar made preparations for expeditions to Britain. In the late summer of 55 BC he left Boulogne with a force of two legions arriving initially off *DVBRIS* (Dover) intent on landing within that natural harbour. Seeing the massed forces of the Britons on the overlooking cliffs, the Roman expedition diverted to an open beach on the east coast of Kent, generally thought to be around Deal or Walmer.

3.4 Caesar's landing was opposed by the Britons but they were eventually driven back, a camp established at the beachhead and ambassadors and hostages received. The British weather and tides then took a hand, storms preventing the landing of Caesar's supporting cavalry and wrecking their beached fleet. The Britons renewed their attack on the Roman camp but were eventually driven off once again. Caesar realised he could not hold out over winter and with his fleet repaired as best he could, he returned to Gaul.

3.5 The next year Caesar returned better prepared with a force of five legions supported by cavalry. He landed in the same region as before, this time unopposed and marched inland to defeat the Britons in the Canterbury area. A storm again wrecked part of Caesar's fleet and he was forced to march back to the coast and set about their repair, beaching the ships and building a fortified camp to protect the work. Caesar returned to his campaign, defeating the massed Britons again near Canterbury and pursued them to the north banks of the Thames. Despite a diversionary attack on his beach head, Caesar defeated and forced the surrender of Cassivellaunus the Briton leader and accepted hostages and promise of tribute. He returned to Gaul with his entire army.

The Claudian Invasion of AD 43

3.6 Following Caesar's campaigns, Britain enjoyed diplomatic and trading links with Rome, with tribute and hostages ensuring no direct military action. By AD 43 the political situation was in ferment and Claudius mounted an invasion, seemingly, to restore Verica, an exiled king of the Atrebates. Four legions and a similar number of auxiliaries under Aulus Plautius crossed the channel to begin the conquest of Britain.

3.7 There is much debate about where the invasion force landed. Richborough (Roman *RVTVPPIAE*) with the sheltered anchorage of the Wantsum Sea Channel is generally thought to be the location though alternative scenarios have proposed a site on the Solent. The case for Richborough as the prime site of the invasion is strong, though given the size of the force assembled multiple locations are possible. Factors in Richborough's favour were the ease of the sea crossing from Gaul, the presence of the Wantsum anchorage, the subsequent development of a major entry port and its celebratory monument and the archaeological evidence. Excavations at the site have recorded a double ditch and bank of Claudian date, which is considered to be a beachhead defence.

3.8 Plautius and his legions marched inland to meet and defeat the British forces at a river crossing thought to be the Medway. The Britons were pushed back and pursued across the Thames before Claudius himself arrived for the final push on the *Catuvellauni* capital of *CAMVLODVNVM* (Colchester) and the surrender of the British in the south-east.

The Gateway to the Province

3.9 The subsequent centuries, as Britain came mostly under Roman rule, saw the growth of Richborough (*RVTVPPIAE*) and Dover (*PORTVS DVBRIS*) as the major ports of entry to the province at the coastal end of the Roman road network that extended into London (*LONDINIVM*) and the province.

Richborough

3.10 Richborough, initially an important supply base for the conquest, saw the development of streets and timber buildings on the site of the early beachhead and the construction of a possible *mansio*, a hostel to provide bed and board to those on imperial business. A great monument, a quadrifons arch, was constructed by Domitian around AD 85, probably to celebrate the completion of the conquest of the island by Agricola. Its construction coincided with a boom through the second century as stone buildings were constructed, roads re-laid and the port and its associated settlement (*vicus*) flourished.

3.11 The port declined in the third century possibly due to competition from other ports such as Dover. The military increased their presence and fortified the monumental arch, possibly taking advantage of its height as a look out. The monument was eventually levelled to make way for a Saxon Shore Fort built by the end of the

third century and which continued into use as a base for the *Legio II Augusta* until their withdrawal to Gaul in AD 406. Coin evidence shows that Richborough was one of the last places in Britain to be supplied with Roman coinage.

Dover

3.12 The town and port of Dover owes its existence to the River Dour in whose valley it lies. The Dour originally a small chalk stream emerging from the North Downs has over time cut a steep sided valley through the chalk bedrock to emerge on the south coast of the District as the only significant breach in the world famous white chalk cliffs, strategically located at the narrowest point of the present English Channel. The mouth of the river, sheltered beneath the high valley sides would have provided a safe haven for boats and ships in the Channel. Its proximity to the continent would have been significant for its prominence in cross-Channel travel and international exchange from earliest times and the discovery of the Dover Bronze Age Boat in the early sediments of the river and the Langdon Wreck outside the river mouth underline this. While there is evidence of prehistoric activity and some occupation in the Dour valley, the first substantial evidence comes in the Iron Age with occupation deposits reported from Castle Hill and the town centre. There is suggestion that a hillfort lay on Castle Hill but this has so far not been proven.

3.13 The Romans took advantage of the sheltered estuary to create their important port of *Dubris* one of the most important entry points to the Province and a base of the *Classis Britannica*, the Roman naval fleet based in the Channel. Extensive archaeological work, primarily by Brian Philp and the Kent Archaeological Rescue Unit has provided much information on the development of the Roman harbour, *vicus* (extramural settlement) and the fortifications at Dover though the matter is complex and a great deal more remains to be learnt about Roman Dover.

3.14 Little is known about the Roman use of the Dour estuary until the second half of the first century AD when a Roman settlement seems to have been established on the western bank and a harbour established, probably in the latter part of the first century. The impetus for the development of a port at Dover may have been the presence of the Roman port at Boulogne which lay on the opposite side of the channel and provided an easy link between the new province and the continent.

3.15 Early in the second century, possibly around AD 117 a fort was constructed on the west bank of the Dour. Consisting of a wall and at least three barrack blocks, the fort appears to have not been completed before a new fort was started on the site around AD 130. This new fort, which extended over an area of about 1.05 hectares, suggesting a substantial military presence, lasted until around the early part of the third century. Association with tiles stamped *Classis Britannica* has been taken as evidence that the fort served as a fleet base. While large, it may not have been of sufficient size to be the principle base of the Roman fleet which is thought to be at Boulogne, but was certainly an important base and possibly started as a supply base to replace that at Richborough.

3.16 The settlement extended around the fort to cover an area of approximately 5 hectares and included buildings of considerable quality. A large bathhouse, constructed around AD 140-160, serving the military and civilian populations of Dover has been found to the north of the fort. Immediately north of the baths a complex of buildings includes exceptionally well-preserved painted wall murals interpreted as the remains of a *mansio*. These remains have been saved and are on display as the famous Dover 'Painted House'.

3.17 The harbour itself lay within the mouth of the Dour estuary. Harbour works included a substantial mole, which while protecting the sheltering vessels from the channel elements, probably also accelerated sedimentation of the estuary. Successive waterfronts have been found on the western side of the harbour that illustrate the subsequent narrowing of the estuary and reclamation of land at the edges for development of the town and forts. A pair of lighthouses was constructed atop the hills flanking either side of the harbour entrance to guide ships into the estuary and perhaps to also serve as watchtowers. The presence of these demonstrates the importance of Dover as a port of entry to the Romans.

3.18 The fort of the *Classis Britannica* was abandoned in the early third century and left to decay or perhaps demolished. The excavator of the fort, Brian Philp has suggested that the reason for abandonment was the moving of the fleet to campaign in the north of the province. The 'Painted House' continued in use until it was abandoned to make way for a new fort around AD 250 to AD 270 built as one of a chain of defences to protect the coast from raiders crossing the North Sea. The Saxon Shore Fort, covering an area of at least 1.5 hectares, was substantially larger and offset from the old *Classis Britannica* fort. The 'Painted House', partially demolished was buried beneath the western ramparts of the fort and the military bathhouse was encompassed and used within the fort. The Shore Fort is mentioned in the fifth century AD military list, the *Notitia Dignitatum*, as being occupied by Tungreanian troops (from Tongres).

The Roman Landscape

3.19 Following the Roman invasion and establishment of the new province, the Roman administration of Kent imposed an administrative territory known as the *civitas Cantiacorum* centred at an important pre-Roman centre for the *Cantiaci* tribes at Canterbury. The ensuing period of Roman rule, lasting nearly 400 years saw some transformation of the geography of East Kent as the connections between the empire and the new province developed.

Communications

3.20 Whereas communication networks before the coming of the Roman's had been inward looking and connecting locally from settlement to settlement, the need to connect with the wider infrastructure of the empire and the province brought with it the development of a major network of roads. The first major road, developed soon after the invasion at the behest of the military would have been from Richborough to Canterbury and then on to the crossing of the Thames at London. Later the road

from Dover to Canterbury developed, the *civitas capital* acting as a hub for the network in Kent. Other roads developed linking Dover with Richborough and Dover with *Portus Lemanis* (Lympne) to the west. Other lesser routes have been inferred from the presence of land boundaries, Roman and Saxon cemeteries which often focused on the principal roads and the distribution of settlement sites. The development of the road network in Dover District is discussed in more detail in the accompanying paper Theme 4.1 Ancient Roads, Routes and Lanes. The routes from Richborough and Dover to Canterbury are listed in the second century Antonine Itinerary.

The countryside

3.21 The pre-Roman Iron Age saw a substantial increase in the population dispersed across the landscape. By the time of the Roman invasion much of the best farming land was probably under cultivation. The arrival of the Romans had little effect on the farming practices of the native populations, some land may have transferred into the ownership of the incoming foreigners but the majority of the land was farmed by the native population from farmsteads as they had before the arrival of the Romans. Examination of the location of Roman finds in the Historic Environment Record illustrates concentrations on the chalk downlands and coastal areas of the District suggesting widespread use of that landscape. Recent research of the Lydden Valley, north of Deal has however indicated that reclamation of the salt marshes of the valley for grazing marsh was in progress during the Roman period demonstrating the need and pressure for additional land to farm.

3.22 The wealthiest landowners became the elite in the administration of the *civitas*. A demonstration of their prestige, wealth and willingness to embrace the new cultures of Roman Britain was the development of villas, more substantial buildings than the round houses that were previously available to them. These new buildings constructed wholly or in part in masonry varied greatly in size from the more luxurious residence complete with a bath house to something that was no more than a modest farm house. Many of the villas were constructed on established Iron Age sites and elsewhere in the county evidence for continual occupation from the Iron Age has been noted. In East Kent, the distribution of villas is sparse compared to West Kent, probably due to a preference for the elite to live in Canterbury and the two ports rather than countryside. Within Dover District five possible villas have been identified at Wingham, Sholden, Sandwich, Walmer and Ash. The latter has only recently been identified from aerial photography and it is likely that more villa sites will be found in the District in future. The Wingham Villa is particularly important, as its closeness to Canterbury and the presence of an early mosaic in the bath house suggests it is likely to have belonged to one of the early elite in the *civitas*.

3.23 By the second century Kent saw the development of small rural settlements alongside the road network. Several clusters of Roman finds can be seen focused on or close to the road network of the District. On the Dover to Richborough road an example of a Roman-British settlement which has been the subject of some limited recent fieldwork can be found at Hillcross Farm to the north of Eastry, strategically located at a point where several Roman roads intersect. Another settlement site that lies south along the same road at Maydensole Farm is a clear demonstration through

the cropmark and finds evidence of an Iron Age settlement that has been bisected by the main Roman road but continues on as a Romano-British settlement. Other areas of Roman rural settlement can be found at Preston, Elmstone, Deerson Farm and Each End which all lie close to the Wantsum and the Richborough – Canterbury route, a settlement at Worth which focuses on a major Iron Age settlement and a Romano-Celtic temple. On the east coast of the District evidence of a settlement found on the extending Deal spit at Dickson's Corner demonstrates something of the population and land pressure in the rural Roman landscape.

3.24 Other than the general farming economy there is little evidence for specific industries developing in the District. Recent fieldwork at Mill Cottage near Nonington identified specialist farming in the form of the cultivation and malting of spelt wheat, probably on an industrial scale and possibly serving the nearby towns. The Roman appetite for seafood probably meant fishing was a significant occupation on the coastline and Richborough was famous in the Roman world for its oysters, even being referred to by Juvenal in his Satires of the second century. Salt production was likely to have also been an important occupation in the marginal lands of the Lydden valley and the Wantsum Channel. Although not in the District there is evidence of Roman salt working at the northern end of the Wantsum Channel and there is no reason why such industry would not have been prevalent at the Richborough end. A pottery kiln has been recorded at Deerson Farm near Wingham though this is by no means indication of anything more than local production.

Burial and worship

3.25 Roman burial sites have been found in a number of locations around the District although no single major cemetery has been excavated to date. A mixture of inhumation and cremation burials have been excavated around Mill Hill Deal, a cremation cemetery at Deal and burials at Northbourne, Betteshanger, Dover, Walmer Place and Hillcross Farm are included amongst the identified sites. Roman burial sites normally sprung up alongside road and trackways and their locations combined with the evidence of Saxon burials provide a good indication of the former routes.

3.26 Sites of ritual and worship are less commonplace. A major Romano-Celtic temple has been found at Worth located on a raised ridge overlooking the Lydden sea valley and the southern approach to the eastern mouth of the Wantsum Channel. Two temples were excavated at Richborough in the 1920s. Domestic worship is evident in the archaeological record. An altar belonging to the governor's transport officer has been found in Dover and a ritual shaft was discovered at Hammill Brickworks near Woodnesborough. A second ritual shaft has been examined at Mill Hill in Deal. The Mill Hill shaft is described as being 'boot-shaped' and was partially backfilled with Romano-British domestic waste sometime in the late first or early second century AD. Within the shaft a chalk statuette and small niche suggested a 'ritual' use, perhaps of Celtic origin, for the shaft. Also found in the Mill Hill area of Deal was a black pottery head of a statuette of Hercules, perhaps a religious object of domestic origin.

The end of the Romans

3.27 It is difficult to fully understand the last decades of direct Roman rule in Britain and the effect that withdrawal from the province had on its population. The reasons for the progressive withdrawal of the military to deal with matters closer to Rome is well documented and does not necessarily signal an abrupt end to the influence of the Roman umbrella. Many sites across Kent have shown a gradual decline or even abandonment during the third century though the *civitas capital* at Canterbury seems to have declined during the second half of the fourth century. It is likely that there was general widespread but gradual decline during the latter half of the fourth century with piecemeal decay of the Roman infrastructure. Certainly trade networks still existed as can be seen in the pottery evidence for this period and local manufacture was also in decline.

3.28 East Kent and in particular Richborough played a significant role in the final years of the Roman province. There is some evidence from stamped ingots and other finds that officialdom gathered in the eastern part of the county in the late fourth century. A late church has been excavated in the north-west corner of the fort and recent investigations have shown some expansion of the vicus in the fourth century. The fort at Richborough was one of the last Roman bases in Britain to have its garrison removed and it was also the place where direct contact was re-established with Rome in AD 597 with the landing of a Christian mission sent by Pope Gregory I and led by St Augustine. Most of classical society disappeared from the region in the intervening years though many Roman buildings survived and were in places reused by the re-established church.

Description of the Heritage Assets

3.29 Unsurprisingly, given the key role that the area had through the whole period of Roman invasion, rule and abandonment of Britain, Dover District has an incredibly rich resource of assets of the period. As well as buried archaeological remains which are widespread across the District, standing remains of the Saxon Shore Forts at Richborough and Dover, the towering Pharos on Castle Hill, Dover and the earthworks of the amphitheatre at Richborough are all impressive and visible remains of the Roman presence. At a landscape level remains of the former Wantsum Channel and the Lydden Sea Valley can be clearly discerned as historic features and many of the major roads in the District owe their origins to the network established by the Romans.

Caesar's Expeditions of 55 and 54 BC

3.30 Evidence for the expeditions by Caesar has to date been elusive but is likely to survive in the buried archaeological resource. The archaeological evidence may potentially include the remains of the beach-head camps, the naval repair camp, temporary fortifications away from the beach head camps and possibly the wrecks of the vessels lost in the storms during both campaigns. The late Iron Age archaeology of the District contains evidence of contact with the Roman Empire.

The Claudian Invasion of AD 43

3.31 The Claudian campaign is slightly better evidenced in the District's assets. The main feature is the partially excavated pair of ditches considered to be the defences of the **beach head at Richborough**. These survive as excavated features on display within the area of the fort at Richborough and run into adjacent farmland to the north and south of the fort, their presence as archaeological remains having been confirmed through aerial photography and geophysical survey. The remains fall within the protection of the Richborough Scheduled Monument. There are no other remains presently attributable to the invasion known in the District, however there is a high potential for evidence to be present amongst the archaeological assets of the District, in particular those on the Richborough site and in its surroundings.

Richborough

3.32 The important Roman port of entry at Richborough lies on an elevated island of land that was once surrounded by the waters and marginal marshlands of the former Wantsum Channel. The port lies on the south side of the eastern mouth of the channel which was an important navigable waterway during the Roman period. The island is approximately one square kilometre in size and the ports, fort and vicus at Richborough appear to be focused on the eastern half of it facing the eastern approach to the channel and its anchorage. The site of Richborough is an important heritage visitor attraction managed by English Heritage. The visitor site, which focuses on the area of the Shore Fort and the location of excavations in the early twentieth century, is set amongst mainly arable land. The majority of the known Roman remains are afforded the protection as a Scheduled Monument that covers an area of over 41 hectares.

3.33 Richborough was the subject of major excavations in the 1920s mainly by J P Bushe Fox. Focused on the area of the Shore Fort these excavations have provided a good understanding of the development of this part of Richborough and many of the principle features discovered by Bushe Fox are set out within the English Heritage site. Less is known of the areas surrounding the Shore Fort, though in the last decade a programme of geophysical survey, study of aerial photographs and limited excavation and geoarchaeological investigation has greatly added to our understanding of the wider site.

3.34 The main visitor site includes several of the principle known monuments at Richborough. The remains of the **first century supply base** were found during the 1920s excavations and probably extended outside the area that was investigated. These remains included a series of storage buildings arranged alongside the principle road out of Richborough towards Canterbury and London. The foundations of one of the buildings are on display within the Richborough site. Likewise the remains of the possible ***mansio*** were also excavated and the foundations are still visible on the site.

3.35 The remains of a platform, upon which Domitian's great celebratory **quadrifons arch** stood, was found at the core of the site. The arch, clad in Italian Carrara marble stood to around 25 metres high and overlooked the sea approach to the port. The arch spanned the eastern end of the principle road out of the port to Canterbury and London and acted as a symbolic gateway to the Roman province.

3.36 The **fortification of the arch** in the early third century is illustrated by the excavated ditches that surrounded it. These ditches are still on display within the English Heritage site. The most conspicuous remains at Richborough are the massive flint walls of the **Saxon Shore Fort**. These survive on the three sides of the fort but the eastern side collapsed in antiquity and rolled down slope to lie on the shoreline of the Wantsum where they can be seen today.

3.37 Away from the fortifications can be found the earthwork remains of the substantial **amphitheatre**. This lay in the south west of the port town and geophysical survey has shown that an area of the *vicus* was cleared to allow its construction. Curiously the geophysical survey also highlighted the presence of what appear to be two large towers incorporated into the amphitheatre construction. Their purpose is presently unknown as, save for limited investigation in the nineteenth century; the amphitheatre remains have yet to be investigated.

3.38 The geophysical survey and aerial photograph transcription carried out by English Heritage in 2001 provided astonishing results. The surveys showed that beneath the arable fields lie the streets and buildings of an **extensive town** surrounding the Saxon Shore Fort. Behind the street frontages could also be seen a complex pattern of enclosures, some of which are likely to relate to field systems on Richborough island that predate the arrival of the Romans. Within the settlement previous excavations have demonstrated the presence of at least two **Romano-Celtic temples**, cemeteries, ovens and stone built buildings.

3.39 Richborough commands an elevated position with, originally, distant views out over the former Wantsum Channel across to the Isle of Thanet in the north and over the Stonar Bank to the east. While some of the distant views to the north survive relatively intact, the eastern view is dominated by the development of the Pfizer site in the near and mid distance, impacting on the setting of the site.

The Wantsum Channel

3.40 Although completely silted up the Wantsum Channel is discernable today as a considerable historic landscape feature. The pattern of drainage channels and earthworks enclosing prime arable farmland, threaded through by the River Stour distinguish the area of the former channel. Only at its eastern end, has development degraded the historic landscape.

3.41 The sediments of the Wantsum Channel itself survive up to 12 m. in depth and are likely to contain important evidence of the early geomorphology of the Channel, its landform and the environmental history of the area during Roman times. Important information on the form of the navigation route, the sea approach to the

Roman port and the use of the Wantsum as a Roman anchorage are likely to be present. The evolution of the Stonar shingle bank will be key in understanding the nature of the approach to Richborough and evidence contained within the bank concerning the chronology of its formation is important. The potential for wrecks within the former channel is good; a possible wreck on the eastern side of Stonar Bank was reported during historic shingle excavations.

Dover

3.42 Dover contains an impressive range of Roman remains. Much of the resource survives as buried archaeology, in places at up to six metres deep beneath the present surface level. The Roman archaeology of the town was the subject of a campaign of major rescue excavations in the 1970s led by Brian Philp of the Kent Archaeological Rescue Unit. Discoveries during this campaign included the discovery of the *Classis Britannica* fort, the Saxon Shore Fort, the Bath House and the 'Painted House'. Other investigations in the town centre have included the discovery of the wharfs and harbour mole.

3.43 The evidence for the **earliest settlement** by the Romans on the western bank of the Dour and accompanying harbour is entirely contained within the archaeological record of the town and may have been severely affected by the subsequent development of the Roman and later town. Excavated evidence is confined to a number of shallow ditches dated to the second half of the first century.

3.44 The first **fort of the *Classis Britannica*** was partially excavated by Philp in the 1970s in advance of the construction of York Street and adjacent properties. He found the foundations of the wall of the fort, an external building and three barrack blocks. The second, and more substantial, fort of the *Classis Britannica* was found to encompass the former which it replaced. About two thirds of the fort have been excavated and include the defensive walls and a flanking ditch, gatehouses, granaries, metalled roads, an aqueduct, drainage and a latrine. The remains of the *Classis Britannica* fort survive as buried archaeological remains on either side of York Street. The remains include a section that has been encased by concrete to ensure its preservation in the basement of Albany House. Only part of the fort, an area at Albany Place, is designated as a Scheduled Monument.

3.45 Archaeological investigation has established that the **extramural settlement** covered an area of around five hectares. It spreads northwards to at least as far as St Mary's Church where a substantial building with hypocaust was identified in the eighteenth century. To the south the settlement extended at least as far as Adrian Street where another building with plastered walls and opus signinum floor has been recorded.

3.46 Within the extramural settlement, excavations on the **Painted House** site identified a sequence of structures that demonstrated that extramural building began at the time of the first fort and evolved into ever more complex and sophisticated arrangements. By AD 200 an east west range of painted rooms with underfloor and wall heating was built. Interpreted as a *mansio* (hotel or inn for travellers) this building

was in part left preserved beneath the earthworks of a later fort and the surviving remains are consequently of exceptional quality. The remains have subsequently been saved from development works and are on display within a covered museum building built and run by the team that excavated the site. The 'Painted House' is partially designated a Scheduled Monument.

3.47 The remains of the large military **bathhouse** found to the north of the fort included hot, cold and tepid rooms, a furnace, plunge baths, tanks and drains. Full details of the bath house excavations remain to be published. The site remains as a buried asset and is a Scheduled Monument.

3.48 The remains of the **Roman harbour** lie buried in places at considerable depth beneath the present town. Evidence of the harbour includes the remains of the successive wharves built as the estuary narrowed and the remains of wharfside installations, buildings and activities are all likely to survive. Within the centre of the harbour the substantial timber mole (sea wall), found during the construction of a gas-holder in 1855 on the site of the recently demolished bus depot, survives at more than six metres below the present ground level. Within the harbour and estuary silts evidence of the maritime trade and vessels that used the harbour is likely to be present including potential hulks and wrecks. The silts themselves may contain important evidence on the processes (natural and human) that influenced the use and form of the harbour.

3.49 Overlooking the harbour on the western and eastern heights flanking the harbour were two *pharoi* (lighthouses). The two *pharoi* are the only such examples known with any certainty in Roman Britain. There is some speculation that the towers on the amphitheatre site at Richborough may have had a similar purpose. The two *pharoi* were designed to overlook the harbour and it seems likely, though has not been confirmed that they were contemporary and intended to guide ships between them. Their exact date of construction has not been established but it seems likely they would have been associated with the *Classis Britannica* presence at Dover.

3.50 The **Western Pharos** has been demolished to its foundations, which survive and are visible within the walls of the officer's quarters of the Drop Redoubt at the Western Heights. A displaced piece of the foundations has been used to mark the site and is placed on top of the quarters. This lump of masonry has since its discovery in the seventeenth century been known as the 'Brendenstone' or 'The Devil's Drop of Mortar' from which the Drop Redoubt takes its name.

3.51 The **Eastern Pharos** still stands to an impressive height today within the grounds of Dover Castle. At 13 m. tall the ashlar built *pharos* at Dover is the tallest surviving Roman building in this country. Externally the building is octagonal in section although square internally and was built in stepped stages to an estimated height of around 25 m. originally. A fire platform or chamber would have provided the light on the top of the *pharos* though this has not survived. The tower was later adapted as a bell tower for the nearby church of St Mary in Castro. Both *pharoi* are protected as elements of Scheduled Monuments and the *Eastern Pharos* additionally as a Listed Building.

3.52 The **Saxon Shore Fort**, constructed around the middle of the third century covered an area of around 1.5 hectares encompassing the north eastern corner of the former *Classis Britannica* fort, reclaimed land to the east of the original waterfront and areas of the extramural settlement including the military baths and the 'Painted House'. The new fort was trapezoidal in shape; while the western and southern defences have been largely proven by excavation the north and east sides remain conjectural though their alignment is suggested by large pieces of masonry found during past building works.

3.53 The walls of the fort are some 2.5 m. thick and buried portions survive to a height of up to 3 m. in places. The defences had massive bastions placed at the corners of the fort and at intervals along each wall. A rampart bank of rubble and clay was heaped against the internal face of the defensive wall and a 12 m. wide, 3 m. deep ditch lay outside the walls. The internal part of the fort included a substantial terrace to create a level surface for the structures within the fort. These included timber built barracks and huts, metalled internal roads, postern gate and footbridge and the earlier bathhouse. Today much of the fort remains buried beneath York Street and numerous properties to east. Only one small section of the southern wall of the Shore Fort is specifically protected as a Scheduled Monument (though three other Scheduled Monuments also lie within the fort – the 'Painted House', the bathhouse and the priory of St Martin). A bastion can be seen, though with limited access, in the grounds of the Dover Discovery Centre. Exposed Roman archaeological deposits are also visible within the Discovery Centre building and within the Roman 'Painted House'.

Communications

3.54 Tracing the **Roman road network** in the District can be a challenge. In places the major roads can be clearly seen running straight across the landscape and being followed by roads today. The clearest example of this being the road running northwards from Dover through the countryside towards Richborough. Other roads are less clear and have been traced in places through cropmark evidence on aerial photographs, through the presence of historic landscape features such as boundaries, tracks and hedges which delineate the route and through careful examination of the distribution of the Roman and Saxon archaeological evidence and in particular the location of cemeteries which often flanked roads.

3.55 The **Richborough to Canterbury** Roman road has been difficult to trace. The start of the Road at Richborough can be clearly seen and is picked up in part by Castle Road. Heading west off Richborough island, probably via a causeway or ford, the road is considered to turn south west towards Cooper Street and then directly towards Canterbury via Cop Street, Hoaden and Walmestone. The straight road, part of the A257 between Shatterling and Wingham is erroneously referred to as the Roman road.

3.56 The **Dover to Richborough** Roman road can be clearly traced from north of Dover to as far north as Woodnesborough. The road which runs straight over this part of its route is largely followed by the local road network though some parts at

Betteshanger, Great Napchester Farm and Buckland are not. The route through Dover from the Roman centre is not fully evidenced. At Woodnesbrough the road is considered to split with a north-east branch to Sandwich and a north-west branch to Ash and on to meet the Richborough to Canterbury road on the western edge of the District. The full road system in this area needs a detailed study to establish the routes to Richborough but routes from Ash to Cooper Street and another through Each End Ash are considered as likely to link to the Roman port. The **Each End** route has been partially confirmed through excavation works on the Ash bypass, which found a metalled road heading in the direction of Richborough. The road likely took advantage of a natural promontory into the marshland and a series of raised islands to link with a road seen to run south westward from the fort and which has recently been partially excavated during pipeline works on the island at Richborough. The complexity of the road network in the area is probably a reflection of the complexity of the Roman landscape at the mouth of the Wantsum Channel, the marginal nature of the land and the natural processes at work in the area. As shingle rendered areas of the channel un-navigable the consequent impact on any adjacent small wharfs and settlements that were served would possibly have impacted on the road network. It is also possible that areas of the approach roads to Richborough that lie on the low-lying marginal areas would have been less usable during winter months. It is therefore likely that the Roman road network in the north of the District altered and evolved through the Roman period.

3.57 The date of the Richborough to Dover road is not known and the route isn't referred to in the second century Antonine Itinerary although that would be unlikely as the Itinerary dealt with routes into the province from the coastal ports. The route would certainly have been in place by the time of the construction of the Shore Forts and formed an important link between the two ports. A further important link in that defensive network is a possible road that linked **Richborough** with the port and fort at **Lympne (PORTUS LEMANIS)**. Evidence in the form of modern roads and tracks, field boundaries, cropmarks and the location of Saxon burials indicate a road that branched from the Dover to Richborough road southward along Thornton Lane and through the farmed landscape to meet the Dover to Canterbury road close to Lydden Hill. The route south westward from there is more speculative though investigations at Saltwood on the Channel Tunnel rail link recorded a road running in this direction and thought to be part of the link with Lympne.

3.58 The main Roman road from **Dover to Canterbury**, mentioned in the Antonine Itinerary is thought to have developed after that from Richborough to Canterbury though it quickly became the prime route as Dover flourished and was later that referred to as *Watling Street*. The pre-eminence of this route over the others may be illustrated by the street layout of Roman Canterbury, which used the Dover road as its axis rather than that of the Richborough road, though there may have been other factors that influenced this.

3.59 The road network in Dover has not been evidenced by excavation and the route the road network took from the fort in the lower Dour Valley has yet to be fully established. The road would have had to cross the Dour, possibly around the junction of the High Street and London Road, certainly to meet the branch with the north road

to Richborough. Whether the road followed the north bank of the Dour or continued along the south to cross around Buckland is still a matter of conjecture and Roman burial evidence has been found on both banks though that does not in itself confirm the presence of the main road. From Buckland the road follows the northern side of the Dour valley to the Lydden Valley where it runs north-west on a more visible route towards Canterbury.

3.60 A further road running from the port at **Dover towards Lympne** is thought to have headed south west along the Folkestone Road to meet and follow the dry valley at Stepping Down and on to Church Hougham and Capel.

3.61 As well as the principle roads linking the major ports, forts and Canterbury a **network of minor roads and tracks** would have linked the various areas of settlement, farmsteads and the coast. Much of this network is likely to have retained the complex of tracks that served the pre-Roman communities and in most cases these routes were influenced by the prevailing north-west to south east topography of the chalk downland and the presence of the marginal lands on the fringes of the Wantsum Channel and the Lydden Valley. A route of some significance is suggested to run between **Walmer, Deal and Eastry** by the distribution of burial sites on the Mill Hill ridge and at Northbourne. A further significant route has been conjectured to southward from around **Walmestone towards Watling Street** and is followed in part by both the District boundary and Adisham Road.

3.62 In summary the Roman network in the District provides a complex set of assets which include elements that have been fossilised into the present road network and settlement pattern of the District, elements which survive as visible traces through features in the rural landscape and elements which only survive archaeologically and which require further investigation to confirm their routes and chronology.

The countryside

3.63 The majority of the rural landscape of the District contains traces of the farming and settlement of the area by the Romano-British inhabitants. These are almost entirely contained within the buried archaeological resources of the District and include areas of settlement, many of which are adjoining the major roads, farmsteads, enclosures and fields. In many cases the continuation of sites from the Iron Age into the Roman period is clearly in evidence. The Historic Environment Record illustrates particularly high numbers of sites and finds of Roman date on the chalk downlands in the centre of the District. While there may have been some concentration of activity in the area between the two major ports at Richborough and Dover, the apparent sparsity of Roman remains in the west and particularly the area west of Dover is likely to more reflect the lack of survey and investigation than a real absence. The pressure on the Roman landscape can be seen through the apparent inking of the Lydden Sea Valley and the remaining earthwork of the **Lydden Wall** as well as the settlement of what must have been a relatively exposed location on the Deal shingle spit at **Dickson's Corner** and the exploitation of marginal land on the so-called '400 foot plateau' above Dover.

3.64 The influence of the road network on the establishment of small settlements is clear in the archaeological record through the distribution maps of the assets. Clusters of activity at **Walmestone, Hillcross Farm, Maydensole, Napchester, Eythorne, Each End, Mill Hill, Ringwould** are all candidates for roadside settlements though several, for example Maydensole are likely to have been settlements established in the Iron Age. Other settlements that are not on the major road network are likely to be found at **Preston, Elmstone** and that at **Worth** which may have developed from a major Iron Age settlement and focused on the known temple site.

3.65 Within the rural settlement evidence the archaeological remains may include buildings of a particular type of sunken featured building, seen only in east Kent and mainly on Thanet. While most of the Roman rural buildings would have been timber built, some more substantial buildings may have been found in the settlements and farmsteads. Recent investigations at **Honeywood Road, Whitfield** identified a substantial farmstead building with flint foundations. The archaeological resource in the rural settlements is likely to include important information on how the arrival of the Romans, the establishment of the ports and the eventual end of Roman administration affected the east Kent populations who lived in an area that was prominent in the story of Roman Britain.

3.66 While villa sites are sparse in East Kent, five known or suspected villas have been found in the District, including two in the last few years which illustrates the potential for further findings. The villas can be found at Wingham, Sandwich, Sholden, Walmer and Ash.

3.67 The **Wingham Roman Villa**, which is protected as a Scheduled Monument, was partially excavated in 1881-2 and re-excavated in the 1960s. The villa was of some pretension, the excavations uncovered a bathhouse that although was dated by the excavators to the second century included a mosaic which appears to be of first century date with close parallels in *Gallia Belgica*. The closeness to Canterbury suggests that the villa may have belonged to one of the early members of the elite of the *civitas*.

3.68 The **Sandwich Roman Villa** was excavated between 1978 and 1980 to the south west of Sandwich in advance of the realignment of the Sandwich to Woodnesborough Road, part of the construction works for the new Sandwich Bypass. The villa was found on a slight promontory overlooking the Wantsum Channel to the north, and would have been approached by a branch of the Roman road from Woodnesborough to the south west. The villa building was entirely excavated in two phases of excavation. The flint pebble foundations were all that remained of a 27 m. long building, comprising of a long central room with two end wings and a corridor on its north east side. No other buildings were found in the vicinity of the villa. The villa was of modest proportions and dating though tentative suggests that it was in use in the late first to second Centuries and out of use by the third Century. The villa building was largely removed by the construction of the new road, though remains may survive adjacent and the potential for contemporary remains in the villa surroundings must be high though nothing has been identified to date.

3.69 The existence of a Roman villa close to **Hull Place, Sholden** was confirmed in the 1920s when a parch mark was noticed and investigated but not reported. Between 2007 and 2009 the Dover Archaeological Group investigated the site and found successive buildings sealing evidence of an Iron Age farmstead. The building is sited on the southern end of the former Lydden Sea Valley, which was probably being reclaimed for grazing pasture at the time that the villa was occupied and the owner of the site, who was clearly of some wealth and status may, have been responsible for the construction of the Lydden Wall.

3.70 The Dover Archaeological Group's investigations confirmed that two successive substantial villa buildings had been constructed on the site. The earliest building, built in the early second century originally comprised of a single room but was substantially extended to include an apsidal room and hypocaust. Finds of painted wall plaster demonstrated the wealth of the site. No earlier than the latter part of the second century the building was demolished and a new, much larger building constructed. The complete ground plan of the building has been revealed through excavation and it was found to have 17 rooms, one of which had a hypocaust. Finds of painted wall plaster and window glass indicated a building of some status though without evidence of luxury features such as tessellated floors it may not have been of the grandest style.

3.71 The preservation of the buildings was found to be poor with nothing structural surviving above the flint foundations, no floors and evidence of robbing the later building in the twelfth to fourteenth centuries possibly for materials to be used in the construction of the parish church or the manor chapel at Cottington. The building presently lies in a grassed field close to Hull Place which is used as a camping ground for touring caravans. Nothing has yet been found associated with the wider villa estate but there is good potential for additional buildings in the area around Hull Place and given the high water table in the area a high potential for waterlogged organic remains.

3.72 A fourth villa in the District is implied from the discovery of a large aisled barn at **Downlands, Walmer**. Dating to the third century the building is not absolute proof of a villa site but the presence of additional buildings seen on aerial photographs of the fields to the north would suggest that there is a villa in the area.

3.73 The final potential villa has recently been observed on aerial photographs taken of agricultural land just to the west of the **Each End** settlement site excavated in **Ash**. The aerial photographs show a substantial rectangular building.

3.74 Assets connected with Roman farming practices and industries in the District are likely to survive in archaeological and palaeo-environmental remains. Archaeological fieldwork at Mill Cottage near Nonington has demonstrated the potential contribution that the remains of crop processing can have in helping to understand the rural economy of the District and its relationship to the major ports.

3.75 Evidence for fishing, oyster farming and processing and activities such as salt working are likely to be found on the coastal edge and the marginal lands of the former Wantsum Channel and the Lydden Valley, potentially in good states of preservation due to waterlogged conditions.

Burial and worship

3.76 Roman burial sites are widespread across the District. Examination of their distribution shows a strong correlation between the burial sites and the road network. Although no major cemetery on the scale found occasionally elsewhere in Kent has been excavated in the District, moderate sized cemeteries have been found on the roads out of Dover, at Each End, Walmer, Worth, Northbourne, Preston and Waldeshare. Many of the burial sites in the District are relatively small and may represent small family cemeteries serving the inhabitants of the scattered farmsteads. The Mill Hill area has a good grouping of smaller sites suggesting the presence of a route along the ridge.

3.77 Both inhumation burial and cremation burial are spread across the District. While some burial sites are confined to only one rite, several have evidence of both practices.

3.78 Known sites for ritual and worship are limited in the District though it is likely that more remains to be discovered. The most significant sites are the pair of temples excavated by Bushe Foxe at Richborough and the temple at Worth.

3.79 The **two temples at Richborough** lie around 350 m. south of the Roman Shore Fort. They were found to be of the normal Romano-Celtic type consisting of a central *cella* surrounded by a rectangular ambulatory. Both temples, sited atop the chalk cliff overlooking the Wantsum probably faced east south east towards the sea approach to the port. They both had walls between three and four feet (around one metre) thick, one had an ambulatory of 40 feet by 39 feet (about 12 metres) surrounding a 19.5 feet (around six metres) square *cella* while the second was slightly bigger with a 23.5 feet (approximately seven metres) square *cella* surrounded by a 46 by 43 feet (14 by 13 metre) ambulatory. Dating for the temples is tentative but they are thought to have been constructed at the start of the fourth century. A third building within the Shore Fort associated with Venus statuary may have also been a temple. The temples lie buried in the approach to the visitor site at Richborough and fall within the Richborough Scheduled Monument.

3.80 The **Roman temple at Worth** was discovered and excavated in 1925. Found to be constructed on the site of a major Iron Age settlement and possibly an Iron Age shrine, the temple was bigger than those at Richborough with a *cella* about 28 feet (eight and a half metres) square and an ambulatory of around 52 feet (about 16 metres) square externally. The temple had two phases of construction, the original having been destroyed and rebuilt with sculpture and old tiles in the floor. The dating of the temples is unclear but probably lasted into the fourth century. The exact location of the temple is not clear but it is sited on a high ridge of land overlooking the Lydden Sea Valley and the southern approach to the mouth of the Wantsum Channel. Whether

it would have been visible to Roman mariners approaching Richborough is not clear. The temple lies buried within agricultural land to the south of Worth and is afforded protection as a Scheduled Monument.

3.81 Other evidence of Roman ritual is likely to be found amongst the remains of the two ports, the rural settlements and the farmsteads of the District. The **ritual shaft excavated at Hammill** between 1946 and 1948 was discovered during brick earth quarrying. The shaft was found to be 22 m. deep with a large Belgic-Romano pot at the base. At the top of the shaft was a circular antechamber 2.6 m. wide over a 1 m. diameter shaft. The shaft opened out to 2 m. over a small section, possibly due to a fall, and then again narrowed to 1 m. but of square cross section. The lower part of the shaft was lined by clay. A nearby pit contained a pipe clay figurine of Venus. The precise nature and function of the shaft, which has now been destroyed by quarrying, can not be known however continental parallels suggest a ritual use. A date of the second or third centuries has been suggested from the pottery evidence.

3.82 A **ritual shaft at Mill Hill** was excavated by the Dover Archaeological Group in the 1980s. The shaft, which is described as ‘boot shaped’ was some two metres deep and cut into the natural chalk of the Mill Hill ridge. The shaft contained a side chamber some one and a half metres below the ground surface. This chamber was oval in plan with a flat roof and floor and slightly concave walls. High in the north-west wall of the chamber was niche, measuring some 0.25 m. by 0.26 m. by 0.22 m. and rectangular in shape. Within the chamber a complete carved chalk figurine was found. The figurine, known as the Deal Man is now in Dover Museum. The figurine is ‘Celtic’ in style. The exact date of the shaft is unknown, but it was backfilled with chalk and loam deposits that contained much Roman debris, including a considerable quantity of pottery of late first century and early second century AD date. Other shafts, described as ‘ritual’ were identified in the grounds of Dover Castle during the installation of two 10-inch guns at Shot Yard Battery. The shafts are described as being four feet (1.2 m.) square and were between 16 and 20 feet (4.8 – 6.1 m.) in depth. The shafts contained a range of deposits, including shells, animal bone and Romano-British pottery.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
WantsumSea Channel	Historic Landscape visible as reclaimed lands Wrecks Geoarchaeological evidence		Open space, private farm land, public footpath network	Incorporated in a number of promoted walks and trails; some interpretation

Asset	Form	Designation & Protection	Accessibility	Interpretation
Caesar's Expeditions	Archaeology	None	unknown	Commemorative plaque on Walmer Green
Claudian Beach Head at Richborough	Earthwork and Buried Archaeology	Scheduled Monument	Managed visitor attraction	English Heritage Site
<i>RVTVPIAE</i> - Richborough Port and Vicus	Buried Archaeology	Scheduled Monument (mostly)	Majority in private farmland, part in managed visitor attraction	English Heritage Site
Richborough Amphitheatre	Earthwork & Buried Archaeology	Scheduled Monument	Accessible open space linked to a managed visitor attraction.	English Heritage Site
The 'Great Monument' at Richborough	Ruinous Structure	Scheduled Monument	Managed visitor attraction	English Heritage Site
Richborough 1 st C supply base & Mansio	Buried Archaeology Ruinous Structures	Scheduled Monument	Managed visitor attraction	English Heritage Site
Richborough 3 rd century fortification	Earthwork and Buried Archaeology	Scheduled Monument	Managed visitor attraction	English Heritage Site
Richborough Shore Fort	Buried Archaeology Ruinous Structures	Scheduled Monument	Managed visitor attraction	English Heritage Site
PORTUS DVBRIS – Dover Port and Vicus	Buried Archaeology	Part Scheduled Monument	Urban	Dover Museum
Fort of <i>Classis Britannica</i>	Buried Archaeology	Part Scheduled Monument	Urban – mainly private property	Dover Museum?
Roman Painted House	Historic Building - Ruinous	Scheduled Monument	Managed visitor attraction	Painted House museum
Dover Military Bathhouse	Buried Archaeology	Scheduled Monument	Open Space	None

Asset	Form	Designation & Protection	Accessibility	Interpretation
Dover harbour	Buried Archaeology	No	Urban	None
Western Pharos	Ruinous structure	Scheduled Monument	Limited access in Drop Redoubt	Drop redoubt interpretation?
East Pharos	Historic building	Scheduled Monument, Listed building	Managed visitor attraction	Yes on site
Saxon Shore Fort at Dover	Ruinous structure, Buried Archaeology	Part Scheduled Monument	Limited Access to bastion	Limited
Roman Roadnetwork	Historic routes, historic landscape features, Archaeology	Some Conservation Area protection	Public highway and footpath network access	None
LyddenSeaValley & Lydden Wall	Historic Landscape Earthwork Buried Archaeology	None	Public footpath access	None
Rural Settlement	Buried archaeology	None	Mainly farmland	None
Wingham Villa	Buried Archaeology	Scheduled Monument	Privateland	None
Sandwich Villa	Buried Archaeology	None	Privateland	None
Sholden Villa	Buried Archaeology	None	Privateland / caravan site	None
Downlands Walmer villa	Buried Archaeology	None	PrivateLand / farmland	None
Each End Villa	Buried Archaeology	None	Private Farmland	None
Roman burial	Buried Archaeology	None	Various locations mainly private land	None
Richborough Temples	Buried Archaeology	Scheduled Monument	Managed Visitor site	English Heritage
Worth Temple	Buried Archaeology	Scheduled Monument	None	None
Hammill Ritual Shaft	Record only	None	Privateland	None

Asset	Form	Designation & Protection	Accessibility	Interpretation
Mill Hill Ritual Shaft	Buried Archaeology (chalk figurine in DoverMuseum)	None	Under housing state	None on-site. Interpretation of Chalk Figurine at DoverMuseum
Roman industry and farming	Buried Archaeology Palaeo-environmental evidence	None	Various	None

Table 3.1 Key Heritage Assets

Statement of Significance

3.83 From beginning to end, the area that is now Dover District played a leading role in the period of Roman occupation of Britain. The point of arrival of the Roman Empire into Britain, first through Caesar and then Claudius, the District continued as the principle point of entry into the new province through the great ports of Richborough and Dover. As well as its key role in the invasion of Britain by the Romans, the District played a significant part in the defence of the province providing bases for the Channel naval fleet the Classis Britannica and later as an important part of the defence of the Saxon Shore. Finally the area and in particular Richborough became the last bastion of Roman administration in the province. The Roman assets in the District, which as well as the key assets at Richborough and Dover include a rich archaeological resource in the rural hinterland and the important historic landscapes of the Wantsum Channel and Lydden Valley, are of **outstanding significance**.

Evidential Value

3.84 The Roman assets in Dover District have outstanding evidential value covering a wide range of research priorities at national, regional and local levels. A selection of areas of potential research are discussed below:

3.85 Further archaeological investigation and study has considerable potential to provide evidence that will provide a much greater understanding of nationally important events of such significance as the expeditions by Caesar, the Claudian invasion and the departure of Roman administration.

3.86 Important evidence for the form, operation and development of the great ports of entry at Richborough and Dover, the relationship of these ports to the surrounding landscape and their place in the trading and travel links between the province and the wider Empire is likely to be present in the archaeological resource.

3.87 The fortifications at Dover and Richborough could potentially provide further evidence on the organisation of the Roman military in the province and the arrangements for its defence. In addition the role and influence of the *Classis Britannica* may be evident in the wider archaeology of the District.

3.88 The area was often the first point of contact with the wider Roman Empire and the recipient of new cultures, ideas and trade. The effect of this contact, the establishment of a Roman presence and administration is likely to have had a significant and early impact on the native British population. The archaeology of the District is likely to have a wealth of evidence that demonstrates transition from Iron Age to Roman Britain.

3.89 Present evidence suggests changing economic circumstances during the Roman period with early growth and a third and fourth century decline. Archaeological investigation may provide important information on how the economic circumstances changed at both local and national levels, both within the major ports and the wider rural settlement. A better understanding of the farming practices, land management and industrial activities taking place in the area can be gained from further archaeological investigation.

3.90 Investigation of the harbours, the former Wantsum Sea Channel, the Lydden Sea Valley and the wrecks off the coast can provide important information on Roman navigation and maritime practices.

Historical Illustrative Value

3.91 The remains at Richborough and Dover illustrate the development of two of the most important ports of entry into the new Roman province. The way in which the arrival of Roman administration affected the indigenous population, the economic and cultural effects and the way in which the development of a new network of major roads impacted on the pre-existing settlement pattern illustrates the transition of Iron Age to Roman Britain. The forts of the *Classis Britannica*, the early forts at Richborough and those of the Saxon Shore provide a good illustration of the way in which the Roman military presence secured the vital channel crossing from the province to the mainland and later protected the eastern coast of the province from raiders across the North Sea. The decline of Roman Britain and the final military abandonment can be illustrated in the fourth and fifth century archaeology, in particular that at Richborough.

Historical Associative Value

3.92 A number of the great historical events and figures of Roman Britain are associated with the District. The expeditionary forces of Julius Caesar and his legions landed around Deal in 55 and 54 BC. Caesar's landing is the first event in British history for which there is a contemporary written account. Claudius' Roman invasion force led by his general Aulus Plautius and including the future emperor Vespasian landed at Richborough in AD 43. Claudius himself landed at Richborough later in the same campaign. The emperor Domitian possibly ordered the construction of the

Great Arch at Richborough to celebrate the completion of the Roman conquest. Richborough is associated with the final removal of the Roman administration and military from Britain in AD 407.

Aesthetic Value

3.93 Although much of the Roman resource lies buried across the District without any present aesthetic value, the remaining visible monuments have a strong aesthetic quality. The Pharos on the eastern heights of Dover stands as a distinct landmark on the skyline visible from the town and the sea, adding to the spectacular backdrop that the heights, the White Cliffs, Dover Castle and St Mary Castro provide to the town of Dover. The remains of the Shore Fort at Richborough, with their walls of flint with attractive bands of red tiles provide an aesthetically pleasing but powerful monument, standing proud in the surrounding agricultural land. Views of the monument are best from the surrounding agricultural land to the south, west and north, though the ruins are visible on the skyline from the low lying land of the former Wantsum Channel to the east.

3.94 The historic form of the coastline at the time of the Romans can be appreciated through the low lying lands of the former Wantsum Channel and Lydden Valley. These areas visible from the key sites at Richborough and Worth as a network of drainage ditches and embankments provide a rich historic and natural landscape to visit, explore and appreciate.

3.95 The District is fortunate in having one of the best surviving examples of Roman mural art in Western Europe available to visitors in Dover. The elaborately decorated plaster walls of the 'Painted House' which includes a grand three dimensional scheme of painted panels and framing with Bacchic motifs is an outstanding demonstration of Roman artistic qualities. Other examples of Roman artistic quality are less visible but survive for example in the buried mosaic at Wingham Villa or the statuary in the floor of the Worth Temple. Individual finds of statuary and figurative art are included in the District's archaeological assemblages and the remains of the marble façade of the quadrifons arch at Richborough can be reconstructed (on paper) to demonstrate that it was a monument of great dominance and visual effect.

Communal Value

3.96 The role of the District in some of the most significant events in the history of Roman Britain cannot be underplayed. The association with widely recognised historic figures such as Julius Caesar and the occasion of the Claudian invasion provide an opportunity to connect the community with their Roman history and the District's Roman assets. Key visitor sites at Richborough and Dover are important for tourism and for developing a sense of place at the two great historic ports of entry.

Vulnerabilities

3.97 The buried archaeology in Dover town centre is vulnerable to redevelopment and construction works. Although principle features such as the 'Painted House', the bath house, parts of the *Classis Britannica* and Saxon Shore Forts and the two *pharoi* are protected as Scheduled Monuments, much of the resource is not. While some of the features of the Roman town and especially the harbour are deeply buried below metres of alluvium and made ground, other areas are less covered and more vulnerable. The complex buried archaeology of the centre of Dover suffers from a lack of a coherent model of what survives, where and at what potential depth and a number of important investigations remain to be published. The result is that development comes forward with insufficient appreciation of the archaeological issues that are faced and the significance of the remains that are potentially present.

3.98 The buried archaeology at Richborough mainly lies within agricultural land and is vulnerable to ploughing. A full assessment is needed of the extent of erosion of the remains outside the main visitor site but potentially significant damage could be occurring to areas of the former port town with potential eventual loss of key buried archaeological remains.

3.99 The standing Roman remains in the District are exposed to the elements and will require ongoing monitoring and conservation to maintain their present condition. None are listed on English Heritage's *Heritage at Risk Register* at present. The remains of the 'Painted House' lie within a purpose built building and are therefore protected from the weather. The wall plaster however is particularly vulnerable to climatic conditions and conditions need to be carefully maintained within the building to preserve this extremely important example of Roman art for the future.

3.100 The setting of the Richborough Shore Fort is particularly vulnerable to development of a scale that impacts on views out over the low-lying land to the north, south and in particular the east. The eastern view outward is already significantly affected by the development of the Pfizer site. With the proposed designation of the former Pfizer site as the new Discovery Park Enterprise Zone, care needs to be taken that the scale and design of any future development in the west of the Zone does not add to the impact on the setting of Richborough. Similarly the development of brownfield land along the A256 corridor needs to be carefully considered to avoid additional impact on the nationally important site.

3.101 Across the wider District, the Roman resource lies mainly in farmed land and therefore vulnerable to ploughing. A number of the sites intended for new residential and other development within the District include potential Roman remains which may be affected by the development works. In some cases the route of a historic Roman road may be crossed and the alignment potentially lost as a landscape feature. Roman sites are particularly vulnerable to illicit metal detecting.

Opportunities

3.102 The District's Roman assets as a whole have the potential to illustrate a coherent and powerful story of the invasion of Britain by the Romans, access to the new province and its eventual demise. There is potential benefit in stronger links between the various key assets at Richborough, Dover and the rural landscape to better explain the story and provide a draw for visitors. Significant new discoveries should be highlighted and explained in terms of the overall story.

3.103 The site at Richborough is a significant heritage visitor attraction in the District and a key site for English Heritage. The present offering is concentrated on the main visitor site around the Saxon Shore Fort though there is some link with access to the amphitheatre and the nearby Saxon Shore Way. There is potential for improved connection between the visitor site, the amphitheatre and the Wantsum and improved interpretation outside the main site. The work on the Richborough *vicus* in the last decade has demonstrated the richness of the resource in the area and further work is needed to be able to explain the relationship of the town to the anchorage and sea-channel and the date, form and role of the amphitheatre.

3.104 The environs of Richborough provides a considerable opportunity for the development of a community archaeology project that engages a wide audience within the District and helps us to understand the development and working of the great port and its influence on the lands around it.

3.105 The development of an Urban Archaeological Database for Dover would provide a better understanding of the effects of development proposals on the Roman archaeology of the town and help in the future designation, protection and conservation of key assets. Mapping and analysis of aerial photographs will enhance our understanding of the Roman rural landscape.

3.106 Where Roman road corridors are crossed by proposed new development, attention should be given in design to ensure that the road corridor survives as far as possible as a distinctive feature.

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3.2 Arrival of the Saxons

3.107 Will be available from Tuesday 26th June.

3.3 Medieval Defences

Summary

3.108 Dover District contains a range of important medieval defences. Dover Castle is the most pre-emanate of the group, being one of the most powerful medieval castles in England. Dover Castle is an outstanding example of medieval defensive architecture that is hugely symbolic for the identity of the town and District.

Introduction

3.109 This Theme Paper considers the medieval defences in Dover District from the invasion of England by William Duke of Normandy in AD 1066 until the start of the reign of Henry VIII in 1509. This is a period that covers over 400 years, in which there were major advances in military technology, not least the introduction of gunpowder into Europe in the 1320s.

3.110 Medieval defences in the District begin with the castles of the Norman Conquest. Initially erected as a means to control territory, maintain government and (in coastal sites) to defend against raiders, castles later developed a wider administrative, residential and social role.

3.111 In medieval England insecurities throughout the Middle Ages meant that the fear of invasion from continental Europe was a constant threat, particularly following the loss of Normandy in 1204 and during the Hundred Years War (1337 – 1453). Cross-Channel raiding was common and town defences were erected at Sandwich and Dover, both important ports in the Middle Ages. Town defences were not only a form of defence; they were also a sign of civic pride.

Castles

3.112 There are three sites known in Dover District that could be truly described as a Castle in medieval times (*i.e.* ‘a fortified residence which might combine administrative and judicial functions but in which military considerations were paramount’). Two of these (Dover and Sandwich) were built under royal authority, whilst the third at Coldred, a lordship castle, acted as a defensible residence controlling a wider estate.

3.113 A licence to crenellate was also granted to Langdon Abbey in 1348, but this was not a true castle and is not considered in any detail here. The fortified medieval manor house at Walmer Court is discussed in Theme 7.2 (medieval courts and manors) whilst the later Henrician castles at Walmer, Deal and Sandwich are considered separately in the next section (Theme 3.4).

3.114 **Dover Castle** is an iconic structure, located at a key position on the Channel Coast. It is likely that some form of defensive works occupied the site of the present castle when Duke William arrived in the town in the autumn of AD1066, in any event his army would have built new fortifications at the castle site to control the town and port. Little is known of the early Norman fortifications, and the site was completely rebuilt and extended under the reign of Henry II (1154 – 1189). Henry’s work involved great expenditure and the square keep, inner bailey and north-east part of the outer bailey were all built as part of these works.

3.115 King John further extended and reworked the defences following the loss of Normandy at the beginning of the thirteenth century. It is under John’s rule (1199 – 1216) that the castle was involved in one of medieval England’s greatest sieges. The siege of 1216-17 was a result of a civil war between John and rebellious barons supported by the French Prince Louis. The castle held, but the siege uncovered weaknesses in the defences and the castle was heavily damaged. As a result of the damages arising from the siege the new King (Henry III, 1216 – 1272) further strengthened the castle’s defences. It was under Henry’s reign that the castle reached the peak of its medieval power.

3.116 In the later medieval period the castle continued to be maintained, but its defensive role declined somewhat. The castle acted as a place of accommodation, housing monarchs, ambassadors, courtiers and other dignitaries travelling between England and the continent.

3.117 A castle at **Sandwich** is first mentioned in documentary sources in the thirteenth century when Roger de Leyburn captured the castle and took the town in 1266. The location of this castle is uncertain and a possible motte and bailey at **Mary-le-Bone Hill** and the later castle site at **Castlemead** are both contenders.

3.118 Mary-le-Bone Hill lies on the western edge side of Sandwich on a promontory overlooking a sheltered fleet or haven. Evidence for a castle at Mary-le-Bone Hill primarily comes from cropmarks, which show a well defined circular ditch (which may define a motte) with a less distinct enclosure (bailey) attached to it. The hill was partially levelled in the 1950s when archaeological observations recorded the stone footings of a thirteenth century building which was interpreted as being a chapel.

3.119 The presence of a Royal Castle at Castlemead is better attested both archaeologically and in the documentary record. Excavations at the site have revealed substantial ditches dated broadly to the thirteenth century and traces of stone and timber buildings have also been identified. There a number of documentary references to the castle at Castlemead throughout the fourteenth century. The castle would probably have primarily acted as an administrative centre for the town and in particular the overseeing of the King's fleets anchored here. During the Hundred Years War (1337 – 1453) Sandwich would have been an important military site where Royal fleets would have mustered and troops destined for overseas service would have gathered for onward transport. It is likely that troops awaiting transport would have been encamped on lands around the castle, often for a considerable length of time.

3.120 As well as acting in an administrative role the castle must also have contained apartments, with King Edward III (1327 – 1377) staying there in 1345. In the later fourteenth century the castle also housed a gaol. There is no evidence that the castle ever saw any action, not even when the French attacked the town in the mid fifteenth century. Indeed the construction of the earthen ramparts on the eastern side of Sandwich would seem to have cut the castle off from the town. At the end of the fifteenth century the castle passed from Royal hands to the civic authorities.

3.121 **Coldred** is situated in a poor defensive position on a broad flat-topped ridge. The site is considered to be a motte with attached bailey of late Saxon to Norman date. At Domesday Coldred was possessed by Odo, Bishop of Bayeux. Odo was later disgraced and his possessions confiscated and Coldred (like three other of Odo's holdings) did not undergo later developments in stone. There is little documentary evidence relating to Coldred, perhaps because of its relatively short life, but the site is likely to have contained a range of residential buildings as well as a church. The site has produced much Roman and Saxon material and there have been suggestions that it is an enclosure originally of eighth century or possibly Roman date. The dedication of the church at Coldred to St. Pancras may suggest Saxon origins.

Town Walls

3.122 There are five walled towns within Kent, of which two (Dover and Sandwich) fall within Dover District. Sandwich has a well preserved and largely intact defensive circuit, whereas the walls at Dover are now entirely demolished and are known only from documentary and archaeological evidence.

3.123 The need to protect the town of **Dover** arises from its position on the coast, in a location vulnerable to attack by sea and also because of the town's importance to the defence of the realm, being the embarkation point at the shortest crossing of The Channel. Surprisingly, despite the presence of an important Royal Castle and given Dover's strategic location on the Channel Coast, there is still a lot that we don't know about the fortifications around the town. The exact date of the construction of the first town wall at Dover is uncertain, as is the precise extent of the circuit.

3.124 The earliest reference to town walls at Dover comes from a charter of 1231, which suggests there was some sort of town wall by this date. Whatever the form of this early town wall it was unable to adequately defend the town when a large French force attacked in 1295. In this raid a number of properties were set alight and the priory sacked. Following the French attack it is likely that the town's walls would have required substantial rebuilding and in 1324 the town petitioned the crown for murage (a tax levied for the construction or maintenance of town walls). Accounts from the fourteenth century to the end of the fifteenth century show continuing (and often heavy) investment in work and repairs to the town's defences.

3.125 The town's defences were probably at their greatest extent in the fifteenth century, but even at this date it is uncertain whether the walls ever entirely encircled the town. By the sixteenth century the walls had started to fall into disrepair, with Leyland, writing in the 1530s, describing them as being '*partly fawlen downe and broken*'.

3.126 The town of **Sandwich** was an important medieval town and port, and for much of the medieval period probably had a greater population than Dover. As with Dover the precise date of the construction of the town's walls is uncertain. Sandwich's earliest defences appear to have been temporary in nature, perhaps erected in response to specific threats. There are records of a timber defence when the town was besieged in the 1260s and again in 1275 when the mayor of the town is purported to have erected ditches, barbicans and other fortifications.

3.127 From documentary sources it would seem that permanent defences at Sandwich were erected at a relatively late date sometime in the fourteenth century. The first grants of murage are recorded in 1321, although this first grant need not necessarily mark the construction date of the walls. Murage grants throughout the fourteenth and fifteenth centuries show the importance placed on the defence of the defence of the town.

3.128 The defences of Sandwich took the form of earthen banks on three sides, with a stone-built wall on the fourth along the river frontage. The first documentary mention of the use of stone walls comes from 1386. The town's defences were modified in the mid fifteenth century when an artillery fortification, initially made of

timber and earth, was erected in the north-east corner of the town. Known as the Bulwark, it would seem to have originally formed a gun platform, but by the 1460s had been modified and roofed. By the 1480s the Bulwark had developed into a two-storey structure used as a place of arms, where artillery was stored alongside smaller hand weapons. The Bulwark continued to be defended and repaired throughout the sixteenth century.

Description of the Heritage Assets

Castles

3.129 Dover Castle has rightly been described as *'the quintessential English Castle'*. Its location on high ground dominates the approaches to the town by both land and sea. Dover Castle is the District's best-known heritage asset. It is an English Heritage guardian site and is one of the country's leading heritage visitor attractions. It is the second-most visited English Heritage site in the country and following a recent programme of improvements is an English Heritage flagship site for new approaches to heritage presentation and promotion.

3.130 Dover Castle is protected under a number of heritage designations. It is a Scheduled Monument, a Grade I Listed Building and falls within the Dover (Dover Castle) Conservation Area.

3.131 No standing remains can be visible at either the potential **Mary-le-Bone Hill** motte and bailey site or at **Castlemead**. The Mary-le-Bone Hill site lies on agricultural land and is not presently accessible to the public. The Castlemead site on the eastern side of the town is partially agricultural land (Castle Field) and is partially developed with private housing and Sir Roger Manwood's School. A substantial tower is marked on the 25 inch Ordnance Survey Map of 1872 as *'The King's Castle (remains of)'*, for which buried foundations might survive along with other archaeological remains.

3.132 Coldred Castle is an impressive, although somewhat mutilated earthwork. The site is bisected by a modern road, with the motte area lying to the north-west of the road and the bailey to the south-east. Parts of the rampart circuit have been disturbed by more recent medieval buildings as well as later quarrying activity. The church of St Pancras located in the northern corner of the site is of considered to be of eleventh century or perhaps Saxon date and would have been contemporary with the castle. The motte and bailey at Coldred is designated as a Scheduled Monument and the Church of St Pancras is a Grade I Listed Building. With the exception of St Pancras Church the site is privately owned and not publicly accessible.

Town Walls

3.133 There are no remains associated with the town walls of **Dover** surviving above ground and all of our evidence and information relating to them comes from archaeological investigations and documentary sources. The names of some of Dover's streets, such as Cowgate Hill, Snargate Street and Townwall Street, give us some clues of the route of the town's walls. This information together with historic

maps and the findings of archaeological investigations means that we can trace the wall circuit of Dover with some certainty on the south-eastern and south-western sides of the town, but to the north and particularly to the north-east the alignment is unknown.

3.134 Archaeological investigations on the seawall side of the circuit have revealed buried remains of a wall some two to three meters thick at the base, with a neatly coursed greensand-block outer face, rubble core and roughly coursed flint and greensand inner face.

3.135 The town defensive circuit at **Sandwich** is one of the most complete of any medieval town in the country. At Sandwich the town's defensive circuit comprises an earthen bank on three sides, with a partially surviving stone wall along the river frontage. None of the gates through the earthen ramparts survive, although the alignments of some modern streets mark their locations. Two gates survive along the section of stone-built wall fronting the River Stour, the oldest being Fisher Gate and the other being Davis Gate (or the Barbican).

3.136 Fisher Gate consists of a rectangular tower built of flint and stone and is likely to be of late fourteenth century date. Davis Gate is the later in date, with the present structure dating to the second half of the fifteenth century. Davis Gate consists of 2 round towers, which have a base of ashlar. Above this the ground floor is chequered work of stone and flints with loop windows. Entry is via a semi-circular timber barrel roof between the towers and tiled over. The Round House (The Keep) on the quay at Sandwich is probably the remains of a boom tower.

3.137 The earthen defensive circuit, the Bulwark, sections of the stone wall fronting the River Stour and Fisher Gate are designated as a Scheduled Monument. Fisher Gate and Davis Gate (Barbican) are Listed Buildings and the town's entire defensive circuit falls within a Conservation Area. The earthen ramparts are publicly accessible with a footpath running along their top. A local heritage trail and information boards provide some information. Fisher Gate and Davis Gate are privately owned but are clearly visible in prominent positions on the town's quayside. Some sections of the stonewall fronting the Stour are also publicly visible.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Dover Castle	Historic Building, Earthworks and Buried Archaeology	Scheduled Monument, Listed Building and Conservation Area	Managed visitor attraction	English Heritage site
Mary-le-Bone Hill, Sandwich 'motte and bailey castle'	Buried Archaeology	None	Private agricultural land	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
Sandwich Castle (Castlemead)	Buried Archaeology	Conservation Area (part)	Private agricultural & developed land	No
Coldred Castle	Historic Building, Earthworks and Buried Archaeology	Scheduled Monument and Listed Building	Private land and church	No
Dover Town Walls	Buried Archaeology	None	Largely private developed land	No
Sandwich Town Walls (earthen ramparts)	Earthworks and Buried Archaeology	Scheduled Monument and Conservation Area	Public open space	On-site boards
Sandwich Town Walls (stone wall)	Standing remains and Buried Archaeology	Scheduled Monument (part) and Conservation Area	Mixed – some sections are publicly visible, but largely Private land	No
Fisher Gate	Historic Building	Scheduled Monument, Listed Building and Conservation Area	Private ownership but publicly visible	No
Davis Gate	Historic Building	Listed Building and Conservation Area	Dover District Council ownership but publicly visible	No

Table 3.2

Statement of Significance

3.138 The District of Dover contains a number of important medieval fortifications. Dover Castle is the outstanding example, being one of the most powerful medieval castles in the country and described as the '*key to England*'. At Sandwich the town wall circuit is one of the most complete of any medieval town in England, whilst the castle at Coldred is a rare example of an early Norman fortification that did not undergo later development in stone.

3.139 The medieval fortifications within the District include examples (Dover Castle, Coldred Castle and Sandwich Town Walls) that are of **outstanding significance**.

Evidential Value

3.140 The medieval remains in the District have a particular value in demonstrating the development of Royal and civic defences through the medieval period. Buried archaeological remains at all sites could provide evidence to help inform our understanding of when the sites were first defended and show detail of construction phases which could help clarify our understanding of how these sites developed. Dover Castle is the pre-eminent site and the fabric and design of the place includes evidential information to illustrate and illuminate developments and advances in medieval fortification, whilst Coldred (having not been developed in stone) provides evidence for the nature and constructional details of early Norman earthen defensive works.

Historical Value

3.141 The medieval defensive remains have strong historical associations, often illustrating and reflecting specific historical events (such as the great siege and rebellion of the barons at Dover or the threat from coastal raiding during the Hundred Years War) as well connections with significant historical figures (such as Bishop Odo and Coldred or the succession of monarchs who have lodged at Dover). These strong historical connections help to illustrate the significance of coastal towns such as Dover and Sandwich in the medieval period.

Aesthetic Value

3.142 Of the medieval defensive assets in the District the Castle at Dover probably has the strongest aesthetic value, arising from its imposing cliff-top position on the Channel Coast. Not only is the setting of the Castle dramatic, the scale and design of the fortifications add to the site's aesthetic qualities. Sandwich town defences likewise have a strong aesthetic value, with views from the defences allowing glimpses into the core of the medieval town as well as out to the surrounding countryside.

Communal Value

3.143 Sandwich town walls are publicly accessible, used for a range of recreational activities by the local community and visitors alike. A historic trail and information boards help to explain the defences to recreational users. Dover Castle is celebrated as a symbol of national pride and security and this is reflected in the number of visitors to the site. The Castle plays a key part in the town and District's identity, empowering links between the local community and their heritage. The castle's position, sitting high above the town, does mean that it is somewhat physically isolated from the town and there is potential to improve connections between the two.

Vulnerabilities

3.144 The medieval defensive remains in the District are potentially susceptible to a range of different vulnerabilities. Dover Castle as a Scheduled Monument and English Heritage guardianship site is perhaps the most secure, but requires ongoing repair and maintenance. Nevertheless care needs to be taken to ensure that the setting of the Castle is not harmed should significant change be proposed in close proximity

to the site. This is particularly true of any development proposals for the Connaught Barracks site immediately to the north of Dover Castle. Any future development proposals in the area should be designed to avoid harm to the setting of the Castle. The significance District's other medieval defensive remains and their settings should likewise be protected and where possible opportunity should be sought to remove any features that are intrusive and harm the setting of these monuments.

3.145 The earthworks at Coldred Castle are potentially vulnerable to erosion and decay as well as being susceptible to damage from uncontrolled vegetation growth, root damage and animal burrows. As well as the above ground earthworks at Coldred Castle there are likely to be significant buried remains present. Such buried remains would similarly be at risk to damage from root damage and animal disturbance.

3.146 The remains of Dover's town walls and the Sandwich's Castles are not designated and are therefore at most risk from physical damage from development. These remains would be vulnerable to even small-scale development, which should therefore be accompanied by an appropriate level of archaeological investigation.

Opportunities

3.147 Further archaeological research and investigation will help to provide more information on the nature, extent and location of archaeological remains – particularly those associated with the non-designated elements of the District's medieval defensive heritage. Appropriate archaeological mitigation in connection with developments could provide useful information to help us understand these fortifications.

3.148 Dover Castle is the major tourist attraction in the District, bringing numerous visitors to the town. Tourism is likely to remain a major component of Dover's economic future and there is considerable potential for this to increase. Improved connections between the Castle, town and the wider District would help to bring about sustainable economic benefits. Emphasis should be given to promoting Dover Castle as a piece in a network of heritage sites in the District, rather than as an individual destination. There is also good potential for Dover Castle to develop its role in the social and communal life of the District through activities, events and local involvement in its care.

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3.4 The Castles of the Downs

Summary

3.149 The three Castles of Deal, Walmer and Sandown form an outstanding group of Henrician defensive works. Deal Castle at the centre of the line is rightly known as the 'Great Castle' and is the most powerful of Henry VIII's coastal fortifications. Today the castles are an important part of the local identity of the towns of Deal and Walmer and are a reminder of the strategic importance of this stretch of coastline and the naval anchorage that lies off it.

Introduction

3.150 The isolation of the Tudor King Henry VIII from the catholic kingdoms of Europe led to a very real threat of invasion by Spain, France and their allies in 1538. As a response, Henry promptly reviewed the defences of his kingdom and drew up a national defence policy which included defensive improvements commissioned through a document known as the '*Device by the King*'. Britain embarked on its largest programme of defensive fortifications since Saxon times. The first Device programme started in 1539 and within two years 30 castles or forts had been built along the coast. A second Device programme was started in 1544 following renewed threat from France.

3.151 The strategy behind the forts was not to prevent a landing but to deny an enemy the use of a harbour or anchorage to sustain its invasion. Forts were carefully sited to provide artillery coverage of the harbour or anchorage and in cases a series of forts provided supporting coverage.

3.152 The principal grouping of fortresses built under the 1539 device programme were the three 'Castles of the Downs', Deal, Walmer and Sandown built to protect the strategically important anchorage known as The Downs, a four mile length of sheltered water within the Goodwin Sands. The defensive line spread along the coast between Walmer in the south and Sandown in the north, a distance of over 4km.

3.153 At the centre of the line was the most powerful of all the Device fortifications, Deal Castle or 'the Great Castle'. Deal Castle consisted of a large circular central tower surrounded by a ring of six smaller rounded bastions and a further outer ring of six larger bastions. These were surrounded by a wide, deep and stone-revetted moat. At either end of the defensive line were two smaller castles, Walmer Castle and Sandown Castle, identical in size and each with a four bastion plan.

3.154 The three castles were linked by a defensive fosse (ditch and bank entrenchment) with four circular earth built bulwark forts at regular intervals. From north to south the bulwarks were known as the Great Turf Bulwark, the Little Turf Bulwark, the Great White Bulwark and Walmer Bulwark.

3.155 Although they were built primarily as a response to the threat of invasion during Henry's reign, the castles proved to be strategically important during the English Civil War, Napoleonic wars and later in the nineteenth century. During the English Civil War the three castles were besieged. This was the only time the castles saw action; Walmer fell within a month (in July 1648), but Deal and Sandown held out until 25 August and 5 September 1648 respectively. As well as besieging Deal, Sandown and Walmer castles the Parliamentarian forces, under the command of Colonel Rich, also fought with Royalist re-enforcements on the Sandhills.

Description of the Heritage Assets

3.156 Deal Castle and Walmer Castle are the principal surviving heritage assets. Deal Castle is largely unaltered from its original form and is protected as a Scheduled Monument within the Deal Middle Street Conservation Area. The castle is managed by English Heritage and is open to the public. Walmer Castle retains much of its original form but has been developed into a residence for the Lord Warden of the Cinque Ports. The area of the castle is protected as a Scheduled Monument. With its adjacent formal gardens, established by the Lord Warden, the castle is open to the public and managed by English Heritage.

3.157 Sandown castle is ruinous. Foundations of the landward part of the castle survive and are visible in a public open area with an accompanying interpretation board. These remains are protected as a Scheduled Monument. The Scheduled Monument does not include the full circuit of the fort and its encircling moat.

3.158 The bulwark forts and the connecting fosse survived until at least the eighteenth century when they were drawn by the antiquarian William Stukely in 1725. Today no traces of these fortifications survive above ground level though there is potential for below ground remains and in particular any ditch works. The location of the forts and the fosse has not been fully established, but features depicted on the First Edition Ordnance Survey map support an assumed spacing of approximately 700 m. between the forts as shown on the accompanying map in this report. The Great Turf Bulwark was sited on the slightly elevated land around Sandown Terrace and Albion Road; the Little Turf Bulwark around the Royal Hotel at the north end of Beach Street; Great White Bulwark on Walmer Green close to the Royal Marine South Barracks and Walmer Bulwark under Guilford Court where Kingsdown Road curves outward. The fosse line has been located using a best fit of early boundaries and examination of the Stukely and other illustrations.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Deal Castle	Historic Building	Scheduled Monument, Conservation Area	Managed visitor attraction	English Heritage site

Asset	Form	Designation & Protection	Accessibility	Interpretation
Walmer Castle	Historic Building	Scheduled Monument, Registered Historic Park and Garden	Managed visitor attraction	English Heritage site
Sandown Castle	Historic Building - ruinous	Scheduled Monument (part),	Public open space	On-site board
The Great Turf Bulwark	Buried Archaeology	None	Private developed land	No
Little Turf bulwark	Buried Archaeology	Conservation Area	Private developed land	No
Great White Bulwark	Buried Archaeology	Conservation Area	Public open space (part)	No
Walmer Bulwark	Buried Archaeology	None	Private developed land	No
Fosse Line	Buried Archaeology	Conservation Area (part)	Private developed land and part open space	No

Table 3.3 Key Heritage Assets

Statement of Significance

3.159 The ‘Castles of the Downs’ are an important grouping of fortifications of Henry VIII’s 1539 Device programme, the largest programme of defensive fortifications since Saxon times. Deal Castle, known as ‘The Great Castle’ was the most powerful of all the defences built by Henry. The ‘Castles of the Downs’ are of **outstanding significance**. Further detail on the values and significance of both Deal Castle and Walmer Castle can be found in the English Heritage documents referenced in this paper.

Evidential Value

3.160 Archaeological investigation of the buried remains of the fosse and bulwark forts may reveal new information that will further our understanding of the defences and their use.

3.161 Deal Castle in its fabric and archaeological resource, together with the considerable quantity of illustrative and documentary sources available, has considerable potential to provide additional evidence of the fort’s original construction, later adaption and remodelling and the people who lived, worked and fought in it.

Historical Illustrative Value

3.162 Of the three castles, two remain in near complete form while there are ruinous remains of Sandown. Deal Castle in particular has value in demonstrating the development and design of Tudor artillery defences. The location and outlook of the forts on to the Downs assist in understanding their purpose and Henry's defensive strategy and tactics.

3.163 Deal Castle's location and setting, retaining its original relationship and visual link with the sea. The ability to perceive its position above the pebble beach and the long views between it and Walmer Castle are of a major value to understanding the purpose of the castles. The relationship of Walmer with the sea is less clear due to the build up of shingle and subsequent development of the Walmer front. The location of Deal Castle also expresses well its role in the foundation and topographical development of Deal town and its place within the wider group of local military installations in Deal and Walmer for which it was the precedent and impetus. These include the other castles, the naval yard commemorated by the surviving Time-ball tower and the Royal Marines' barracks complexes. The survival of the Captain's Garden and paddock on the west and south have considerable value as open space close to the castle as well as their significance as part of the castle complex.

Historical Associative Value

3.164 The historical association of the castles is very strong, representing the first and most significant constructions within Henry VIII's national defence programme. They have potential to explain the historical context of the isolation from catholic Europe and the threat to the nation at that time. Further historical associations with their use during the Civil War and with the subsequent use of Walmer Castle by the Lord Wardens including a string of historically notable individuals such as Pitt, Wellington and Queen Elizabeth the Queen Mother, and Deal Castle by a series of named captains including Field Marshal Allenby are also strong. The survival of the Captain's accommodation in Deal Castle and the residence of the Lord Wardens at Walmer increase these associative values. .

Aesthetic Value

3.165 The architecture of Deal and Walmer Castles is distinctive of the type of artillery fortifications being developed at that time. The open aspect of the forts with views out to sea adds to the aesthetic value and helps explain their purpose.

3.166 The physical presence of Deal Castle, sitting low and powerful above the shingle foreshore with the wide sweep of the sea beyond is a strong image. Viewpoints to and from the castle are aesthetically strong at present and have been illustrated by numerous artists. Views out to sea, along the coast or in the more local open space are important. The open space around the Castle enables medium distance views that enhance the appreciation of the aesthetic qualities of the castle.

3.167 Walmer Castle's isolation and separation from its landscape through the imposing moat and from Walmer village by the meadow and belts of trees around its historic gardens are crucial to its character of an enclosed tranquil world. Its

association with the Lord Warden's gardens further enhances the aesthetic value of Walmer Castle. Views from the castle along the coast only survive in restricted form due to the growth of belts of trees and the original view of the castle across the meadow from the north-east has been partially obscured by the planting of oaks in 1860.

3.168 The loss of the bulwarks and fosse line reduces the coherence of the fortifications as a single entity.

Communal Value

3.169 The three castles are publically accessible, Deal and Walmer as visitor attractions and Sandown as a ruinous site in public open space. Interpretation is available at each of the sites. There is some potential for further interpretation at the sites of the fosse line and bulwark forts.

3.170 Deal Castle, being a primary reason for the development of Deal town and a prominent local monument has considerable meaning for the people of the town. Its prominent and highly visible presence at a central location in the town has meant that the castle has acted as a focal point for communal events and activities though less today than it once did.

Vulnerabilities

3.171 The settings of the artillery castles are an issue requiring careful thought especially where significant change is proposed in proximity. For these artillery forts, deliberate fields of fire were created and maintaining the open space around them has considerable historical and aesthetic significance. The open space around Deal Castle may come under development pressure in the future and any development proposals in the area should be resisted if they harm the open setting of the castle.

3.172 Coastal erosion has already had a significant impact on Sandown Castle and future damage from the sea at Sandown and Deal Castles is possible. Construction of sea defences in the future may have an impact on the setting of these castles. Deal Castle presently suffers from flooding in its lower levels.

3.173 The earthworks and bulwark forts that connected the castles are likely to survive as archaeological remains despite the existing recent development with occasional areas of open space. These remains will be vulnerable to even small-scale development, which should be accompanied by an appropriate level of archaeological investigation.

Opportunities

3.174 Further archaeological research and investigation will help to clarify the location of the bulwark forts and the connecting earthworks. Monitoring of even small scale development such as extensions could provide useful information to help us understand these fortifications and pin down their location.

3.175 Increasing knowledge of the bulwark forts and their connecting earthworks will help to develop a strategy for the preservation of the most significant remains and enhance interpretation. Consideration should be given to maintaining those present topographic features which suggest the presence of the fortifications and when locations are confirmed ensuring that future development layout respects the features.

3.176 Interpretation should focus on developing an appreciation of the Castles of the Downs as a single entity rather than three separate castles. This could be enhanced further through the development of a combined interpretation with the associated military features in and around Deal and Walmer.

3.177 There is good potential for Deal Castle to develop its role in the social and communal life of the town through activities, events and local involvement in its care and development.

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Castles of the Downs (Wikipedia entry) available at http://en.wikipedia.org/wiki/Castles_of_the_Downs

Sandown Castle – PastScape Record available at http://www.pastscape.org/hob.aspx?hob_id=468373

The National Heritage List for England available at <http://list.english-heritage.org.uk>

3.5 Post-Medieval Defences

Summary

3.178 Dover contains a number of historically significant fortifications of post-medieval date. These include the spectacular and powerful fortifications at the Western Heights, which are the largest, most elaborate and most impressive surviving example of nineteenth century fortification in England. The post-medieval defences in Dover District form a group of sites of outstanding importance.

Introduction

3.179 The major Henrician ‘Castles of the Downs’ at Walmer, Deal and Sandown have been discussed in detail in Theme 3.4 of the Dover Heritage Strategy. These castles formed part of a chain of defences erected along the Channel Coast and as part of these works Henry VIII also enhanced the fortifications of the port and town of Dover. Works of the Tudor period were undertaken at Dover Castle and new fortifications constructed at Mote’s Bulwark and Archcliffe Fort.

3.180 The works of Henry VIII mark a change in military thinking and it is the rise and power of artillery that influenced fortification design in the following centuries. It is from the early sixteenth century that land guns could be used as an effective counter to enemy ships at long range and the defences at Dover evolved to meet this threat.

3.181 In the Elizabethan period the defence of the realm was concentrated on naval power and new fortifications of this period are generally rare across the south of England. That being said the threat of invasion arising from worsening relations with Spain led to some re-fortification works and temporary fortifications at Dover.

3.182 The years following the failure of the Spanish Armada were one of relative peace and little new fortification work was carried out. Archcliffe Fort on the western side of Dover is a rare example of seventeenth century defensive works. With a reduced threat of invasion from the continent, it is instead civil unrest and the English Civil War (1642 – 1648) that dominated the middle of the seventeenth century.

3.183 In the eighteenth and nineteenth centuries the threat from the continent again comes to the fore. It is in this period, and particularly in response to the Seven Years War (1756 – 1763), the American War of Independence (1775 – 1783) and especially the Napoleonic Wars (1803 – 1815), that a massive programme of fortification is undertaken at an unprecedented scale and pace including works at the Western Heights on the opposite flank of the Dour Valley from Dover Castle.

3.184 Victory over Napoleon did not give respite for long and invasion panic again prompted further defence works in the middle of the nineteenth century. In the mid-nineteenth century rapid advances in naval and artillery technology meant that many existing fortifications were outdated and a Royal Commission was set up in 1859 to address the nations defence requirements. Following the report of the Royal

Commission the fortifications at the Western Heights were completed and enhanced. A new fort was also built on the eastern side of the town at Fort Burgoyne. Later, following the adoption of breech loading weapons, the gun emplacements at Dover were again improved and new outworks built at Western Heights (Citadel Battery) and to the east of Dover Castle at Langdon.

Description of the Heritage Assets

Dover Town and Harbour defences

3.185 In the post-medieval period, and particularly from the 1740s onwards, the majority of defences in the District (with the exception of the previously discussed 'Castles of the Downs') are concentrated on the protection of the town of Dover and its harbour. The key post-medieval defensive heritage assets in the town are discussed below.

Defences of the Wyke

3.186 In 1495 a tower was built to provide protection at the Wyke (the beach between Archcliffe pool and the Town) a second similar tower was added in 1518. The **Defences of the Wyke** are depicted on the painting showing Henry's departure to France for the Field of the Cloth of Gold conference in the Royal Collection.

Tudor Bulwarks

3.187 Henry VIII built four **coastal bulwarks** at Dover as part of the network of coastal defence works built between 1539 and 1540. The bulwarks were positioned close to sea level to provide maximum protection to the town and harbour from seaborne attack. The bulwarks were, from east to west, **Mote's Bulwark**, the **Black Bulwark in the Cliff**, the **Black Bulwark on the Pier** and **Archcliffe Bulwark**.

3.188 **Mote's Bulwark** was constructed at the foot of the cliffs beneath Dover Castle. An illustration of 1541 depicts the Bulwark as a gun platform with seaward facing gun ports and a substantial timber building to the rear. The Bulwark continued to be maintained and updated in the sixteenth and seventeenth centuries and the stone gatehouse which is located on the eastern side of the Bulwark is understood to be of sixteenth century date. In the eighteenth century a large semi-circular battery was added. By the end of the Napoleonic Wars the effectiveness of the battery against attack had been largely nullified with guns able to fire shells over much greater distances. Mote's Bulwark forms part of the Dover Castle Scheduled Monument.

3.189 **Archcliffe Bulwark**, on the western side of Dover Harbour, was fortified as part of the network of coastal defence works undertaken by Henry VIII in 1539 and 1540. Here Henry constructed a bulwark, the early layout of which is complex and contemporary with Mote's Bulwark. Later historical maps show a bastion, linked by a ditch to a gatehouse. There are no visible remains of Henry's Bulwark, the site having been removed to make way for the railway and the remainder of the fort subsequently rebuilt and re-fortified. The later fort which was constructed on the site of the Tudor Bulwark is discussed separately below.

3.190 The **Black Bulwark in the Cliffe** was located close to the base of the cliffs on the western side of the town in the vicinity of modern Snargate Street. Nothing survives of this bulwark above ground and its exact location is not known. The **Black Bulwark on the Pier** was located on The King's Pier and no surviving remains of this Bulwark are known; it is likely that the Bulwark on the Pier has been totally lost to a combination of the sea and modern harbour works.

Defences at the Castle

3.191 Henry VIII largely ignored **Dover Castle** in his programme of fortification. To help defend the harbour new works were constructed at Mote's Bulwark below the Castle and at Archcliffe on the western side of the town. Henry did undertake some works at the Castle and the **Tudor Bulwark** may have been part of these works. Money continued to be spent on repairs and minor works at the castle in Stuart/Elizabethan times but no major additions were made to the defences.

3.192 During the English Civil War the garrison at the Castle was quickly overwhelmed in the Kent Insurrection of 1648, with the Castle sustaining little damage. In the late seventeenth and early eighteenth centuries the Castle was largely abandoned with only small sums spent on its maintenance, although it was seen fit to act as a prison.

3.193 The Castle's fortunes improved in the eighteenth century as the need to protect the harbour and town from foreign invasion once again came to the fore. Fortifications were strengthened and repaired and new accommodation was prepared (such as the **Keep Yard Barracks**) in order to garrison a large number of troops. Changes were made to accommodate new heavy artillery and two new batteries were constructed in 1756. To accommodate the new guns many of the medieval wall towers were reduced in height.

3.194 In the late eighteenth century and early nineteenth century large sums of money were spent on the fortification of Dover, most notably at the Western Heights on the opposite flank of the Dour Valley from the Castle. Dover Castle was not ignored however and the outer defences were improved and modernised (such as **Horseshoe-, Hudson's-, East Arrow-, East Demi- and Constable's- Bastions**). Part of the medieval curtain wall was demolished as part of these works and a new gate, **Canon's Gate**, was added. New magazines (including the **Long Gun Magazine**) were also constructed to service the upgraded fortifications. The sheer number of additional troops housed at the Castle led to new **underground tunnels and barracks** being excavated under the castle for soldiers (constructed in 1797) and for officers (1798).

3.195 The Castle continued to be an important site for the accommodation of troops in the nineteenth century, although numbers were briefly reduced in the period immediately following the end of the Napoleonic Wars. A Royal Commission Report of 1861 looked at improving the living conditions of the common soldier and changes to the accommodation at the castle were made as a result of the Commission's findings. Major new buildings of this date at the Castle include the **Officers' New**

Barracks (1858) and **Regimental Institute** (1868). The ruined church of St Mary-in-Castro was also restored at this time. Along with changes to the accommodation, improvements were also made to the defences and the construction of Fort Burgoyne to the north of the Castle was a major work of this period. Cliff-top batteries at the Castle and overlooking the harbour were also upgraded (**East Demi-, Hospital-, Shot Yard-, and Shoulder of Mutton Batteries**).

3.196 Dover Castle is an English Heritage guardianship site, attracting the second highest number of visitors to an English Heritage property (after Stonehenge). The Castle is a Scheduled Monument, a number of the buildings in the Castle complex are individually Listed and the site falls within the Dover (Dover Castle) Conservation Area.

Archcliffe Fort

3.197 Archcliffe Bulwark was rebuilt, probably sometime in the early seventeenth century, and the new fort is shown on a plan of 1604-1614. Archcliffe Fort featured bastions on the landward side, with a defensive circuit incorporating ditches and a curtain wall. Archcliffe Fort is a rare example of a fortification of this period and a substantial portion of the seventeenth century bastioned trace fortification survives. The Fort was modified in the eighteenth and nineteenth centuries and works of this period are also represented at the site. The seaward defences of the fort were removed when the railway line was constructed in 1928 and a Napoleonic period brick-built outwork was partially removed when the A20 was constructed. Archcliffe Fort is designated as a Scheduled Ancient Monument.

Eighteenth & Nineteenth Century Batteries at Dover Harbour

3.198 The threat of invasion in the eighteenth century led to the construction of new defensive works in the Harbour area. These comprised four small batteries constructed at Sea Level. These were, from east to west, **Guilford Battery** (located by Mote's Bulwark), **North's Battery** (on the spit opposite the end of Bench Street, now the area of Granville Gardens), **Amherst's Battery** (in the area that is now the Marina) and **Townsend Battery** further to the west (later the site of the former Dover Town Station). Remains of Townsend Battery and Amherst's Battery are likely to have been totally destroyed (Townsend by later development of the Station in 1844 and Amherst's by the extension of the tidal harbour in 1838). Buried remains associated with North's Battery may potentially survive in the Granville Gardens area, whilst the site of Guilford Battery now lies largely under the modern A20. Surviving remains of the Guilford Battery are understood to include the building beneath Mote's Bulwark, which appears to have at its core one of the buildings constructed in a later phase of the battery. Parts of the earthen defences also appear to survive. A plan of 1844 shows the proposed site of **New Amherst Battery**, located to the east of the earlier battery. The work is marked as 'proposed' on the 1844 plan and it is not sure if works on the battery were ever started. The battery would have been located in the area of the modern day Esplanade.

The Western Heights

3.199 The first recorded permanent fortifications to be established on the Western Heights date to the late eighteenth century, erected in response to the American Wars, with the first works occurring in the late 1770s. The defences of this period comprised earthworks designed to protect infantry and artillery on the hill. These earthworks were unfinished and little is thought to survive from this period. These works do however mark the start of the fortification of the hilltop. In 1804 a plan was put forward to modernise the defences on the Western Heights. These new Napoleonic period fortifications took the form of two major redoubts, the **Citadel** and **Drop Redoubt**, augmented with a series of defensive lines and bastions. In this form the defences could hold a large body of men to repel any invading army as well as commanding the town, harbour and approach along the Folkestone Road. The need to move troops rapidly from the heights to the town and harbour below led to the construction of the **Grand Shaft**. Built between 1805 and 1807 the Grand Shaft takes the form of three independent staircases spiralling around a central brick built shaft. The Grand Shaft exits via a short tunnel onto Snargate Street.

3.200 Advances in military technology, coupled with a perceived threat of invasion in the mid-eighteenth century, highlighted the need to upgrade the fortifications at the Western Heights. Following the Royal Commission Report on the nation's fortifications a programme of upgrading was agreed. As a result further additions to expand and strengthen the existing Napoleonic fortifications were made, including provision of new **Western Outworks**, new barracks and a new entrance on the South Front. From 1867 advances in artillery technology led to a change in military thinking, from one focussed on fixed fortifications, to a mobile army employed in the field. The Western Heights' role evolved to one of headquarters and supply site as well as acting as a site for high power artillery. With this changing role further modifications and additions were made to the fortification in the later nineteenth century. These included four coastal batteries: the **Citadel Battery** (outside the Western Outworks), **South Front Battery** (south of the Citadel), **St Martin's Battery** (inside the South Entrance) and **North Lines Battery** (west of the Drop Redoubt).

3.201 The fortifications on the Western Heights are designated as a Scheduled Monument. The Grand Shaft Stairs is also a Grade II Listed Building. A Young Offenders Institute currently occupies the Citadel and some private housing and other development occupies the central section of the site. The eastern part of the fortification, including areas of the Drop Redoubt, is on public access land. The Grand Shaft is not open to the public except on special open-days. A series of information panels are located across the fortification to illustrate the history of the site.

Fort Burgoyne

3.202 The Royal Commission Report of 1860 on the nations defence requirements recommended improvements to the defences at Dover in order to better protect the northern approach to Dover Castle, long seen as a weak-point in the Castle's defences. Any attacking force that could establish a battery on the high ground overlooking the castle would have easily been able to bombard the Castle and its interior. As well as defending the Castle the new fort also provided long-range

overlapping flanking fire to cover the north-eastern approaches to the Western Heights. Work on the fort, which was originally known as Castle Hill Fort, started in 1861 and had been completed by 1873.

3.203 Fort Burgoyne took the form of an irregular polygon, with a large 'V' shaped earthwork facing towards the Castle. The fort featured two outlying redoubts connected by flanking 'wing' ramparts. A large dry ditch was built surrounding the fort with double caponiers providing flanking fire along the ditches. The interior of the fort was occupied by a large open parade ground with bomb proof casemated barracks surrounding the parade ground on three sides.

3.204 The physical remains of Fort Burgoyne remain largely intact, although the site is currently unused and is therefore vulnerable to neglect. The Fort and Connaught Barracks are currently owned by the Homes and Community Agency and are presently not publicly accessible. The Fort is designated as a Scheduled Monument.

Dover Turret

3.205 In the late 1870s the Admiralty decided that guns larger than those existing at Dover were needed to defend Dover Harbour and this resulted in the construction of the Dover Turret. The turret was constructed on what was then the end of Admiralty Pier and was armour plated, steam powered and designed to hold two massive guns weighing 80 tonnes each. The turret and two guns weighed a combined weight of some 895 tonnes. The turret survives with the two guns remaining intact. The site is a Scheduled Monument, owned by Dover Harbour Board, but not currently accessible to the public.

Langdon Battery

3.206 At the beginning of the twentieth century a new battery was constructed at Langdon Cliffs to the west of the Castle. The battery was built in 1898-1900 to guard the eastern side of the harbour, complimenting Citadel Battery overlooking the western side of the harbour from the Western Heights. Langdon Battery currently owned by the Coastguard and is adjacent to publicly accessible land owned by the National Trust.

Other post-medieval defences in the wider District

Eighteenth Century Coastal Batteries

3.207 Two coastal batteries were constructed in the 1790s on the coast between Sandown and Sandwich. Known as Sandwich Battery No. 1 and Sandwich Battery No. 2 they were built to defend the adjacent beaches from landings and to protect the offshore anchorage. The batteries remained in use during the Napoleonic Wars, although a report of 1808 by Major General Twiss notes that the front wall No. 1 battery was damaged by storms in May of that year. Proposals were put forward for its rebuilding but it is not known if this was carried out.

3.208 Battery No. 1 was situated on the foreshore at Small Downs, to the south east of the Chequers Public House but was destroyed by the sea in 1862. A high shingle coastal defence bank now occupies the site and there are no visible remains. No. 2 Battery survives and its general form remains largely intact. The site is currently occupied by private residential properties (to the rear of the battery) and forms part of the gardens to these.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Dover Castle	Historic Building, Earthworks and Buried Archaeology	Scheduled Monument, Listed Building and Conservation Area	Managed visitor attraction	English Heritage site
Archcliffe Fort	Historic Structures, Earthworks and Buried Archaeology	Scheduled Monument	Private ownership but accessible	No
Mote's Bulwark	Historic Building, Structures, Earthworks and Buried Archaeology	Scheduled Monument	Under English Heritage Guardianship but not currently accessible to the public	No
Western Heights & Drop Redoubt	Historic Structures, Earthworks and Buried Archaeology	Scheduled Monument	Under mixed ownership, parts of the site are publicly accessible	Yes
Fort Burgoyne	Historic Building, Structures, Earthworks and Buried Archaeology	Scheduled Monument	Not publicly accessible	No
Dover Turret	Historic Building	Scheduled Monument	Not publicly accessible	No
Langdon Battery	Historic Structures, Earthworks and Buried Archaeology	None	Publicly accessible	?

Asset	Form	Designation & Protection	Accessibility	Interpretation
Sandwich Battery No. 2	Historic Structures, Earthworks and Buried Archaeology	None	Not publicly accessible	No

Table 3.4 Key Heritage Assets

Statement of Significance

3.209 Dover contains one of the finest groups of post-medieval defences in the country. The continuing development of Dover Castle excellently illustrates the rapid changes in military technology in the post-medieval period, especially the rise and power of artillery. The fortifications at the Western Heights represent the largest, most elaborate and impressive surviving example of early 19th century fortification in England. As a group the post-medieval defences of Dover are of **outstanding significance**.

Evidential Value

3.210 The post-medieval remains in the District provide clear evidence for the changes and advances in military technology and thinking during a period of rapid change and advancement. Sites such as the Western Heights and Fort Burgoyne contain important structural and archaeological evidence that could improve our understanding of how the sites functioned militaristically and also provide evidence for the day-to-day lives of the soldiers who manned them.

Historical Value

3.211 The post-medieval defensive remains have strong historical associations, often illustrating and reflecting specific historical events at a local and national scale. The sheer scale of the defences at the Western Heights for example clearly illustrates how significant the threat of invasion was in the Napoleonic period.

Aesthetic Value

3.212 The character and architecture of the post-medieval defences at Dover are by their nature primarily functional in nature. The scale and imposing nature of the fortifications however often provide an aesthetic quality. The sheer walls and ditches of the Drop redoubt for example can inspire feelings of awe and fear which resonate well with the original purpose of the fortifications and help visitors appreciate their defensive might.

Communal Value

3.213 The fortifications at Dover have an important social and commemorative value in reinforcing a sense of national identity, being a symbol of Dover's role as the front-line against foreign invasion.

3.214 Dover Castle is an important tourist attraction with extensive interpretation material allowing people to experience military history from multiple periods, whilst the Western Heights provide a readily accessible area of green space close to the heart of the town for local people and visitor's to explore and enjoy.

Vulnerabilities

3.215 A large number of Dover District's post-medieval defensive heritage assets are Scheduled Monuments. Whilst this provides these monuments with statutory protection it does not mean that these remains are not vulnerable to change. Indeed the major sites of Fort Burgoyne and the Western Heights are both listed on English Heritage's *Heritage at Risk* register. The Western Heights fortifications are identified as being as one of English Heritage's top-ten priority sites of those listed in the register for the south-east.

3.216 The District's post medieval defensive assets were constructed with a specific military purpose in mind. This brings certain challenges in finding suitable alternative uses for such sites. For this reason a number of the sites do not have a secure long-term use, which has led to their neglect and decay.

3.217 Those post-medieval defensive heritage assets that currently do not have a long-term use (such as Fort Burgoyne, parts of the Western Heights and the Dover Turret) are vulnerable to neglect, decay, and vandalism. Without long-term maintenance and repair programmes this could lead to serious deterioration of the fabric of these assets. Lack of maintenance, uncontrolled vegetation growth, weathering and the effects of heritage crime have already had a negative effect on some on some aspects of the District's post-medieval defences. In the case of the Western Heights, the sites fragmented ownership brings with it additional challenges for securing a coherent maintenance strategy for the site.

3.218 As defensive sites the District's post-medieval defences have been carefully and deliberately sited within the landscape. Military sites therefore have their own specific setting issues. Development adjacent to these sites has the potential to negatively impact upon the setting of these heritage assets. Development that causes harm to the setting of the District's post medieval defensive heritage assets, or diminishes the ability for visitors to the site to appreciate the significance of a monument should be avoided. In the case of the Western Heights this includes not only views out from the monument, but also the internal relationships between the component parts of the place.

Opportunities

3.219 Dover District has an exceptional group of fortifications of post-medieval date, the highlight of which is undoubtedly the spectacular fortifications at the Western Heights. These fortifications form part of a patchwork of defensive remains across the District that span nearly 2000 years, from the Roman fort of the *Classis Britannica* at Dover to the radar stations of the Cold War. These assets have the potential to substantially contribute to the future well being of the District, and opportunities should be sought to maximise the economic and interest value of the District's defensive heritage assets.

3.220 At present the many of the District's post-medieval defensive remains are an undervalued asset. Opportunities to increase the local and wider awareness of the post-medieval defences should be sought so that these assets develop a positive and on-going local identity. Increased visibility of these sites to the local community will help to stimulate wider recognition of these assets. Encouraging recognition of the significance of the post-medieval heritage assets will help to achieve the District's long-term goals for sites such as the Western Heights and Fort Burgoyne.

3.221 The collection of post-medieval defensive heritage assets in the District presents the opportunity to create a world-class visitor and educational resource. Dover's core sites of the Castle, Western Heights and Fort Burgoyne should form the heart of such a visitor destination. Dover Castle already provides a strong focus for visitors to the District and consideration should be given to ways of using the castle to provide visitor orientation for the wider District. Physical and intellectual links should be forged between the post-medieval defensive sites to encourage as wide a range of visitors as possible.

3.222 Some development may be necessary in and around these heritage assets in order to achieve the long-term vision. Such development should be of a high quality. Development that causes harm to the significance of these sites should be avoided. As such any development should seek to be of an appropriate size and density, should be sited sensitively and should be of a high and distinctive architectural quality. Wherever possible new and sustainable uses should be found for the heritage assets to ensure their long-term viability. This should include the re-use of historic buildings in a sympathetic manner. Mixed tourism and enterprise led re-use of the District's historic fortifications should help to ensure the long-term viability of these assets.

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The National Heritage List for England available at <http://list.english-heritage.org.uk>

3.6 The Great War & Supply of the Western Front

Summary

3.223 In the First World War Dover harbour was an important naval base and port of refuge from which the famous Dover Patrol operated. Elsewhere in the District a major supply depot, transshipment facility and port was constructed at Richborough that was involved in the manufacture, salvage and supply of equipment destined for use on the battlefields of Continental Europe. The District contains a number of important remains, including above ground structures and buried archaeology that demonstrate the importance of the District in the First World War.

Introduction

3.224 In the early twentieth century relations with France, the long-standing continental foe, improved culminating in the signing of the Anglo-French Entente of 1904. This left Germany, who had been undertaking a rapid programme of new warship building at the end of the nineteenth century, as the perceived future continental enemy and potential invader. When war came with Germany in 1914 the main defence against foreign invasion was the Royal Navy and the harbour at Dover was an important base for the control of the Channel.

3.225 The harbour at Dover had been massively extended in the early twentieth century with the two new harbour arms and a breakwater now enclosing an area of some 247 hectares. Dover was an important port of refuge, being the only safe harbour for warships between the Nore and Portsmouth. Dover harbour was also the home of the Dover Patrol, one of the most important Royal Naval commands of the First World War. At its height the Dover Patrol was formed of over 400 vessels for the patrol of the Channel and for escorting troop and supply ships to and from the continent. A new threat in this conflict came from torpedo firing submarines capable of attacking vessels both out at sea and also whilst in harbour. Shipping in Dover harbour was attacked by submarine in 1914. Harbour and coastal defences were developed and enhanced to meet this new threat.

3.226 Rapid technological advancement at the beginning of the twentieth century introduced other new threats to the theatre of war. Louis Bleriot's successful flight across the English Channel (landing at Northfall Meadow, just to the north-east of the Castle) highlighted the fact that the Channel was no longer the barrier it once was. In the First World War there was the new danger of attack from the air. This became a reality for the residents of Dover as early as December 1914 when a bomb was dropped on the town, causing little damage, except perhaps to a gardener who although not seriously harmed faced the indignity of being blown from a tree that he

was pruning. To meet this new aerial threat air stations for planes, sea-planes and airships were built in the District, as well as anti-aircraft defences and pioneering early warning systems.

3.227 The Royal Navy's initial optimism that it could defend the country from invasion was soon tempered and the Admiralty had to concede that it could not guarantee protection against invasion. This resulted in the erection of land defences, which in the Dover area took the form of a ring of earthwork redoubts supplemented by trench systems and gun emplacements.

3.228 Despite the threat from aerial bombardment and the perceived threat of invasion the Great War's main theatre of war was not on home soil, but in continental Europe. Dover was an important port for troop transports to and from France, whilst at Richborough there was a major supply port for the shipping of supplies and materials to the Western Front. Ammunition, tools, materials, vehicles, tanks, horses, rations and food were all shipped out of Richborough. The port was also used to receive salvage from France, with shipments at first using sea going barges and later on purpose built train ferries. By 1918 the port at Richborough had developed into a huge facility covering some 2,000 acres and capable of handling around 30,000 tons of traffic per week and employing in excess of 24,000 people.

Description of the Heritage Assets

Coastal and Harbour defences

3.229 Construction works at Dover Harbour at the beginning of the twentieth century had massively extended the port, with Admiralty Pier Extension, Eastern Arm and the Breakwater enclosing an enormous new harbour of refuge. **Pier Turret Battery** constructed next to the obsolete Dover Turret, **Pier Extension Battery** on the Admiralty Pier Extension, **Eastern Arm Battery** and **Breakwater Battery** were all armed in 1910 to defend the new harbour. A second battery, known as **Knuckle Battery**, was constructed during World War I at the eastern end of the Breakwater.

3.230 Some remains of Pier Turret Battery survive, with No.1 gun emplacement having a refreshment kiosk built into it and No. 2 emplacement as a viewing platform. Pier Extension Battery remains better preserved with the emplacements surviving but is not accessible to the public. The gun emplacements of the breakwater batteries survive, although in poor condition, as do the associated searchlight positions and the gun crew's accommodation blocks. Due to their position on the breakwater neither of the batteries are accessible except to licensed anglers. It is understood that the gun positions at Eastern Arm battery have been lost to subsequent development, but as with Pier Extension Battery and the breakwater batteries the crew quarters do survive.

3.231 Boom defences were incorporated into both the eastern and western entrances to the harbour and **hawseholes** survive on the eastern and western pier ends and breakwater through which winches could raise and lower submarine cables. During the First World War the harbour's western entrance was blocked by sinking

two ships – the *Livonian* and *Spanish Prince*. Remains of these block-ships have been subsequently cleared, the *Livonian* being removed between 1931 and 1933, whilst the *Spanish Prince* was initially left in place (albeit swung through 90 degrees) but was recently (2010) cleared.

3.232 Entrance to the harbour was controlled by the **Port War Signal Station** located on top of the cliffs at Dover Castle and overlooking the harbour. The signal station was constructed on top of a Fire Control Post of 1905 which in turn was located within a former gun emplacement (Hospital Battery built in the 1870s). Any vessel that wished to enter the port had to show appropriate recognition signals (either by flag, light or foghorn/siren in poor visibility). The signals were changed regularly and any ship not showing the correct (or any) signal would be firstly requested to ‘heave to’ and should it fail to do so would be subject to a ‘bring to’ round across its bows from a shore battery. The ship would then be directed to an examination anchorage (off the coast at Langdon) under the guns of a designated battery (initially Langdon Battery, but later Eastern Arm Battery). The Port War Signal Station is under English Heritage guardianship at Dover Castle. The site has been recently refurbished and is open to the public.

3.233 The Langdon and Citadel Batteries were built at the turn of the century and are located to the east of Dover Castle and at Western Heights respectively. They provided additional coastal defence at Dover harbour during the First World War. **Langdon Battery** lies adjacent to publicly accessible National Trust land and is currently occupied by Dover Coastguard Station. **Citadel Battery** is located on public access land adjacent to the Western Heights but is now derelict. To support the batteries emplacements for searchlights (**Defence Electric Lights**) were used. Sometimes these were located adjacent to the battery they supported (such as those on the Breakwater), whilst others were located at some distance. Searchlight positions for Langdon Battery survive at the base of the Cliff in Langdon Hole. In total there were some 38 searchlight positions around Dover in World War I.

Air defences

3.234 The earliest airfield in the area was established at Dover just prior to the outbreak of the First World War. The airfield was unfinished at the outbreak of the war, but was quickly brought into use acting both to defend Dover and also as a staging post for aircraft flying to France. This airfield was located on Swingate Downs and known as **Dover (St Margaret’s)**. Some roads and hut/hanger bases relating to the airfield survive. A second airfield, known as **Dover (Guston)**, was located on the other side of the Dover to Deal road next to Fort Burgoyne. Nothing now survives at the Guston site, although the footprint of the adjacent hutted accommodation camp (locally known as ‘Tin Town’) can still be seen.

3.235 As well as airfields for conventional aircraft a third facility for seaplanes, known as **RNAS Dover (Marine Parade)**, was established in the town at the foot of the cliffs below the Castle. The seaplane station included three hangers (now demolished), a mess room, accommodation, stores, workshops and administration buildings. The administration building survives, but is currently derelict. An outstation

to RNAS Dover was established at Walmer in 1917. **RNAS Walmer** was located on Hawkshill Downs, but was abandoned by 1919 and nothing now survives at the site which is marked by a memorial to lost pilots erected shortly after the war.

3.236 As well as aeroplanes use was made in World War I of non-rigid airships and a RNAS base was established to the west of Dover at Capel. **RNAS Capel** not only acted as a base for airships it was also used for their development and construction. The airships were used to carry out patrols along the Channel and to spot submarines when escorting shipping. The air station at Capel included three large hangers and grassed landing areas. The air station was closed in 1919. The airship hangers have been demolished, although the plan of the concrete base for No. 3 Hanger can be clearly seen on modern satellite aerial photographs of the site. It is understood that the pits where the airships were docked also survive, but are now in-filled. The concrete perimeter road also survives, having been incorporated into the layout of the present caravan park that occupies part of the former air station site.

3.237 The first fixed anti-aircraft gun in Dover District was located at **Langdon Battery** and came into service in 1915. With the increasing frequency of German raids more anti-aircraft gun sites were brought into operation, initially at **Drop Redoubt, Frith Farm, Fort Burgoyne** and on the roof of the Keep at **Dover Castle**. Other guns in the District, such as those on the harbour piers and breakwater, could also be brought to bear on enemy aircraft. Later in the war anti-aircraft guns mounted on modified flatbed rail carriages were deployed on the Prince of Wales' Pier and the Eastern Arm of the harbour and additional anti-aircraft guns located at **River Bottom Wood** and the **Citadel**. First World War anti-aircraft gun emplacements survive at Fort Burgoyne and a concrete emplacement believed to be for a First World War anti-aircraft gun also survives on **Coney Hill**.

3.238 Early warning systems were essential for the defence against enemy aircraft. Reliance on visual sightings alone was problematic; by the time gun crews could be notified or planes scrambled to intercept it was often too late. In order to combat these problems experiments with early warning systems were undertaken and devices known as **sound mirrors** were employed to provide early detection of enemy planes. An early First World War period sound mirror was located at Fan Bay. Set into the hillside the sound mirror was initially backed with puddle chalk, but was modified and re-faced with cement rendered concrete. The sound mirror at Fan Bay was in operation by 1917. The use of acoustic detection continued to be developed in the post war period and a further sound mirror was erected at Fan Bay and a dished 'slab' style mirror erected at Abbot's Cliff in the 1920's. The sound mirrors at Fan Bay survive (although buried as part of a 1970's 'eyesore' clearance programme), whilst the slab mirror at Abbot's Cliff survives intact.

Anti-invasion defences

3.239 At the start of the war the Admiralty was confident that its superior naval power would be able to prevent any sizeable German force from invading mainland Britain. Given the energies being expended by both sides on the Western Front it is

uncertain how real the threat of German invasion was, however following the Admiralty's concession that it could not guarantee protection from invasion defences were erected at key sites.

3.240 A ring of **earthwork redoubts** were erected around Dover, intended to protect the town from being taken from the rear by an invasion force landed further along the coast. These redoubts and **field gun emplacements** formed an arc around the town, with positions at **Botany Bay** (Lydden Spout), **Mount Horeham** (Stebbing Down), **Whinless Down**, **Coombe Down**, **Old Park (West)**, **Old Park (East)**, **Long Hill**, **Swingate Downs**, **Upper Road (North)**, **Upper Road (South)** and **Fan Bay**. The redoubts were positioned so as to guard the approaches from Deal, Canterbury and Folkestone. Military control points were also established on roads leading into Dover. No above ground traces of the redoubts can be seen, but it is possible that some buried remains may survive.

3.241 The redoubts around Dover were designed according to the principles set out in the 1911 *Manual of Field Engineering* to provide protection from shrapnel shells. Experience on the Western Front however showed a German preference for the use of high explosive rather than shrapnel against which the redoubt would offer little protection. In 1916 the earthwork redoubts were supplemented with **defensive trenches** of the type employed on the continent. Traces of a small trench system can be seen on Whinless Downs and possibly at Old Park, whilst cropmarks showing other trench positions can be seen on aerial photographs around Guston and Langdon Hole. **Pillboxes** were also employed in the defence of the town and two brick-built pillboxes of First World War date survive near Great Farthingloe. A circular pillbox believed to be of First World War date is also recorded at Fort Burgoyne.

Civil defence

3.242 Aerial bombardment and the threat of shelling from enemy ships meant that the civilian population of Dover were at threat from enemy attack. Some families took the decision to leave the town and sleep in the countryside on moonlit nights when air raids might be expected. Others made use of shelters, some purpose built, and others in chalk caves, cellars and vaults. Chalk caves along Snargate Street and the vaults of Leney's Phoenix Brewery in Dolphin Lane for example were used as shelters during raids. Dugout shelters and brick surface shelters were also built. Towards the end of the war the Royal Engineers excavated a series of shelters in **Winchelsea Road Chalk Pit**, although these were not completed until after the last raid on Dover.

Supply – supporting the Western Front

3.243 Throughout the war Dover played an important role in the movement of troops to and from the continent. Tented **field camps** and hutted camps were erected around the District, especially around Deal and Dover where troops underwent final training before heading off to the front. The Duke of York's Royal Military School at Guston was evacuated to Brentwood for the duration of the war and the site used as a troop transit centre. Vast numbers of troops took part in the First World War, but few of them had much military experience. As part of their training **practice**

trenches were dug in order to teach the basics of trench warfare. Examples of practice trenches can be seen on aerial photographs near the Duke of York's Military School at Guston and at Archer's Court Hill. First World War period trenches, possibly practice works, have also been identified at Northfall Meadow.

3.244 A major supply port operated by the Royal Engineers was established at Richborough on the River Stour. At its height **Richborough Port** employed between 25,000 and 45,000 people. As well as the shipping of materials to the Channel Ports and canal systems of Northern France the site also handled salvage material coming back from the continent. Richborough was furnished with extensive freight sidings connected to the South Eastern and East Kent (light) Railways. Initially the port made use of sea-going dumb barges, but later purpose-built roll-on/roll-off train ferries were used, sailing from dedicated berths. Wharf-side travelling cranes and electric gantries were employed to load the cargo and there were extensive storage yards.

3.245 In addition to its transport, salvage and storage roles the port at Richborough was also used for manufacturing and assembly. Workshops, metalworking shops and boatyards with slips were built along the river frontage. To serve the port and to accommodate its workers a series of hutted camps were constructed (Stonar Camp, Queen Mary's Army Auxiliary Corps (QMAAC) Camp, Kitchener Camp, Haig Camp, Robertson Camp and Lord Cowan's Camp). Little now remains of the huge port facility, although some decaying wharf features, remains of a train ferry berth and some buildings do survive. One of the gantry towers for the train ferry survives at Harwich and is designated as a Grade II Listed Building. In Sandwich and some of the surrounding villages pre-cast concrete sections for Moir Pillboxes that were manufactured at Richborough, but presumably never shipped to the Western Front, are used in the construction of kerbs and retaining walls.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Pier Turret Battery	Historic Structure	Listed Building	Not publicly accessible	No
Pier Extension Battery	Historic Structure	Listed Building	Not publicly accessible	No
Eastern Arm Battery	Historic Structure	Listed Building	Not publicly accessible	No
Breakwater Battery	Historic Structure	Listed Building	Not publicly accessible	No
Knuckle Battery	Historic Structure	Listed Building	Not publicly accessible	No
Admiralty Harbour	Historic Structure	Listed Building	Partially accessible	General interpretation boards for Dover Harbour

Asset	Form	Designation & Protection	Accessibility	Interpretation
Port War Signal Station	Historic Structure	Scheduled Monument and Conservation Area	Managed visitor attraction	English Heritage site
Dover Castle	Historic Building, Earthworks and Buried Archaeology	Scheduled Monument, Listed Building and Conservation Area	Managed visitor attraction	English Heritage site
Langdon Battery	Historic Structures, Earthworks and Buried Archaeology	None	Publicly accessible	No
Langdon Hole Searchlight Positions	Historic Structure and Buried Archaeology	None	Not publicly accessible	No
Citadel Battery	Historic Structure and Buried Archaeology	Scheduled Monument	Publicly accessible	No
Dover (St Margaret's) airfield	?Buried Archaeology	None	Not publicly accessible	No
Dover (Guston) airfield	?Buried Archaeology	None	Not publicly accessible	No
Dover (Marine Parade) seaplane station	Historic Building and ?Buried Archaeology	Conservation Area	Not publicly accessible	No
RNAS Walmer airfield	?Buried Archaeology	None	Not publicly accessible	War memorial
RNAS Capel airship station	Buried Archaeology	None	Not publicly accessible	No
Drop Redoubt	Historic Structures, Earthworks and Buried Archaeology	Scheduled Monument	Publicly accessible	Interpretation Boards
Frith Farm anti-aircraft battery	?Buried Archaeology	None	Not publicly accessible	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
FortBurgoyne	Historic Structures, Earthworks and Buried Archaeology	Scheduled Monument	Not publicly accessible	No
Fan Bay Sound Mirrors	Historic Structures, Earthworks and Buried Archaeology	None	Open access land	No
Abbot's Cliff Sound Mirror (NB Post WW1)	Historic Structure	None	Open access land	No
Great Farthingloe Pillboxes	Historic Structures	None	Not publicly accessible	No
Winchelsea RoadShelters	Historic Structures	None	Not publicly accessible	No
RichboroughPort	Historic Buildings, Structures and Buried Archaeology	None	Partially accessible	No

Table 3.5 Key Heritage Assets

Statement of Significance

3.246 The First World War defences in the District have generally left less of a physical mark than those of the preceding centuries, or by the War that was to follow little more than twenty years later. The Great War is a conflict that is largely thought of as being fought on Continental Europe. The need to maintain naval supremacy, to supply the Front and the new threat of aerial bombardment however have all left their traces on Dover and the District. The Ports of Dover and Richborough were of vital importance to the war effort during the First World War. Richborough was the main supply base for material and equipment being dispatched to the Western Front, whilst Dover and the Dover Patrol helped to maintain the important channel crossings and to secure the Channel Coast. The defences and supply facilities in Dover District are of **considerable significance**.

Evidential Value

3.247 The First World War remains in the District demonstrate some of the major changes in warfare in the twentieth century. Advances in technology brought new levels of threat to the theatre of war. In particular the use of aerial bombardment completely altered the way in which war impacted upon civilians. Remains such as

the sound mirrors at Fan Bay and that of the airship station at Capel show evidence for the design and use of technologies that had relatively short military lives, or in the case of acoustic detection turned out to be technological 'dead ends'. Buried archaeological remains associated with the ring of redoubts and defences surrounding the town could provide useful evidence for the form of hastily erected defences at key military sites.

Historical Value

3.248 The First World War defence remains have strong historical associations, often illustrating and reflecting events at a national and international level. The Admiralty Harbour at Dover has important historic interest, having played a key role as a haven for battleship and submarines protecting the Channel as well as being the base for the daring Zeebrugge Raid. The remains of Dover's airfields, anti-aircraft defences and early acoustic detection devices are a historical reminder of the origins of modern aerial warfare. Richborough Port and Dover Harbour provide a clear illustration for the important role that District played in a worldwide conflict and of the scale of materials and equipment required to supply the Western Front.

Aesthetic Value

3.249 The First World War military remains have left relatively few physical traces on the District's landscape. Those remains that do survive are of limited aesthetic value.

Communal Value

3.250 The fortifications at Dover have an important social and commemorative value as a reminder of the role of that the District played in the First World War. Although there are relatively few physical remains of the war surviving in the District, those that do survive, such as the decaying remains of the once vast port at Richborough are a poignant reminder of the enormous scale of the conflict.

Vulnerabilities

3.251 The defensive heritage assets of the Great War period which survive in Dover District are often of a smaller scale and are less substantial than those of either the preceding or subsequent themes. This does not mean that the assets are less significant, and they are potentially more vulnerable from being less visible and less appreciated.

3.252 The First World War supply and manufacturing depot and port at Richborough for example played a major role in supporting the troops engaged on continental Europe, however the site has now fallen into decay, many of the port buildings have been lost and the site has largely been forgotten. The surviving port infrastructure at Richborough is vulnerable to on-going decay. The surviving remains are vulnerable to exposure and erosion from the River Stour as well as to any works associated with the river and flood control. Development at Richborough has already encroached upon large areas of the former port and depot and few of the original First World War

period buildings survive at the site. Those that do survive are vulnerable to being lost in any future development at the site and in the designation of the site as an Enterprise Zone has the potential to increase this vulnerability.

3.253 Sites on the coast, such as the sound mirrors and Langdon Bay searchlight positions are particularly vulnerable to natural threats. Coastal erosion, weathering and root damage all have the potential to negatively impact upon the fabric of these structures. The isolated positions of these and other First World War defensive sites means that they are also vulnerable to deliberate damage through graffiti, wilful damage and other anti-social behaviour.

3.254 Many of the sites have been wholly or partially cleared and largely survive as buried archaeological remains only. As such they are vulnerable to all forms of development and other clearance works.

Opportunities

3.255 The passing of time has meant that the District's First World War heritage assets are now our only direct link to this emotive period of our recent past. With the rich range of heritage assets surviving in the District there is an opportunity to develop the potential of this resource for locals and visitors alike. The *Discovering and Recording Kent's 20th Century Military and Civil Defences* project has started to look in detail at the surviving heritage assets and there is an opportunity for local groups and volunteers to build upon this work in order to better understand and present the District's wartime heritage.

3.256 Some of the sites such as Swingate Airfield have memorials to honour the servicemen based in the District, but there is little in the way of interpretation to inform and educate locals and visitors alike in the role that these sites played in the Great War. The story of the role of Dover Harbour in the First World War is told in part at Dover Castle, but the stories of the early aviators flying out of Dover by plane, sea-plane and airship, or the stories of the huge numbers involved in the supply of the Western Front from Richborough are largely untold. The history of these sites and surviving assets provide an opportunity to help engage schools, locals and visitors alike with this aspect of Dover's recent past.

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The National Heritage List for England available at <http://list.english-heritage.org.uk>

3.7 Second World War Defences

Summary

3.257 The twentieth century was one of rapid technological advance – telephony, radio and radar brought new means of communication, long-range detection and directing gun-fire; whilst cross-Channel guns, powerful battle tanks and flying rockets brought new threats to military and civilian targets. During the Second World War the area around Dover gained the nickname ‘Hell-fire Corner’. Dover was literally and symbolically on the front-line and it is therefore not surprising that the District contains an exceptional wealth of heritage assets relating the defences of the Second World War.

Introduction

3.258 Following the outbreak of the Second World War in 1939 Kent, and Dover in particular, was once again on the front-line. There was not an immediate threat of invasion at the outset of hostilities, and initial defence works in the District were focussed on countering the threat of cross-Channel shelling and aerial and coastal bombardment.

3.259 Air defence took the form of a co-ordinated layered defence. Radar stations spread along the coast provided for the early detection of enemy bombers and fighter aircraft, whilst new Anti-Aircraft batteries were established along the cliffs around Dover. The Second World War also saw a radical overhaul of the coastal defence batteries with guns positioned to deny the Channel to enemy shipping. These coastal batteries were supported by mobile rail-mounted guns located in-land from the coast.

3.260 The use of aerial bombardment had been successfully foreseen in the interwar years and plans were put in place for civil defence works under the auspices of the Air Raid Precautions organisation. The *Air Raid Precautions (ARP) Act 1937* placed the obligation for the provision of civil defence on local government who were to prepare shelter and anti-gas precautions. Surface and covered trench shelters were provided at schools, at factories and in public open spaces. Small domestic shelters were also erected, the most common of these being the Anderson Shelter. Existing basements and cellars were also used as makeshift shelters, often being reinforced for the purpose. At some sites deep underground shelters were excavated, although these are relatively rare and are generally associated with key military sites. Air Raid Wardens helped co-ordinate civil defence locally and wardens’ posts, air raid sirens and gas decontamination centres were established at key locations.

3.261 The possibility of a German invasion force landing on British shores became a much greater threat following the retreat, and subsequent evacuation, of the British Expeditionary Force from the continent in 1940. British and French troops had been driven back across France by German Forces, sustaining heavy losses along the way. In late May and early June a massive evacuation operation was mounted to rescue troops from the beaches and port of Dunkirk. This evacuation effort (code-named Operation Dynamo) was undertaken under the responsibility of Vice

Admiral Bertram Ramsay and co-ordinated from a network of underground tunnels beneath Dover Castle. In total some 338,228 soldiers were rescued from France, but much heavy equipment and arms had to be abandoned.

3.262 Following the evacuation of British and French troops from the beaches of Dunkirk it was widely thought that a German invasion of Britain was imminent. Anti-invasion defences were rapidly thrown up in preparation. On potential coastal landing grounds and beaches a range of defensive barriers were erected to form a 'coastal crust' and Pillboxes, wire and scaffold barriers and minefields were rapidly thrown up. To prepare for a Blitzkrieg type attack that had been so devastatingly employed by the Germans on the continent a series of inland defences revolving around defended 'nodal' points and stop-lines were established. The threat of invasion came not only from the sea, but also from the air. The earlier German advance into Scandinavia in April had highlighted the enemy tactic of using well organised air transport units for the landing of troops and supplies. Airfield defences were improved and other potential landing sites were denied to the enemy by measures such as the excavation of 'anti-glider' ditches across large open fields, the use of obstacles and erection of anti-landing stakes and wires.

Description of the Heritage Assets

Coastal and Harbour defences

3.263 With the exception of the construction of an additional battery at the Knuckle on the harbour breakwater the defences of Dover Harbour were much the same at the end of the First World War as they were at its beginning. This remained the case through the inter-war years; the Second World War however saw a radical overhaul of coastal defences around the harbour and in the wider District.

3.264 During the Second World War a number of new coastal batteries were established along the coast of East Kent. Most of the Coast Batteries installed around the coast of the British Isles during the Second World War were defensive batteries, to help stop an invasion. At Dover batteries were also constructed with an offensive role in mind so as to attack enemy shipping and to retain command of the Straights of Dover. Such long range guns were also capable of firing on German positions on the French Coast. The first of these long-range guns was installed in August 1940 on land near St Margaret's at Cliffe. The battery was equipped with a 14 inch naval gun on a fixed mounting and was given the nickname **Winnie** (presumably after Churchill under who's direct orders it was built). Winnie was the first ever British gun to send a shell across the Channel. A second long-range coastal gun, perhaps not surprisingly, nicknamed **Pooh** was installed in February 1941 also at St Margaret's.

3.265 Both Winnie and Pooh were served by a railway spur of the **Martin Mill Military Railway**. The military railway was originally built as a mineral railway by S. Pearson & Son at the end of the nineteenth century to supply materials for the construction of the new Admiralty Harbour. The original line ran from a junction with the South Eastern and Chatham Railway at Martin Mill to the cliffs at Langdon. The

railway was partially lifted in 1918 with the remainder being removed for scrap by the army in 1937. With the outbreak of the Second World War the line was re-lain and two new extensions added to St Margaret's.

3.266 The northern line to St Margaret's served the two 14 inch guns, Winnie and Pooh. Three heavy rail mounted guns, known as *Gladiator*, *Scene Shifter* and *Piece Maker* (all 13.5 inch ex-naval) were deployed on the railway. The barrels of the rail mounted guns lacked lateral traverse and so this was provided by shunting the guns along curved firing spurs for targeting. The line of the northern branch of the military railway can be clearly seen on aerial photographs and some parts of the associated infrastructure remain. Rail-side magazines survive at Townsend Farm, St Margaret's and at Swingate where the line of the railway can be clearly traced on the ground. The curved firing spurs for the rail-mounted guns can also be clearly traced on aerial photographs. Little remains at the site of Winnie, although there are some concrete remains to be seen and it is likely more remains survive buried underground. The site of Pooh survives slightly better, although the gun position itself has been removed the associated observation post, wireless room and reserve powerhouse all survive.

3.267 In the previous war military thinking had revolved around the use of Coastal Batteries for the defence of ports and the existing defences in the District were all focussed on Dover. The general defence of the coast in the First World War was the responsibility of the Navy. In the Second World War a linear system of defence was favoured, focussing not only on ports, but treating the whole coast as a defensive line. To this end a string of Emergency Coastal Batteries were established along the coastline in the summer of 1940. In Dover District Emergency Coastal Batteries were established at Sandwich Bay, North Deal, Deal, Stag Point (Kingsdown), St Margaret's and the Western Heights. The Emergency Coastal Batteries were equipped with redundant 5.5 inch & 6 inch naval guns (removed from scrapped war-ships at the end of the First World War and kept in store).

3.268 Of the Emergency Coastal Batteries those at **Sandwich Bay, North Deal**, and **Deal** have not left any above ground remains. Some remains survive at **St Margaret's** battery (including a gun emplacement at the former and a deep shelter for accommodation and medical facilities at the later), whilst at **Stag Point** it is possible to see the two gun positions and magazines and the Battery Observation Post is extant in the cliff face. Other features like trench works can also be seen here. The best preserved Emergency Coastal Battery in the District is that at **Western Heights**. The Western Heights Emergency Coastal Battery adapted the old St Martin's Battery with new concrete holdfasts and a protective reinforced concrete canopy added. To the rear of the battery a deep shelter was excavated (extending off of a tunnel and cartridge store of the original St Martin's Battery). The deep shelter included accommodation, sanitary and medical facilities.

3.269 In September 1940 plans were drawn up for the siting of new permanent coastal batteries along the cliffs to the east and west of Dover. Positions for new batteries were identified at South Foreland, Wanstone, Fan Bay, Hougham, Lydden Spout and Capel. The first of these new batteries to come into service was Fan Bay in 1941, followed by South Foreland and Lydden Spout later in 1941 and Wanstone,

Capel and Hougham in the summer of 1942. The collection of coastal batteries at Dover represent the largest concentration of new coastal batteries built during the Second World War.

3.270 Fan Bay Coastal Battery was equipped with three 6 inch gun positions each with its own underground magazine. The three 6-inch guns at Fan Bay were high angle guns to give them increased range. Searchlight positions were located below the battery on the cliff edge, supplied from an on-site generator. A deep underground shelter was constructed with a main entrance to the east of No. 3 gun position and two further seaward entrances located next to the earlier sound mirrors. A surface accommodation camp was also provided adjacent to the battery. The gun pits survive, but all surface buildings at the site have been cleared. The underground magazines and deep shelter remain intact. Fan Bay, South Foreland and Wanstone Batteries were all part of 540 Coast Regiment, Royal Artillery and some of the structures are part of the Regimental HQ and Fire Command.

3.271 South Foreland Coastal Battery was equipped with four 9.2 inch gun positions; the outer two served by their own underground magazines and the centre pair being supplied from a reinforced surface magazine. Underground works at the site included two plotting rooms with associated tunnel shelter and an underground accommodation and medical stations. Surface accommodation blocks and facilities were also provided to the rear of the battery. Some above ground remains survive at the site including the Engine Room, Observation Post, Guardhouse and Cookhouse. The gun positions are understood to survive but have been in-filled. The underground works including plotting rooms, deep shelter and magazines also survive.

3.272 Lydden Spout Coastal Battery was located to the west of Dover and was provided with three 6 inch high angle gun positions each serviced from their own buried magazine. The battery was controlled from a combined underground command post and plotting room. Accommodation was provided above ground to the rear of the battery and there was also a deep shelter to provide protected accommodation and medical facilities. The three gun pits survive (although they have been partially in-filled) as do their accompanying magazines. Some of the accommodation buildings survive above ground and the underground plotting room and deep shelter also survive.

3.273 The heaviest coastal guns emplaced along the Kent coastline were located at **Wanstone Battery**, where two 15 inch guns nicknamed 'Jane' and 'Clem' were deployed. The two guns were situated some 350 metres apart and each was equipped with large twin surface magazines. Surface accommodation was provided at Wanstone Farm as well as underground sheltered accommodation and medical facilities. The guns were able to provide cross-Channel fire as well as to target shipping in the Channel itself. The heavy German cross-Channel Guns of the Atlantic Wall were usually housed in reinforced concrete casemates. The British guns were not provided with such protection and instead relied heavily on camouflage. The Wanstone Coastal Battery site survives in a relatively well preserved state. The gun positions, four

magazines and ancillary buildings survive as do concrete posts for attaching camouflage netting. The underground accommodation is also understood to survive, but the entrances to the structure have been demolished and backfilled.

3.274 Wanstone Coastal Battery was serviced by the Martin Mill Military Railway's southern line to St Margaret's. The railway provided for the delivery of ammunition as well as replacement gun barrels. Two short sidings were located adjacent to 'Jane' and 'Clem' for barrel changing. Beyond Wanstone Battery the railway line passed South Foreland Battery and extended to the site of a hypervelocity gun beyond St Margaret's. The hypervelocity gun at St Margaret's was given the nickname '**Bruce**'. It was constructed later in the war as an experimental gun and was never used operationally (being pointed north towards the Shoeburyness firing ranges in Essex). Some remains of the gun-pit and surface buildings survive.

3.275 The westernmost Coastal Battery in the Dover District was intended to be constructed at Abbots Cliffe, but was relocated to Capel following comments by the Admiralty. The **Capel Coastal Battery** was equipped with three 8 inch guns each served by its own magazine and controlled from a buried reinforced concrete command and plotting room. Surface accommodation was provided adjacent to the battery and an underground deep shelter and medical dressing station were provided. The site now lies partially in Dover District, with the remainder of the site falling in Shepway District. The site is now the location of the Battle of Britain Memorial and no above ground remains survive at the site. The position of two of the gun positions and their associated magazines are marked at the memorial by two earth mounds near to the cliff edge.

3.276 **Hougham Coastal Battery** was equipped with three 8 inch guns each served by their own underground magazines located immediately to the rear of the gun positions. The 8 inch guns at Hougham and Capel batteries were the only 8 inch guns that the Royal Artillery had. A line of observation posts were located on the cliff edge to the fore of the battery. The site was equipped with an underground plotting room and medical dressing station as well as surface ancillary and accommodation buildings. Little survives above ground at the battery site, although the cliff top observation posts are well preserved and are a prominent feature. The plotting room also survives. The three gun emplacements are buried under spoil from a 1970s channel tunnel attempt, whilst the modern A20 cuts across part of the former accommodation area.

3.277 In addition to the Emergency Coastal Batteries erected in the summer of 1940 and the new Coastal Batteries that were subsequently brought into service in 1941 and 1942 some of the existing First World War coastal defence batteries were brought back into service. On Admiralty Harbour **Eastern Arm, Knuckle, Breakwater, Pier Extension** and **Pier Turret Batteries** were all re-armed with new guns. Two 6 inch guns were also installed at **Langdon Battery** overlooking the harbour (a third was installed for a period of time and then removed) whilst **Citadel Battery** was equipped with two 9.2 inch guns which had new barrels installed just before the Second World War.

3.278 As in the First World War the Harbour entrance at Dover was protected by blockships that were deliberately sunk in the harbour entrance. The vessels used in the Second World War were the *War Sepoy* and *Larrinaga*. The remains of these blockships were cleared in the 1950s and 1960s with the western harbour entrance being fully re-opened by 1963. Entrance to the harbour was still controlled via the Port War Signal Station located on the cliffs above the harbour at Dover Castle. The Port War Signal Station was constructed on top of a Fire Control Post of 1905 which in turn was located within a former gun emplacement (Hospital Battery built in the 1870s) and was fitted with a reinforced concrete roof to provide extra protection from aerial attack. The Fire Control Post and Port War Signal Station has been recently restored and conserved and is publicly accessible at Dover Castle. Three torpedo tubes sighted across the harbour entrance were fitted to the Eastern Arm to provide additional protection to the eastern harbour entrance. Anti-torpedo nets were also deployed at the harbour entrance; a portion of this anti-torpedo netting survives having been moved to the Western Heights post-war.

3.279 The inter-war years had led to the rapid development of new radar detection systems. Their initial deployment was as an early warning defence against enemy aircraft; however the potential for radar to be used to provide early warning and fire control for coastal gun batteries was quickly recognised during the war. Dover can be considered to be the home of coastal artillery radar and it is here that the first experimental sets were used. During the Second World War radar was used for three primary purposes at coastal artillery sites, firstly for early warning in lieu of visual methods, secondly for fire control (both for targeting and plotting the fall of shot) and thirdly for providing information on the overall engagement. Initial coastal defence radar established from the spring of 1941 could not provide fire control, but did provide a general early warning system both for the plotting of enemy shipping and low flying aircraft. These coastal defence radar sites were known as CD/CHL (Coastal Defence/Chain Home Low) and were given an 'M' prefix designation. The first CD/CHL sites were established in the Dover District (M1 Fan Hole, M2 Lydden Spout and M3 Walmer).

3.280 Dedicated Coastal Artillery radar systems were quickly developed allowing for both early warning and fire control, with the first experimental site being established at South Foreland Battery (designated B(p)X – 'B' indicating that the site belonged to the 'B' series battery control radar sites and the X an experimental site). 'B' series battery control radar was provided at Lydden Spout (site B3), Capel (B4), Wanstone (B5), Hougham (B6), South Foreland (B8) and Fan Bay (B9) Coastal Artillery radar continued to be developed throughout the war and Dover again was the first location to be equipped with more advanced systems. Few visible remains survive at any of the Radar sites.

3.281 The operation of the guns at the various batteries around Dover required delicate instruments for range finding and aiming which required specialist off-site maintenance. The Royal Electrical and Mechanical Engineers undertook this work from a depot on Military Hill. The **Military Hill Depot** building survives and is now used as a garage located partway up North Military Road.

Air defences

3.282 In the Second World War there were no active air bases or airfields in the District, although an emergency landing site was maintained at Ewell Minnis. It is unlikely that such a landing ground would leave any physical trace on the ground and it is not now known exactly where the landing ground was located.

3.283 Air defences in the District were focussed on fixed and mobile anti-aircraft batteries, radar early warning systems and bombing decoys. The need to improve the nation's air defence capabilities was recognised before the outbreak of the Second World War and air defences were enhanced from the mid 1930s onwards. The outbreak of the Second World War however hastened this process and led to a frantic expansion of air defences.

3.284 Artillery Anti-Aircraft defences are split into two classes, Heavy Anti-Aircraft (HAA) and Light Anti-Aircraft (LAA). Guns of .303 inch calibre up to 3 inch are identified as LAA; whilst 3 inch upwards are HAA. The 8 inch guns at Hougham and Capel batteries were high angle and could be used in an AA role. As with the Coastal Artillery Batteries the Heavy Anti Aircraft (HAA Batteries) in the Dover District were focussed on the coastal area between Sandwich and Capel. Light Anti Aircraft sites were focussed on the Port and Town of Dover, to protect coastal batteries and other strategic military sites and around the coalfields at Betteshanger and Tilmanstone.

3.285 The **Heavy Anti Aircraft batteries** used a variety of weapons, initially 3 inch guns of First World War date were deployed and these continued in service throughout the Second World War with examples being on Dover Sea Front and at the Western Heights. Both mobile and static newly developed 3.7 inch guns were employed at new green-field battery sites in the District. The positions for the mobile weapons would have been fairly ephemeral, comprising earth and sandbag emplacements. As more static guns became available more permanent installations were established. Heavy Anti Aircraft Batteries were established at **F10 North Foreland** (Sandwich – two sites), **FO3 Capel Court**, **D1 Farthingloe**, **D2 Swingate**, **D3 Frith Farm**, **D4 St Radigund's**, **D5 Edinburgh Hill**, **D6 Dover Harbour** (originally sited at Hawkshill, Walmer), **D7 Western Heights** (originally located at Sandown), **D8 Church Farm**, **D10 Ringwold**, and **D12 Mill Hill**. Later in the war a new 5.25 inch HAA gun was developed which required more substantial installations but allowed for more automated firing. Two 5.25 inch HAA gun batteries were built in Dover District towards the end of the war at **D2 Swingate** and **D3 Frith Farm**.

3.286 There are no above ground visible remains of the HAA batteries at Edinburgh Hill, Capel Court, Western Heights, Dover Harbour, St Radigund's, North Foreland (Sandwich sites), Ringwold or Mill Hill, although buried archaeological remains may survive (for example the location of the battery at St Radigund's can be seen on cropmarks on modern aerial photographs). Accommodation buildings associated with the Church Farm battery survive at East Langdon including latrine/ablution blocks and Nissen Huts, but nothing survives above ground of the gun positions themselves. The gun positions and access roads can all be made out at the Frith Farm site and there are buried remains of magazines at the site. The later 5.25 inch HAA battery

site is in better condition than the adjacent earlier 3.7 inch position. The best preserved HAA batteries in the District are those at Swingate (adjacent to Wanstone Farm) and at Farthingloe where the gun positions as well as some ancillary buildings survive.

3.287 The **Light Anti-Aircraft emplacements**, as their name suggests, were much less substantial in their construction. Light Anti-Aircraft positions often took the form of little more than a sandbag or concrete-block revetted gun emplacement and as such nothing above ground survives at most Light Anti-Aircraft positions. Light Anti-Aircraft emplacements were deployed around the town of Dover as well as at the collieries of Betteshanger and Tilmanstone. Light Anti-Aircraft emplacements were also positioned at military sites across the District, including at coastal batteries and the radar station at Swingate. At Swingate a Light Anti-Aircraft emplacement survives built on the roof of a Type 22 Pillbox. At Citadel Battery and Western Heights Battery Anti-Aircraft guns were emplaced in Type 23 pillboxes with two examples surviving at both battery sites. A Light Anti-Aircraft emplacement of chalk and concrete construction with surviving ammunition lockers can be seen to the south of Langdon Battery overlooking Dover Harbour's eastern arm. Mobile Light Anti-Aircraft guns were also deployed in the District and a concrete shelter for the storage of one of these mobile guns survives at Aylesham.

3.288 In addition to the regular Heavy and Light Anti-Aircraft guns use was also made in the Second World War of projected rockets in an anti-aircraft role. Known as 'unrotated projectiles' or '**Z-rocket**' (**ZAA**) **batteries** they comprised a simple rocket launched from a 'drain-pipe' like projector, relying on density of fire rather than accurate targeting. Such rocket batteries came into use from late 1940/early 1941. The launchers themselves had multiple barrels (between 2 and twenty) and were arranged in blocks. Z-rocket batteries were deployed around Dover, with examples being known at BB5 Guston (64 twin barrelled U2P launchers), Z3 Duke of York's Military School (64 twin barrelled U2P launchers), UP1 Dover Harbour (Prince of Wales Pier – 3 twenty barrelled U20P projectors) and UP2 Dover Harbour (South Jetty – 3 twenty barrelled U20P projectors) The emplacements and facilities at such rocket batteries were generally light and no above ground remains are known to survive at any of the District's recorded sites.

3.289 An Equipment Ammunition Magazine, believed to have been built to serve the anti-aircraft defences around Dover, is located on Lydden Hill. The **Lydden Hill Magazine** comprises three individual concrete magazine buildings separated by concrete and earth traverses. The magazine buildings and traverses survive and the site is currently under military ownership and used for training purposes.

3.290 **Barrage Balloons** were deployed around the port and town of Dover to protect it from low flying dive-bombers. At Dover such balloons were tethered around the town as well as mobile floating balloons attached to barges and trawlers that could be positioned around the port. Land-based barrage balloons could be tethered to stanchions set in concrete blocks. A series of iron hoops have previously been noted set within the Parade Ground at Fort Burgoyne that are believed to have been used for tethering barrage balloons. Other barrage balloon positions would leave no trace, with the balloon being raised off the back of a winch lorry.

3.291 Systems to provide for the early warning and detection of enemy aircraft at the end of the First World War relied on visual observation allied with acoustic listening devices. Experiments with acoustic listening devices continued in the inter-war years; however the development of **Radar** systems from the late 1930s onwards revolutionised the early detection of enemy aircraft even at High Speed. The early radar network consisted of a series of radar stations known as the Chain Home layout. It became apparent early on in the war that whilst the chain home layout was effective at detecting enemy aircraft at higher altitudes, the system was less effective for low level cover. To plug the gap in low-looking radar the original Chain Home Network was upgraded through the construction of new Chain Home Low stations.

3.292 In 1941 the country's radar defences were further enhanced through the use of Ground Controlled Interception sites for the direct in-land control of fighters at night-time. Another 1941 radar introduction were the Coastal Defence Chain Home Low stations (these were initially primarily concerned with the detection of surface shipping and are discussed with the coastal defences above). Advances in radar technology continued to advance at a rapid rate and the summer of 1941 marked the introduction of the first operational prototype Centimetric radar systems that allowed for even more accurate tracking of low flying aircraft shipping.

3.293 **Swingate Chain Home station** was built on the site of the WWI Dover (St Margaret's) airfield and was one of the country's first operational radar stations. Construction at Swingate started in 1936, but the site was not fully operational until the summer of 1938. The station was equipped with four 350-foot transmitter towers (of steel construction) and four 240-foot wooden receiver towers (of wooden construction). One of the original steel towers survives along with a later replacement (a second original tower was regrettably demolished in 2010). The bases of the other two masts survive. None of the four wooden receiver towers survive, although the concrete bases for three of the four positions remain *in situ*. The transmitter block building (traversed within a bunded enclosure) survives at the site as does the receiver building (likewise bunded). The remains of the concrete roadways at the station as well as concrete hut bases for other ancillary structures also remain. Chain Home Low radar equipment was later added to the original Swingate Chain Home site, but no remains are known to survive above ground relating to the Chain Home Low equipment.

3.294 Sandwich was selected as the location for one of the new Ground Controlled Interception Stations which were developed to provide inland radar cover and to assist in night-time interception. Construction of the **Sandwich Ground Controlled Interception station** (or RAF Sandwich) started in spring 1942 and by 1943 was fully operational. The operations control block (known by the nick-name *Happidrome*) survives at the site as do the site's guardhouse and some ancillary structures. Concrete access roads and some of the radar plinths also remain. Parts of the domestic accommodation camp for RAF Sandwich also survive to the east of off Ramsgate Road. The radio station for RAF Sandwich is also understood to survive, located away from the parent station in the nearby village of Ash; it is now used by a fireworks company.

3.295 The first prototype Centimetric radar installation was erected at Lydden Spout in June 1941. The new Centimetric (or Chain Home Extra Low) sets were labelled in the 'K' prefix series, the Lydden Spout station being K148 (and located on the former CD/CHL M2 site). A new Centimetric Station was set up at Lethercoates (K147). Nothing is known to survive above ground at either site, but buried remains may still survive. An experimental naval site using the same technology as the 'K' series radar stations was also established at Abbotscliffe House, Capel. A building, seemingly of Second World War date as well as a possible plinth for a radar station survive at the site.

3.296 A final type of radar station represented in the District was not strictly part of the air defence network, but is perhaps best mentioned here. **Hawkshill Down Oboe Station** (actually located nearer Kingsdown) was used for aiding bomber navigation. The system involved the use of paired sites (located at considerable distance apart), one site tracking and guiding the trajectory of the bomber aircraft on a constant arc, with the second determining when to release the payload. The system allowed for accurate plotting and bombing of targets. The concrete access road, hut bases and mast bases all survive at the site.

3.297 Bombing Decoys were deployed in the Second World War to lure enemy aircraft away from their intended targets and to trick the pilots into dropping their payloads onto the wrong location. Bombing decoys were deployed to draw enemy planes away from major centres of population, from airfields and ports and from other key strategic sites such as oil refineries. Six bombing decoys are known to have been established in the District, with examples at Ash Levels, Wootton, West Langdon (two sites), Sandwich Flats and Worth. The bombing decoys at Ash Levels and Wootton acted as night-time decoys for the airfields at RAF Manston and RAF Hawkinge respectively. The **Ash Levels Decoy Control Bunker** survives, but nothing is known to survive at the Wootton site. The decoy sites at West Langdon were assault bombing decoys, designed to imitate a small military camp or convoy (again at night). These night-time assault bombing decoys were insubstantial affairs (possibly designed to be mobile) and nothing is known to survive on the ground. The Sandwich Flats and Worth decoys were entirely mobile and would have been moved and deployed across the marshes and coastline in the Sandwich Bay and Lydden Valley areas. These decoys were designed to imitate coastal features at night. Due to their lightweight mobile nature no surviving remains are known.

3.298 The development of the German V1 flying bomb brought with it a new aerial threat from June 1944. In response to this new threat Britain's aerial defences were re-organised as part of **Operation Diver**. The diver plan was conceived in early 1944 and involved the use of layered anti-V1 defences, employing bomber, fighter aircraft, searchlights, radar and anti-aircraft positions. Air-defences were redeployed with guns formed into a series of blocks or cordons. A 'Coastal Gun Belt' was established running from St Margaret's all the way to Newhaven in East Sussex. New heavy gun positions employed in the coastal belt were of relatively light-weight construction, involving the use of simple 'pile-type' platforms constructed using railway sleepers bedded in a shallow pit/trench. Accommodation took the form of tents, Nissan huts, scaffold structures and trench shelters. As such even the heavy gun positions for

operation diver were relatively light-weight sites and any remains would be ephemeral. No above ground remains are known in the District, although buried remains may survive. Gun operations rooms for Operation Diver are recorded as being established at Sandown Castle (The White House) and Dover Castle.

Anti-invasion defences

3.299 A German invasion of Britain was believed to be immanent after the evacuation of Allied troops from the beaches of Dunkirk. Defences to counter such an invasion force were rapidly thrown up along the coast, especially at points considered to vulnerable to landing. In land the anti-invasion defences were designed to counter 'blitzkrieg' type tactic that the German army had so successfully employed on the continent. To support the physical anti-invasion defences groups of Local Defence Volunteers (latterly known as the Home Guard) were formed.

3.300 For any German invasion to succeed it would have been necessary to land both troops and equipment at locations along the coast. The emergency coastal batteries provided artillery protection at ports and likely landing positions and these were supported by a 'coastal crust' of defences designed to provide a physical barrier to the landing of troops. On beaches and along the coast **barbed wire entanglements** and **anti-personnel mines** were laid. These were quickly cleared following the Second World War. Piers, such as that at Deal, were considered to be ideal for the landing of troops. In the event Deal Pier was destroyed in 1940 having been struck by the Dutch vessel *Nora*. The *Nora* had been anchored off the Deal coast when it was struck and heavily damaged by a magnetic mine. The vessel was towed to the shore and beached some 50 yards to the south of the pier (against the advice of local fishermen). On the rising tide the *Nora* was lifted from the beach and washed and battered against the pier, eventually causing a large section to collapse. The army, on the personal orders of Winston Churchill, subsequently demolished the remains of the pier. The present pier is a post war replacement.

3.301 Other coastal defences were erected to prevent the landing of tanks and amphibious vessels. These defences involved the use of **scaffold fences** erected at the low water mark, lines of **anti-tank cubes** and **anti-tank mines**. **Pillboxes** were erected along the coast overlooking beaches and landing points and sand-bagged positions were erected to provide cover for infantry defence. Examples of such coastal pillboxes survive along the coast to the north of Deal, whilst at Walmer Castle a Type 24 Pillbox, anti-tank rails/girders and an anti-tank wall all survive. Further along the coast from Walmer a Type 28 'anti-tank' pillbox survives overlooking the beach at Kingsdown and at St Margaret's Bay there is a pillbox and tunnel system with a machine gun position in the cliffs designed to allow machine gun fire across the beach. Anti-tank cubes and flame warfare apparatus defended the road up from the beach. To the south of St Margaret's the combination of the imposing White Cliffs and heavily armed coastal defence batteries provided ample defence from invasion.

3.302 There were a large number of Pillboxes erected along the front at Dover, however the majority of these have been removed. Of the surviving pillboxes at Dover the most are on higher ground overlooking the town, with many being non-standard

square structures. These square pillboxes, often known by their modern name - 'Dover Quads', are seemingly unique to Dover. They were built to a special design by Major Vandeleur and are referred to in contemporary accounts as **pagoda pillboxes**. A line of anti-tank blocks, three deep, survive on the concrete apron at the former train-ferry dock in Dover's Western Docks, whilst other examples can occasionally be seen exposed by the tides near the Eastern Docks. To the west of Dover the impenetrable White Cliffs and coastal batteries again provided ample defence against invasion.

3.303 In-land defensive thinking initially took the form of fixed layered defences in the form of Stop-Lines, later supported by defended 'nodal points' (defended localities) and anti-tank islands. The major stop line in the District was the **Corps Stop-Line** that ran from Dover to Whitstable. Other minor stop-lines in the area were erected across the Ash Levels (on an East – West alignment to the north of Ash and Sandwich) by 'improving' existing drainage ditches, whilst an entirely new line was constructed between Capel and Folkestone. The 'improved' ditches of the Ash Levels line survive and can be traced. The main defended centre in the District was the town of Dover, however other 'nodal points' were established at Temple Ewell, Lydden, Eastry, Sandwich, Ash and Wingham. The primary aim of the anti-invasion defences was to slow and restrict the movement of tanks. Experience on continental Europe had shown the German's preference for using main roads for their attacking thrusts and main road routes were also heavily defended.

3.304 The Corps Stop Line primarily followed the Dover to Canterbury railway line as the basis of the defensive line, making use of existing embankments and cuttings as a ready made anti-tank obstacle. Pillboxes were strategically located along the stop-line, with a number of examples surviving. At Shepherdswell and Adisham for example there are surviving examples of Type 28 'anti-tank' pillboxes overlooking the railway line and Type 24 'infantry' pillboxes survive including examples at Temple Ewell and Aylesham. Additional defences were positioned to deny the enemy use of bridges crossing the railway line. Road-blocks, anti-tank buoys, anti-tank mines, pillboxes, anti-tank blocks, entanglements and gun positions were all employed to provide additional defences at bridge locations. The parapet walls on many bridges were removed to avoid giving cover to enemy troops. As a last resort bridges would have been pre-prepared for demolition through the use of explosive charges.

3.305 The road bridge over the railway line between Shepherdswell and Woolage village retains a number of such defensive features. Here two sets of anti-tank pimples survive to stop enemy tanks bypassing the bridge, anti-tank rail survive also at the side of the bridge, whilst on the road-bed of the bridge the concrete sockets into which steel rails could be inserted can also be clearly seen. A series of slit trenches are also understood to survive close the bridge. At Adisham where the railway line crosses over the bridge a pillbox has been built into the arches of the bridge.

3.306 Numerous other anti-invasion defences survive across the District, the commonest being pillboxes. Whilst numerous pillboxes have been lost since the war there are still a wide variety surviving. The most common variety are to the Type 24

design (both locally and nationally), but examples of Type 22, Type 23, Type 26 and Type 28 style boxes all survive within the District. Examples of anti-tank buoys, anti-tank pimples and roadblocks all survive in the Dover area.

3.307 At Dover Castle an anti-tank embrasure has been built into the curtain wall, disguised as part of the medieval defences. This embrasure commanded the road from Dover to Deal. The Castle along with Fort Burgoyne and the Dover – Deal Railway line were connected via anti-tank ditches to provide defences on the western side of the town. A Type 28 ‘anti-tank’ pillbox survives on the western side of the castle at Horse Shoe Battery whilst sections of anti-tank ditch survive at the Danes Playing field where a concrete field gun emplacement is also located. Large anti-tank blocks and a Type 24 pillbox are also located close-by.

3.308 A series of anti-tank defences would have similarly defended the western approaches to Dover along the Folkestone to Dover road where anti-tank guns, road-blocks and minefields were known to have been deployed. None of these are now known to survive on the main Dover to Folkestone road, although two sets of socket scars for anti-tank rails as well as anti-tank blocks do survive along Bunkers Hill on the road from St Radigund’s. Whilst none of the road-blocks or anti-tank blocks are known to survive along the old Folkestone road there are a series of surviving pillboxes in the Farthingloe/Winless Downs area which would have overlooked these routes. Further towards Folkestone a substantial anti-tank stop-line incorporating ditches and extensive lines of anti-tank pimples can be seen on war-time aerial photographs running from the cliffs at Capel towards Folkestone, although nothing is known to survive of this stop-line on the ground.

3.309 The Petroleum Warfare Department was established in the summer of 1940 with the aim of developing weapons and tactics for the use of petroleum warfare to counter invading German troops. Such flame defences were set up across the District, often under the auspices of the Home Guard. Flame defences were deployed both on the coast as well as in land, for example at St Margaret’s Bay a flame fougasse trap was installed on the road up from the beach, whilst explosive barrels were positioned to be tipped from the cliffs onto the beaches below. Remains of a **Flame Defence Trap** survive in Walmer, built into a wall on the side of the main Deal to Dover road. The trap consists of a series of regularly spaced projecting pipes fed from tanks to the rear of the wall from which a flammable oil/petrol mix could be sprayed across the road. A Flame Fougasse is understood to survive at Connaught Barracks close to the junction between the Deal and Guston roads.

3.310 As well as Flame Defence traps the Home Guard would have manned other defences in the event of invasion. These would have included **Blacker Bombard (spigot mortar) emplacements**. This was a type of anti-tank weapon commonly issued to the Home Guard and surviving spigot mortar emplacements within the District include examples close to South Foreland Battery, at Horseshoe Bastion (Dover Castle), Mote’s Bulwark and near Kingsdown Road at Hogg’s Bush. Other field gun positions were set up across the District, with a good example surviving at Long Plantation near West Studdal Farm.

Civil defence

3.311 The *Air Raid Precautions (ARP) Act* of 1937 provided the framework for civil defence in the District in the Second World War. The major threat to the civilian population was through aerial bombardment, both from bombs dropped by plain and through cross-Channel and coastal shelling. To protect the civilian population air-raid warning sirens and black-out provision was put in place under the control of local ARP Wardens. These Wardens operated from dedicated ARP Wardens posts. These posts were usually provided in adapted buildings, although purpose-built warden's posts were also constructed. The **Priory Road ARP Wardens Post** is a Listed Building, whilst a second post is believed to survive on Pilgrim's Way.

3.312 **Air-raid shelters** were provided both privately and at home. The ubiquitous Anderson Shelter was the most common type of purpose built domestic shelter, although other proprietary designs existed. The Anderson Shelter was issued in huge numbers and there are numerous examples surviving in the District. Private cellars and basements were also often used for shelter during air-raids, sometimes with rudimentary reinforcement. Public shelters were also constructed at factories, schools and in public open spaces for use by the general public. There are numerous examples of such shelters surviving in the District. Purpose built shelters generally took the form of either covered trenches at relatively shallow depth and often built from pre-fabricated sections or brick and reinforced concrete surface shelters. Such shelters were not designed to withstand a direct hit. In Dover use was made of numerous existing tunnels cut into the chalk along Snargate Street and East Cliff. The greatest concentration of air-raid shelters in the District is in Dover.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
'Winnie' supernumerary cross-channel gun	Earthworks and Buried Archaeology	None	Private Land	No
'Pooh' supernumerary cross-channel gun	Historic Structures, Earthworks and Buried Archaeology	None	Private Land	No
Martin Mill Military Railway	Historic Structures, Earthworks and Buried Archaeology	None	Partially	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
FanBay coastal battery	Historic Structures, Earthworks and Buried Archaeology	None	On National Trust Open Access Land	No
South Foreland coastal battery	Historic Structures, Earthworks and Buried Archaeology	None	OpenAccessLand	No
Lydden Spout coastal battery	Historic Structures, Earthworks and Buried Archaeology	None	Yes	No
Wanstone coastal battery	Historic Structures, Earthworks and Buried Archaeology	None	No	No
Capel coastal battery	Historic Structures, Earthworks and Buried Archaeology	None	Part on site of Battle of Britain Memorial, part PrivateLand	No
Hougham coastal battery	Historic Structures, Earthworks and Buried Archaeology	None	PrivateLand (Agricultural)	No
Sandwich Bay Emergency Coastal Battery	Historic Structures, Earthworks and Buried Archaeology	None	Not publically accessible	No
North Deal Emergency Coastal Battery	?Buried Archaeology (site developed with housing)	None	PrivateLand (Housing)	No
Deal Emergency Coastal Battery	?Buried Archaeology	None	Yes	No
Stag Point (Kingsdown) Emergency Coastal Battery	?Historic Structures and Buried Archaeology	None	Partially	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
St Margaret's Emergency Coastal Battery	?Historic Structures and Buried Archaeology	None	PrivateLand (Housing)	No
Western Heights Emergency Coastal Battery	Historic Structures, Earthworks and Buried Archaeology	Scheduled Monument and Conservation Area	Publicly accessible	Yes
Bruce hypervelocity gun	Historic Structures, Earthworks and Buried Archaeology	None	Adjacent to publicly accessible track	No
Military Hill REME depot	Historic Structure	None	PrivateLand (Motor Repair Garage)	No
Port War Signal Station, DoverCastle	Historic Structure	Scheduled Monument and Conservation Area	Managed visitor attraction	English Heritage site
Swingate Light Anti-Aircraft emplacement	Historic Structure	None	PrivateLand (Agricultural)	No
Citadel Battery Type 23 Pillboxes	Historic Structure	Scheduled Monument and Conservation Area	Yes	No
Western Heights Battery Type 23 Pillboxes	Historic Structure	Scheduled Monument and Conservation Area	Yes	No
Aylesham Light Anti-Aircraft Gun shelter	Historic Structure	No	Privateland	No
Lydden Hill Magazine	Historic Structure	No	No	No
Walmer anti-tank defences	Historic Structures	Anti-tank wall forms part of boundary to EH Registered Historic Park and Garden	Adjacent toPublic Highway	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
St Margaret's Bay Pill Box and Machine gun position	Historic Structures	Conservation Area	Partially – from Public Beach	No
Dover Quad Pillboxes	Historic Structures	Various – some within Scheduled Monument and Conservation Area	Some	No
Corps Stop-Line	Historic Structures, Earthworks and Buried Archaeology	No - short section forms boundary to Conservation Area	Some sections	No
Danes Playing Field anti-tank ditches	Historic Structures, Earthworks and Buried Archaeology	No	Yes	No
Swingate Chain Home station	Historic Structures, Earthworks and Buried Archaeology	No	No	No
Sandwich Ground Controlled Interception station	Historic Structures, Earthworks and Buried Archaeology	No	Private Lane (commercial and agricultural)	No
Hawkshill Down Oboe Station	Historic Structures, Earthworks and Buried Archaeology	No	No	No
Dover Priory ARP Wardens Post	Historic Structure	Listed Building	Adjacent to Public Highway	No
Ash Levels Airfield Bombing Decoy (Control Bunker)	Historic Structure	No	Private Land (Agricultural)	No
Walmer Flame Defence Trap	Historic Structure	No	Adjacent to Public Highway	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
Guston Road Flame Fougasse	Historic Structure	No	Yes	No

Table 3.6 Key Heritage Assets

Statement of Significance

3.313 The District of Dover contains a wealth of defences of Second World War date. Large concentrations of such defences are focussed on the town itself as well as on the cliffs immediately to the east and west of Dover. Dover's position on the Channel Coast and only a short distance from France meant that it was at the centre of East Kent's 'Hellfire Corner'. The early twentieth century was one of rapid technological advance – telephony, radio and radar brought new means of communication, long-range detection and directing gun-fire; whilst cross-Channel guns, powerful battle tanks and flying rockets brought new threats to military and civilian targets. All of these technological changes are represented to a greater or lesser extent in the range of surviving Second World War heritage assets surviving in the District. These assets are valuable on their own, but together as a group are of **outstanding significance**.

Evidential Value

3.314 Although there has been considerable research undertaken on the Second World War defences in the District in recent years, there is still much to be learnt. Many of the defences of the Second World War were hastily and rapidly thrown up and as such were often not documented in detail. There are also elements that have been lost and forgotten, having either been removed immediately after the war (when materials and in particular metals were a valuable commodity) or in the intervening years as part of 'eyesore clearance' programmes. Recent studies such as the Defence of Britain project and Kent County Council's Defence of Kent programme have helped improve our understanding of the Second World War defences of the District. It is likely that there are numerous unrecorded sites as well as buried archaeological features which could have a strong evidential value in their ability to further improve our understanding of the military and civil defence of the District.

Historical Value

3.315 The Second World War defensive remains have strong historical associations and illustrate and reflect events at a national and international level. The large numbers of anti-invasion defences in the District are a ready reminder of the imminent threat of invasion that the country faced following the withdrawal of Allied troops from the beaches of Normandy. The defences at the Danes Recreation Ground for example are a significant survival, which includes a wide range of anti-invasion measures in one location; they are a clear and easily accessible illustration of the type of anti-invasion defences that were deployed during the war. Technological advances are also well represented in the District, for example the remains of Swingate radar

station demonstrate the advances that were made in early warning systems in the inter-war period and illustrate the historically important role that radar played in the Battle of Britain.

3.316 During the war important military figures and dignitaries regularly visited Dover. The underground tunnel complex at Dover Castle have strong historic associations with Admiral Sir Bertram Ramsay and the famous Evacuation of Dunkirk, whilst the cross-Channel guns to the east of the Castle were erected under the personal orders of Winston Churchill and one of the guns (Winnie) named for him.

Aesthetic Value

3.317 The need to erect defences rapidly at a time when resources and material were in short supply means that, understandably, the Second World War remains in the District are largely utilitarian in their appearance and are often perceived to be of limited aesthetic value.

Communal Value

3.318 The fortifications at Dover have an important social and commemorative value as a reminder of the role of that the District played in the Second World War. The surviving remains provide a strong visual and physical reminder of Dover's role in the war and provide a link between the community and its recent past. The surviving remains act as a visual memorial to the losses that the people of Dover suffered during the war and of the bravery of those who manned the defences.

Vulnerabilities

3.319 The District's Second World War defensive heritage assets were erected rapidly in a time of crisis. They were not built to be long-lasting or aesthetically pleasing structures, rather to respond to a very real and immediate threat. The remains are often located in remote locations and options for re-use beyond their initial defensive roles are generally limited. Whilst some of the District's Second World War defensive heritage is protected by designation, the majority is not and this makes them especially vulnerable to change.

3.320 The pillbox is perhaps the most publicly recognisable Second World War defensive structure of which there are numerous examples located across the District. The vulnerabilities facing pillboxes provide a good case study for the issues facing other Second World War defensive structures. Although pillboxes are solidly built concrete and brick structures some examples are starting to show signs of decay from weathering and neglect. Whilst their "wartime concrete" construction is generally quite resilient, once decay sets in they can start to deteriorate rapidly. Once neglected pillboxes often become overgrown and can act as a focus for low-level vandalism, graffiti and other anti-social behaviour.

3.321 Although some pillboxes have found alternative uses they are generally left abandoned and have no modern use. Where they fall within the gardens of residential properties some pillboxes in the District have been reused as garden stores/sheds,

whilst elsewhere in the country they have been converted to bat-roosts (although this generates its own issues regarding future access). Their solid construction means that they are difficult to demolish, nevertheless they are vulnerable to loss, both through development and other clearance works. Other less solid and more easily moved Second World War defensive structures are at even greater risk from such demolitions. Second World War heritage assets were generally purposefully located at specific points within the landscape and this is where much of the assets true significance lies. As such the assets are not just vulnerable to physical change; they are also vulnerable to changes to their setting and outlook.

Opportunities

3.322 The District's Second World War heritage assets are an emotive reminder of our recent past; it is also a period of history that generates immense public interest. This interest has increased dramatically in the past thirty or so years. The popularity of the wartime exhibits at Dover Castle illustrates the interest in this period and the potential that they have to engage visitors and locals alike.

3.323 With the rich range of heritage assets surviving in the District there is an opportunity to develop the potential of this resource for locals and visitors alike. The *Discovering and Recording Kent's 20th Century Military and Civil Defences* project has started to look in detail at the surviving heritage assets and there is an opportunity for local groups and volunteers to build upon this work in order to better understand and present the District's wartime heritage. There are a number of significant assets located on the cliffs to the east and west of Dover in areas that are popular with walkers. At present the military heritage along the White Cliffs is often ignored and hidden away and opportunities should be sought to better present and interpret these remains, perhaps as part of military heritage trail in order to make better use of their recreational potential.

3.324 There are a number of significant historic assets in the District that have a group value as part of an extensive military landscape that should be identified and measures put in place to protect, enhance and interpret them. For example the surviving group of anti-invasion defences at the Danes Recreation Ground should be considered for designation as might the best-preserved examples of the District's HAA batteries and the surviving elements at the heavy cross-channel gun sites.

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3.8 Barracks

Summary

3.325 At their height Dover and Deal were major garrison towns, with numerous soldiers, officers, and military families being accommodated in various barrack accommodation. Purpose built barrack buildings dating from the eighteenth to twentieth centuries are represented in Dover District, ranging from modest buildings to enormous and unique underground complexes designed to house hundreds of men.

Introduction

3.326 Dover has a long military history, with forces having been stationed in the town and District from the Roman period onwards. These troops have been housed in a range of structures; from purpose built barrack blocks to temporary billeted accommodation. Although there is archaeological evidence for early barracks of Roman date at both Richborough and the Forts of the *Classis Britannica* at Dover these are not considered in detail here, instead this theme concentrates on the large scale barrack accommodation which developed in the District from the mid-eighteenth century onwards.

3.327 The oldest barrack building surviving in the District is the Keep Yard Barrack at Dover Castle. Constructed from 1745 these were built against the medieval curtain wall. Later in the century the rapid expansion and remodelling of fortifications in Dover in response to the Seven Years War and American Wars of Independence led to the construction of larger and more elaborate barrack accommodation. By the time of the Napoleonic Wars Dover was a heavily fortified town with a large permanent garrison housed at the Castle and at new barracks on the Western Heights. In the late eighteenth/early nineteenth century in response to accommodation pressures at the Castle a unique set of underground barracks and tunnels were constructed.

3.328 The coastline at Deal, which provided landing beaches and a safe anchorage, also remained vulnerable. In the eighteenth century troops were billeted in accommodation across the town, however the perceived threat from France in the late eighteenth and early nineteenth century led to the construction of more formal barracks for infantry and cavalry in the town. Such barracks would not only have

provided troops for the defence of the realm in time of invasion, but also would have been used to suppress any domestic uprising – a real fear, in light of recent events in revolutionary France.

3.329 Dover Castle, the Western Heights and Deal continued to house troops throughout the nineteenth- and into the twentieth- century and additional barrack accommodation was provided at these sites. In the mid-nineteenth century there were growing concerns about the health and well-being of the common soldiers. In response to campaigners such as Florence Nightingale a Royal Commission was set up that produced a report in 1861 on '*Improving the Sanitary Condition of Barracks and Hospitals*'. This report led to changes to heating, ventilation, latrines and canteens at a number of the District's barracks. In 1869 the barracks at Deal were acquired from the Army by the Admiralty and became home to the Royal Marines. In the early twentieth century additional new barrack accommodation was constructed at Dover with the opening of Connaught Barracks (adjacent to the Castle and Fort Burgoyne).

3.330 Following the Second World War the number of troops garrisoned in the District declined. The Western Heights was vacated by the army in the 1950s and the Castle was abandoned as a barracks in 1958. The barracks at Deal were gradually abandoned in the 1980s and 1990s, finally closing in 1996. The last remaining barracks in the District to close was Connaught, which was vacated by the army in 2006 with the withdrawal of the Parachute Regiment from the town.

Description of the Heritage Assets

Dover Castle

3.331 The Castle at Dover has been used for accommodating troops since the medieval period onwards. Troops would have been accommodated within the grounds of the castle as well as being billeted in the town as required. By the late fifteenth century the Castle had entered a period of decline and was largely ignored as a defensive asset by Henry VIII, being largely used as accommodation for royal officials. By the late seventeenth century the Castle had been largely abandoned, occupied by only a small garrison housed in the Constable's Gate and some buildings within the inner bailey. In the late 1730s there was again growing recognition of the strategic importance of Dover and its harbour. The Castle was again to play an important role in the defence of the town and harbour and it was modified and improved to hold a large garrison. The **Keep Yard Barracks** were constructed in 1745 against the medieval curtain wall and the keep itself was refitted for the accommodation of troops. The Keep Yard Barracks are the oldest purpose built barrack accommodation in the District and form part of the Scheduled Monument of Dover Castle.

3.332 During the Napoleonic Wars the Castle at Dover was further fortified and improved. New barrack accommodation was required to house the increased garrison at the Castle however by the end of the eighteenth century space was limited. The decision was therefore taken to excavate a series of underground barracks, tunnelled

at the Castle to accommodate officers and soldiers. These underground barracks, known as **Casemate Level**, are unique; being the only examples constructed in the country and was capable of housing some 2,000 troops.

3.333 For much of the nineteenth and twentieth centuries the Castle's primary function was for the accommodation of troops, with a substantial garrison being housed. A number of new barrack blocks and buildings were constructed in this period, many of which have subsequently been demolished. Surviving nineteenth and twentieth century barracks buildings include the **Officers' New Barracks** (a Grade II Listed Building of 1858), the **Regimental institute** (Grade II Listed, 1868), the Church Hall (1870), the Bread and Meat Store (1894), the **Royal Garrison Artillery Barracks** (1912).

3.334 The Church of St Mary-in-Castro was also rebuilt and restored by Sir George Gilbert Scott in the 1860s to act as the garrison church. Constable's Gate was refurbished and extended to provide senior officer's accommodation. Demolished barrack blocks in and around the Castle include Victoria Barracks and East Arrow Barracks and buried archaeological remains of such demolished barracks may survive. The terraces to the rear of the Officers' New Barracks (now the main visitor car-park) also contained further barrack buildings.

Fort Burgoyne, Connaught & Old Park Barracks

3.335 The artillery fortification of **Fort Burgoyne**, just to the north of the castle, was equipped with its own barrack accommodation in bombproof casemates within the body of the ramparts. The casemated barracks at Fort Burgoyne could accommodate some 270 men, with space for officers. The officers were provided with their own mess, kitchens and cellars and their accommodation was separate from the ordinary soldier. The men's casemates were provided with their own canteen, cookhouse, latrines, ablutions block and taproom. Within the fortification there was an open parade ground onto which the casemates opened. The casemate barracks at Fort Burgoyne survive in good condition, but are currently abandoned. The whole of the Fort including the casemate barracks and parade ground are a Scheduled Monument.

3.336 In the late nineteenth century a military training facility was established just to the south of Fort Burgoyne. To accommodate the trainees a series of huts, with cookhouse and stores were constructed. Some of these huts survived to the 1950s, but have all now been demolished. The site of these training huts was subsumed in 1912 into the newly constructed Connaught Barracks. The casemated barracks at Fort Burgoyne were abandoned once the new Connaught Barracks were completed and were subsequently used for administrative offices and stores. These Barracks were again rebuilt in 1962. **Connaught Barracks** itself covers an area of some 13.5 hectares and comprises of a range of barrack blocks of twentieth century date, alongside stores, mess-rooms and a parade ground. In addition to the barracks accommodation areas there is also adjacent land that was used for training purposes. Connaught was the last barracks in the District to close, being abandoned by the army in 2006.

3.337 Approximately 2 km. to the northwest of Fort Burgoyne is the site of **Old Park Barracks**. The Old Park Barracks was established in 1938 with the purchase by the War Department of the existing Old Park Mansion and Estate. By December 1938 the barracks were under construction, being laid out on an integrated symmetrical pattern across the site. The buildings erected included a number of near-identical 3 storey H-plan barrack blocks in Neo-Georgian style together with a number of lesser accommodation blocks as well as married quarters, Sergeants and Warrant Officers Messes, a guard house, a gymnasium and a rifle range. The barracks when completed in 1939 occupied most of the Upper Park of the former Old Park Estate. The existing mansion was taken over and put into use as an Officers Mess. The barracks were modernised in the 1960s when the old mansion house was demolished, but were decommissioned and abandoned in the early 1990s. The majority of the barrack buildings have now been demolished, although some continue to be occupied, forming part of the Old Park Industrial Estate.

The Western Heights

3.338 The major fortification at the Western Heights required a significant garrison. To accommodate these troops accommodation was provided within the Drop Redoubt, at the Citadel and in the South Front Barracks and Grand Shaft Barracks.

3.339 The **Drop Redoubt** was constructed in 1803-1816 in response to the threat of invasion from the armies of Napoleon. Barrack accommodation at the **Drop Redoubt** was provided within bombproof casemates. The casemate accommodation at the Drop Redoubt was designed to accommodate some 200 common soldiers. The fortifications of the Western Heights were remodelled between 1858 and 1867 and additional barrack accommodation in the form of further, slightly more salubrious, casemates for officers was provided. In response to the recommendations of the 1861 Royal Commission report alterations were also made to the existing soldier's accommodation and new ablutions block and separate sergeant's accommodation were added.

3.340 Later alterations to the accommodation at the drop redoubt were minimal; the sergeant's quarters were latterly used as married soldier's accommodation and the as dining, recreation and reading rooms, whilst some caponiers were later used for accommodation. The drop redoubt barracks were used for accommodation until the end of the First World War. The casemates for the common soldier and officers both survive, but the sergeants' quarters and ablutions block have been demolished.

3.341 Soldier's accommodation was also provided within the **Citadel**, again in bombproof casemates, as well as in temporary hutted accommodation and later purpose built barracks buildings. Barrack accommodation was provided in the Short Casemates, the Long Casemates, West Face Casemates which were provided with their own ablution blocks and cookhouses. As with the casemates at the Drop Redoubt modifications were made to the accommodation in response to the 1861 Royal Commission report. The casemates barracks survive in varying states of preservation. Within the central area of the Citadel temporary wooden barrack accommodation

was provided with separate block for the common soldiers and officer ranks. These buildings would likely have fallen out of use as space in casemates became available. The temporary barrack buildings were demolished before the 1820s.

3.342 To supply the Western Heights with water a well and pump-house was constructed in the Citadel. The Royal Commission report of 1861 highlighted the deficiencies of this well for the supply of the whole of the barracks and in the 1960s a new pump and boiler house was constructed over the original well to improve the supply. This pump house survives, as do some high level storage tanks. In the 1860s a new set of grander officer's quarters were constructed in a sunken area on the southern side of the Citadel. Within the Officer's Quarters there was also accommodation set aside for the Commanding Officer. The Officer's Quarters survive in good condition and are currently used as an administration building for the Immigration Removal Centre. Other surviving barracks buildings at the Citadel include a Canteen of c.1860 (later modified in 1913 as a Recreational Establishment), Sergeant's Mess of 1898 and a Dining Room of 1927.

3.343 Further accommodation was provided for troops between the Drop Redoubt and the Citadel. The **Grand Shaft Barracks** were constructed from 1804 to the south of the Drop Redoubt. These barracks were not constructed in casemates, but instead took the form of a series of three and four storey accommodation blocks, constructed in a series of terraces. The Grand Shaft Barracks were designed to hold a complement of 700 infantrymen, in addition to the 800 being housed within the Citadel and Drop Redoubt. This infantry regiment would have been tasked with defending the docks and town as well as the Heights themselves. In order to allow the troops garrisoned in the barracks to be quickly deployed in the town and docks a helical triple staircase was constructed in the barracks parade ground. This staircase was known as the Grand Shaft.

3.344 Separate quarters were provided at the barracks for Soldiers, Officers, Field Officers and Staff Sergeants. There were also washhouses, cookhouses, a canteen and stables as well as a separate mess for Officers. Additional buildings including married soldiers' quarters, a gymnasium, church, school and laundry were added to the barracks as a result of the 1861 Royal Commission Report. There were limited additions to the barracks in the later nineteenth century as well as during the Second World War (to replace bomb damaged accommodation).

3.345 The barracks were decommissioned in the 1960s and were subsequently demolished, with the last buildings being removed in 1997. The site now survives as a series of terraces which clearly mark the position of the former barrack ranges. Some low sections of walling belonging to the barracks can still be seen and it is likely that some below ground remains will survive. The Grand Shaft, which connected the barracks to the town, has been restored and is periodically open to the public.

3.346 When the defences of the Western Heights were upgraded in the 1860s a new set of barracks, known as the **South Front Barracks**, were constructed. The main building of the South Front Barracks was a large casemated barrack block built within a ditch to the south-east of the Citadel, with further conventional buildings built

to the rear of the casemates. The casemated barracks held both officers and ordinary soldiers, whilst a separate block was built for Married Soldiers and Warrant Officers. A Canteen and Laundry was also provided. The barracks fell out of use between the wars, although some buildings may have been brought back into operation during the Second World War. At the end of the 1950s the casemates, married soldier's quarters and most of the rest of the buildings were demolished. The site of the casemated barracks can be made out as a large level area (now concrete hard-standing and warehousing) with some built elements surviving against the rear. Buried remains of the casemated barracks might also survive. Most of the buildings on the terraces to the rear of the casemates have been demolished, although buried elements may be expected. The No 2 and No 3 Warrant Officer's Married Quarters of late nineteenth century date survive as does the derelict late nineteenth century Victoria Hall (erected as a CofE Soldier's Home). Other barrack accommodation at the Western Heights included the Western Outworks Casemated Barracks and the Bungalow Barracks.

Deal and Walmer

3.347 Deal and Walmer once housed significant garrisons, with barracks once covering an area of nearly 18 hectares. Construction of the barracks at Deal and Walmer began with the building of the Cavalry Barracks in 1794. A set of Infantry Barracks were subsequently built adjacent to the Cavalry Barracks in 1795 with the two later becoming known as the South Barracks. A military Hospital was built adjacent to the South Barracks, which later became Deal North Barracks, whilst the East Barracks were originally built as a Naval Hospital. In the 1860s the North, East and South Barracks were taken over by the Admiralty and were used to house the Royal Marines. The site later became the home to the Royal Naval School of Music from 1930, becoming the Royal Marines School of Music in 1950. The school closed in 1996 when the barracks were given up by the military.

3.348 The Infantry and Cavalry Barracks at the **South Barracks** were co-located adjacent to each other. The Cavalry Barracks, which was constructed first and comprised a range of buildings (including stables, accommodation for officers and men, canteen, cook-house, ablution blocks, hay barn and farrier's shop) arranged on the north-east, north-west and south-east sides of a parade ground. The whole barracks were enclosed within a brick boundary wall. The south-western side of the parade ground was formed by this brick boundary wall, which separated the Cavalry Barracks from the Infantry Barracks. Part of the boundary wall surrounding the Cavalry Barracks survives, as does one of the accommodation/stable blocks, which is now a Grade II Listed Building. The Infantry Barracks were also located within walled area, with a large open parade ground and buildings along the north-western boundary. The principal buildings included Officers' Quarters and Mess, Soldiers' accommodation, cookhouses and latrines. The accommodation blocks and one of the original kitchens survive and are all Grade II Listed Buildings. The barracks enclosure wall also survives and the main gated entrance is also Grade II Listed. The Infantry Barracks at Deal are probably one of the most complete infantry barracks dating from the Napoleonic Period in the country.

3.349 Following the acquisition of the Cavalry and Infantry Barracks by the Admiralty in the 1860s the site became known as the South Barracks. A small area of additional land for the South Barracks was acquired in 1880 and in 1896 a large new Drill Field was added. The main buildings of the Infantry and Cavalry Barracks were retained and additional buildings, including a Grade II Listed guardhouse and a new garrison chapel were constructed. The general form of the extended barracks survives, including much of the large open drill ground. The whole of the South Barracks complex is designated as a Conservation Area.

3.350 The core of the **North Barracks** was established in 1795 as a military hospital with separate dwelling houses for military or attending surgeons. As with the South Barracks, the North Barracks were enclosed within a boundary wall, sections of which survive. The hospital would appear to have been converted, at least partially, to barrack accommodation by the first decade of the nineteenth century. None of the hospital buildings survive, but a row of Officer's or Surgeon's Houses survive along the north-eastern boundary of the site and these are all Grade II Listed (as is the adjacent section of Boundary Wall). A Guard House at the north-west corner of the hospital site is also Grade II Listed, whilst there is also a surviving detention quarters (not Listed). In 1809 a plot of land was added along the north-western boundary for use as a burial ground. The burial ground is now an open grassed garden, with the former grave markers now erected around the edge of the plot. In 1857 a further area of land was acquired adjacent to the southern corner of the hospital site for the construction of a chapel and school (both now demolished).

3.351 As with the South Barracks, North Barracks was acquired by the Admiralty in 1869 for use by the Royal Marines. The North Barracks were little altered after acquisition by the admiralty until the 1880s when an additional strip of land was acquired along the south-west and north-west sides of the former military hospital. An extensive rebuilding programme was carried out between 1895 and 1907 when the site was completely remodelled. The Barracks were further remodelled immediately post-war and have now largely been demolished and redeveloped for housing.

3.352 The **East Barracks** also have their origins as a hospital, originally owned privately and from 1796 as a Naval Hospital owned by the Admiralty. The original hospital buildings were demolished in the early nineteenth century, having been struck by lightning in 1809. New hospital buildings were erected in the first part of the second decade of the nineteenth century and the plot of land extended in 1812 for more buildings and an extended burial ground. The new hospital and ancillary buildings were surrounded by a boundary wall. The hospital was briefly leased to the war department for use as barracks in the mid-nineteenth century, but had become a Royal Marines Depot and Hospital for the Admiralty by 1861. From 1901 the site was used as Royal Marine Barracks. A number of buildings were altered at this time, but there were relatively few new additions.

3.353 A number of the buildings of the early nineteenth century hospital survive, including the main range, entrance lodge (plus walls and gates), the Governor's, Physician's and Surgeon's Houses, and Cookhouse, which are all Grade II Listed

Buildings. Other later buildings such as a late nineteenth century concert hall, workshop, stables, stores and garages also survive at the site, which lies within the Walmer (Seafront) Conservation Area.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Drop Redoubt Casemate Barracks	Historic Buildings, Structures and Buried Archaeological Remains	Scheduled Monument	Accessible on selected open-days	On selected open-days
Citadel Casemate Barracks, Officer's Quarters and other buildings	Historic Buildings, Structures and Buried Archaeological Remains	Scheduled Monument	No	None
Site of the Grand Shaft Barracks	Historic Structures and Buried Archaeological Remains	Scheduled Monument	Yes	Yes
Site of the South Front Casemate Barracks and ancillary buildings	Historic Structures and Buried Archaeological Remains	Scheduled Monument	No	None
Deal South Barracks (incorporating Cavalry Barracks and Infantry Barracks)	Historic Buildings, Structures and Buried Archaeological Remains	Listed Buildings and Conservation Area	Parts	Information panels
Deal North Barracks	Historic Buildings, Structures and Buried Archaeological Remains	Listed Buildings	Parts	Information panels
Deal East Barracks	Historic Buildings, Structures and Buried Archaeological Remains	Listed Buildings and Conservation Area	Parts	Information panels
Keep Yard Barracks, Dover Castle	Historic Building	Listed Building and Scheduled Ancient Monument	English Heritage Visitor Attraction	Yes

Asset	Form	Designation & Protection	Accessibility	Interpretation
Casemate Level Barracks, Dover Castle	Historic Structures	Listed Building and Scheduled Ancient Monument	English Heritage Visitor Attraction	Yes
Officers' New Barracks	Historic Building	Listed Building	English Heritage Visitor Attraction (exterior only)	Yes
Regimental Institute	Historic Building	Listed Building	English Heritage Visitor Attraction (exterior only)	Yes
Royal Garrison Artillery Barracks	Historic Building	None	English Heritage Visitor Attraction (exterior only)	Yes
Fort Burgoyne Casemate Barracks	Historic Structures	Listed Building and Scheduled Ancient Monument	No	None
Connaught Barracks	Historic Buildings	None	No	None
Old Park Barracks	Historic Buildings	None	No	None

Table 3.7 Key Heritage Assets

Statement of Significance

3.354 Although they no longer contain a military presence Deal, Walmer and Dover once housed significant garrisons and this is reflected in the number of barracks that were once present within them. Some of the surviving barrack buildings, such as the substantially complete and relatively unaltered infantry barracks at Deal and the unique underground barracks at Dover Castle are of **considerable to outstanding significance**. The presences of such military barracks within the towns have also played a significant role in shaping their development and history. It should be noted however there have also been a number of significant losses, with barrack buildings at Deal North Barracks, Old Park Barracks, South Front Barracks (Western Heights) and many of the barrack buildings in and around Dover Castle for example having been demolished. Overall the surviving remains of the military barracks within the District are of **moderate to considerable significance**.

Evidential Value

3.355 There are surviving military barracks at Dover dating from the mid eighteenth to late twentieth centuries. Detailed and systematic analysis of the fabric of the standing buildings as well as investigation of buried archaeological remains at such barrack sites could reveal considerable evidence for the development of barracks in this time period, changes that were made to improve conditions and of the general health and lifestyle of the soldiers based there. There may also evidence for other occupants of barracks, such as service men's wives and children who are rarely mentioned in contemporary military records.

Historical Value

3.356 The history of the military barracks within Dover illustrate the developments in British military accommodation in a period when it expanded its reach and influence around the globe and became a dominant military force on the world stage. Dover, Deal and Walmer were significant military garrisons and substantial barracks were established to house the men based there. The range of surviving barrack buildings in the District illustrates these developments in military accommodation and in particularly the changes of the mid-nineteenth century when there were changing attitudes towards the life and conditions of the common soldier.

Aesthetic Value

3.357 The aesthetic values of barrack accommodation within the District are mixed. Some accommodation such as the casemated barracks at the Drop Redoubt, Citadel and Fort Burgoyne are largely buried structures, designed to provide protection from artillery fire, but with limited architectural or aesthetic consideration. The buildings at Connaught Barracks are likewise generally functional in their appearance. Other buildings, particularly those free-standing above ground blocks for officers are more decorative in their treatment and contain aesthetically interesting details. This is exemplified in the external treatment of the officer's quarters at Deal Infantry Barracks, which features (in contrast to the plainer soldiers' accommodation adjacent) a wide pediment, decorative cornices, recessed clock, louvered cupola and pedimented entrance porches. Other deliberately more decorative barrack buildings include the Officers' New Barracks at Dover Castle which are the work of the English architect Anthony Salvin, who is well known for his works at a number of castles.

Communal Value

3.358 The surviving barrack buildings within the District provide a social reminder of the past importance of towns such as Dover, Deal and Walmer as homes to garrisons. The Royal Marine Barracks were the subject of an IRA bomb attack in 1989, which resulted in the loss of 11 members of the Royal Marines Band Service. There is a strong emotional association and affection felt within Deal towards the Royal Marine Band Service. A memorial garden on the site of the explosion, the bandstand on Walmer Green and the surviving barrack buildings provide a physical reminder and commemorative link to those who lost their life in this attack.

Vulnerabilities

3.359 Some of the District's historic barrack buildings have a current and long-term use. These include the recently redeveloped barracks at Deal and examples within Dover Castle. This along with statutory protection has minimised the vulnerability of these assets. Those barrack sites that do not currently have a current use such as at Fort Burgoyne and the Western Heights are significantly more vulnerable and this is reflected in both Fort Burgoyne and the Western Heights being listed on English

Heritage's *Heritage at Risk* register. The Western Heights fortifications are identified as being as one of English Heritage's top-ten priority sites of those listed in register for the south-east.

3.360 Those barrack buildings and complexes that do not have a current or sustainable use are vulnerable to neglect, decay, and vandalism. Without long-term maintenance and repair programmes this could lead to serious deterioration of the fabric of these assets. Lack of maintenance, uncontrolled vegetation growth, weathering and the effects of heritage crime have already had a negative effect on some on some assets. Those buildings, which are currently vacant or neglected, present a number of challenges in securing a long-term and viable future. The size of some of the District's barrack buildings (for example the Officers' New Barracks at Dover Castle) and the built form of the structures (for example casemated barracks at Western Heights and Fort Burgoyne) bring their own additional and specific challenges. Re-use of any of the District's barrack building will require major investment both in the fabric of the structures and in services to support any re-use. The longer these buildings remain unused the greater the risk of serious deterioration and as such seeking a sustainable solution for these sites should be a priority.

3.361 It is acknowledged that some sites, such as Connaught Barracks are suitable for redevelopment. It is desirable however that any redevelopment at sites such as Connaught Barracks refers to the historic character of the site. Development that does not reflect the historic character of a site is vulnerable to seeming artificial and placed.

3.362 The District's Barrack buildings form part of a wider defensive landscape and they are often associated with or form part of other defensive structures. Defensive sites have their own specific setting issues. Development adjacent to or within such sites has the potential to negatively impact upon the setting and character of these heritage assets. Development that causes harm to the setting or diminishes the ability for visitors to the site to appreciate the significance of a monument or place should be avoided.

Opportunities

3.363 Dover District has an exceptional group of historic fortifications and a rich military history. The District's surviving barrack buildings form an important part of this group of defence related heritage assets. These District's defensive assets as a whole have the potential to substantially contribute to the future well being of the District, and the aim should be sought to maximise the economic and interest value of the District's defensive heritage assets.

3.364 Emphasis should be placed on finding positive and sustainable uses for the District's barrack buildings so that they can substantially contribute to this aim. Some development may be necessary at Barrack sites in order to ensure their long term future. Such development should be of a high quality. Development that causes harm to the significance of these sites should be avoided. As such any development should seek to be of an appropriate size and density, should be sited sensitively and should

be of a high and distinctive architectural quality. Wherever possible new and sustainable uses should be found for the heritage assets to ensure their long-term viability. This should include the re-use of historic buildings in a sympathetic manner. Mixed tourism and enterprise led re-use of the District's Barracks should help to ensure the long-term viability of these assets.

3.365 Regeneration and enhancement at Western Heights, Fort Burgoyne and Connaught Barracks should seek to open up these sites to visitors and locals alike in order to raise awareness of the District's military heritage. The Barrack buildings at Fort Burgoyne have the potential to support a range of uses, including community led and heritage led functions. The Fort should act as a focus for the local community (including the existing community at Burgoyne Heights and any potential new community at the adjacent Connaught Barracks) as well as provide links to Dover Castle.

3.366 At Dover Castle itself there are a number of historic barrack buildings, only some of which are currently in use and accessible to the public. The Officers' New Barracks, for example, is a major and prominent building within the Castle, but is currently unused and requires a sustainable future. It is highly visible as a landmark building within the site and sits in a spectacular location overlooking the Channel. This building, along with other Barrack buildings at Dover Castle provide the opportunity for the public to connect with the lives of the everyday soldiers who manned the fortification. Consideration should be given to better interpreting the barrack buildings and where possible opening them up to the public so that they can tell the human story of the Castle's garrison to visitors.

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The National Heritage List for England available at <http://list.english-heritage.org.uk>

3.9 Cold War

Summary

3.367 To many the Cold War was a secret affair that took place behind closed doors. The District's heritage assets reflect this, comprising radar stations with underground bunkers, buried nuclear-fallout monitoring posts and secret underground command centres. The most significant Cold War heritage asset in the District is the Regional Seat of Government for the south-east, which was formed in tunnels deep under Dover Castle.

Introduction

3.368 The military standoff between the opposing capitalist countries of the west and the communist countries of the Soviet bloc is the last major historical conflict to have left a physical trace on the landscape of the District. The Cold War was a conflict that for the majority of the District's population happened behind closed doors, there was no major land or sea battle and as such the Cold War defensive assets in the District are perhaps the least well known. Changes in military capabilities, in particular the development of long range missiles and nuclear weapons meant that, perhaps for the first time, the District's channel coast was no longer a defensible front-line. The Cold War military sites located in the District were instead concerned with long-range detection and intercept control, nuclear fallout monitoring and with civil defence and the maintenance of government.

Description of the Heritage Assets

Early Warning and Detection

3.369 The radar early warning systems of the Second World War continued to be maintained in the immediate post-war period and some sites were modified in order to better cope with increasing aircraft speeds. The Second World War GCI radar station at **RAF Sandwich** was extended to provide for additional equipment at the end of the 1940s. The rapid advances made in military technology at the end of the Second World War however meant that in the long term the existing system would no longer be able to provide an effective radar defence against the emerging threat

of the Cold War. In response the government launched a new construction programme to modernise the United Kingdom's air defences. Known as 'Operation Rotor' the programme was the most ambitious military engineering programme of the early 1950s. The rotor programme involved refurbishment of existing wartime radar sites, as well as the construction of new radar facilities.

3.370 The existing **Swingate Chain Home station** was one of the stations modified during the Cold War. The re-engineered equipment at Swingate was operational in an early warning role until the mid 1950s when the wooden receiver towers and two of the transmitter towers were demolished. RAF Swingate was subsequently used to provide navigation support for V Force bombers of the late 1950s. The site was also used by the United States Air Force who built a new tower on the base of one of the demolished Chain Home transmitter towers. This new tower was accompanied by a hardened equipment building and was used by the USAF for communications for their UK and European bases. In the 1960s the site was incorporated into NATO's Ace-High communication system until the late 1980s.

3.371 Although the Swingate station was upgraded as part of the wider Rotor programme, a new Rotor period radar facility was built to the northwest at St Margaret's. The new **RAF St Margaret's Bay Rotor Station** was used as a centimetric early warning station and provided both surface and medium to high altitude radar coverage. The site was equipped with surface mounted positioning radar and height finding equipment, all controlled from an R1 type underground operations bunker. The R1 was a single storey bunker with massive 3m thick reinforced concrete walls floors and roof.

3.372 The St Margaret's station has now been abandoned and none of the surface radar equipment survives. The underground R1 operations bunker is intact, but its entrances have been sealed and it is currently inaccessible. The bunker would have been accessed via a surface guardhouse which survives (now converted into a domestic property) on the Droveaway. In contrast with many other military bunkers the architectural treatment of surface buildings provided at radar sites was designed with some care. The guardroom takes the form of a bungalow type building and was designed to resemble a domestic dwelling. Whilst the guardhouse has undergone some alteration when it was converted to a true domestic structure in the 1970s it retains much of its original and distinctive character. Features such as the pitched and tiled secondary roof, circular fanlights, and flat-roofed veranda all survive.

3.373 The GCI station at RAF Sandwich was also chosen for development as part of the Operation Rotor programme. The low-lying marshland on which the original GCI station was built however meant that the site was unsuited to the construction of a new underground control bunker. It was therefore decided to construct the new Rotor station about 1.5 miles to the west, just outside the village of Ash. The new Rotor station at Ash was, somewhat confusingly, still known as **RAF Sandwich** and continued to operate in a Ground Controlled Interception role. As with the St Margaret's Rotor station the new facility at Ash was provided with an underground operations room, this time of the two storey R3 type – one of 10 such bunkers built in Britain. As at St Margaret's the Ash bunker was approached from a cottage-like

guardhouse. The new radar station was equipped with a range of search and height finding radar arrays, some of which were housed at the original site at Sandwich. The underground operations R3 bunker and guardhouse both survive as does a 1950s period sewage treatment works and at least one of the Rotor period radar plinths.

3.374 Despite the massive amounts of money spent on the programme, the arrival of faster jet-aircraft meant that the Rotor programme sites were quickly superseded. The existing reporting systems were too slow and almost overnight the arrival of the new Type 80 radar made part of the Rotor system redundant. The programme to install the new Type 80 radar was known as Rotor 2 and as part of this programme Ash was equipped with new Type 80 radar equipment and a new surface Type 80 modulator building. The Type 80 modulator building survives. A further new scheme emerged in the early 1960s, known as the Linesman/Mediator programme; the scheme was designed to integrate air traffic control and air defence. Under this plan the Ash site became a satellite radar station. Ash was originally to be part of the air defence Linesman station, but changes to the plan meant that by the early 1960s Ash was converted to a civil air traffic control station. At this time it was fitted with two new Marconi A264 Radar arrays, the circular plinths for which still survive. A 1960s operation block adjacent to the Rotor period guardhouse also remains.

3.375 In the 1980s the RAF re-acquired the site from the Civil Aviation Authority (CAA) as part of the new Improved United Kingdom Air Defence Ground Environment (I-UKADGE) scheme. As part of this scheme the Rotor period R3 bunker (which had been abandoned by the CAA) was stripped out and extended. The bunker at Ash was the first Rotor period bunker to be refurbished under the I-UKADGE programme. It was initially used as training centre for the new equipment and later played an important role in testing new air defence software. Operations ended at Ash in 1997 and the bunker and site is now used as a secure data centre.

3.376 As well as the detection of enemy aircraft and missiles the government was also concerned with the early detection of nuclear fallout. In 1957 the United Kingdom Early Warning and Monitoring Organisation was set up and the existing Royal Observer Core (ROC) was tasked with providing primary data on any atomic attack. To do this a number of posts were set up from which the ROC could safely monitor nuclear fallout as and when it occurred. These **ROC Posts** are the most common type of Cold War monument. They consisted of a buried monolithic reinforced concrete structure designed to protect their occupiers from radiation. Built to a standard design each ROC Post consisted of an entrance shaft from which the post could be accessed. A single room provided working and sleeping accommodation, with an Elsan chemical toilet in a separate compartment. Four ROC Posts are recorded in the County Historic Environment Record within the District, at Ash, Eythorne, Kingsdown and Swingate. All of the District's ROC Posts would have sent their data to a group headquarters located elsewhere in the county.

The Maintenance of Government

3.377 In the event of nuclear attack provision needed to be made for emergency regional government to coordinate civil administration. The Soviet H bomb of the 1950s could destroy not only whole cities, but also their surrounding infrastructure and in the event of nuclear attack local regions would need to be able to operate autonomously. Regional Seats of Government (RSG) were established from where functions such as public information, police, fire services and communications could be controlled. The RSG for the southeast was located in tunnels under Dover Castle. The **Dover Regional Seat of Government** (RSG 12) was installed in the lowest floor of the tunnels under Dover Castle. Known as Dumpy Level these tunnels were excavated during the Second World War and were refitted to withstand nuclear attack (although given the porous nature of chalk it is uncertain how safe they would have been from nuclear contamination). The higher levels, including parts dating back to the Napoleonic period, were used for accommodation dormitories and canteens. The Dover Castle RSG was abandoned in the 1980s and is now under the care and maintenance of English Heritage.

3.378 The Civil Defence (General Local Authority) Regulations of 1983 put an onus on every local authority to have in place an **Emergency Centre** from which to control and co-ordinate their activities in the event of hostile attack (nuclear or otherwise). This Act coincided with the building of the new Council Offices at Whitfield and a new Emergency Control centre was incorporated into the new offices. The facility was designed to be operational independently from mains services and provide radioactive protection for essential staff. The facility is now used for storage.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
RAF Sandwich (WWII GCI station)	Historic Buildings, Structures and Buried archaeological remains	No	Private Land (commercial and agricultural land)	No
RAF Sandwich (Ash Rotor station)	Historic Buildings, Structures and Buried archaeological remains	No	Private Land (secure data centre)	No
Swingate Radar Station	Historic Buildings, Structures and Buried archaeological remains	Non	None	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
St Margaret's Rotor Station	Historic Buildings, Structures and Buried archaeological remains	No	Part open access land	No
Ash ROC Post	Historic Structure	No	None	No
Elvington ROC Post	Historic Structure	No	None	No
Kingsdown ROC Post	Historic Structure	No	None	No
Swingate ROC Post	Historic Structure	No	None	No
Dover Regional Seat of Government	Historic Structure	Scheduled Monument	English Heritage guardianship, but not currently open to the public	Yes
Dover District Emergency Control Centre	Historic Structure	No	No	No

Table 3.8 Key Heritage Assets

Statement of Significance

3.379 The Cold War defensive remains in Dover District are less visible than those of earlier periods. For much of the population the Cold War was a conflict that occurred in secret behind closed doors. The nature of the surviving heritage assets, which comprise in the main bunkers and other underground features mean that much of Dover's Cold War heritage remains a secret. The underground Regional Seat of Government at Dover Castle is of considerable significance in its own right and is included within the Scheduling of Dover Castle. Some buildings, such as the bungalow-like guardhouse at St Margaret's or the Type 80 modulator building and Marconi radar plinths at Ash, are well-preserved examples of buildings that are relatively rare at a national level. Overall however it is suggested that as a group the Cold War heritage assets in Dover District are of **moderate significance**.

Evidential Value

3.380 Buried archaeological remains associated with the Cold War sites in Dover District may be able to provide some additional evidence for the construction, design and everyday running of these places, however in general the evidential value is probably limited

Historical Value

3.381 The surviving Cold War remains are illustrative of a period of international fear arising from the development of powerful nuclear weaponry combined with ideological antagonism. The network of ROC Posts and Regional Seat of Government under Dover Castle are illustrative of the genuine threat of nuclear attack that dominated the Cold War period.

3.382 The Rotor Programme was one of the most ambitious military construction schemes of the 1950s and the massive underground bunkers provided at sites such as St Margaret's and Ash illustrate the scale of construction and expenditure levied at these sites.

Aesthetic Value

3.383 The surviving Cold War sites within Dover District are of limited aesthetic value.

Communal Value

3.384 The secretive nature of Cold War sites such as those within the District mean that they are currently of limited communal value. The underground Regional Seat of Government at Dover Castle is under English Heritage guardianship, but is not currently open to the public. The opening up of the tunnels of the RSG to the public would help to raise the perception of Cold War remains.

Vulnerabilities

3.385 The secretive nature of the Cold War means that the heritage assets of this period are the least visible, both in the landscape and in the public's mind. As such the role that the District's Cold War sites played in the conflict are vulnerable from being overlooked and forgotten about.

3.386 The majority of the assets themselves take the form of solid, hardened structures and as such are perhaps less vulnerable to deterioration and decay than some of the District's other defensive heritage assets. A number of the Cold War assets take the form of buried structures and bunkers. Some, such as the Ash Radar Station, have found an alternative use with the Ash site being used for secure data storage. It is understood that a former ROC monitoring post at Ash is also used for small-scale document storage. As undesignated sites these new use brings about their own issues and vulnerabilities arising from potential future development and change. The use of these sites for secure data storage site also means that they are publicly inaccessible. In general however these negatives are probably on balance outweighed by the positive benefits that come from the sites being in use.

3.387 Other structures such as the Radar Station at St Margaret's, the Regional Seat of Government at Dover Castle and the District's other ROC Posts do not currently have a use and are not open to the public. The tunnels for Dover's Regional Seat of Government are probably the least vulnerable, being under the management of English Heritage. It is doubtful that a future use will be found for the bunker at the St Margaret's Radar Station site and it is unlikely to be capable of being safely opened

to the public. It is therefore probably best left sealed. The ROC posts are likely to be structurally sound and solid, although where accessible (or access is forced) they will be vulnerable to vandalism and loss of any fixtures and fittings. The surface features of the ROC posts are more susceptible to damage and as undesignated heritage assets they are also vulnerable to demolitions and backfilling/partial infilling.

Opportunities

3.388 The physical nature and/or current usage of a number of the District's heritage assets means that opportunities for public access and/or interpretation is limited. The site that presents the greatest opportunity for public engagement and enjoyment is the Regional Seat of Government located in tunnels beneath Dover Castle. The site is currently run on a care and maintenance basis by English Heritage, but is not open as part of the Dover Castle visitor experience. Opening up the tunnels to the public is a long-term goal for the site and this would present the opportunity to inform locals and visitors alike of the role of Dover in the Cold War period.

3.389 The bunker at the St Margaret's Radar Station site is sealed (and is likely to remain so) and the access guardhouse is now a private residence. A substantial portion of the above ground area of the former radar station however is now open and accessible. Although there is little to see at the site there may be an opportunity for some limited interpretation in order to inform visitors of the site's previous role.

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4 Communications

4.1 Historic Roads, Routes & Lanes

4.1 Will be available from Tuesday 26th June.

4.2 Railways

Summary

4.2 The coming of the railways helped to feed the rapid development of Dover as a major cross-Channel port. The railway first arrived in the District in 1844 and by the end of the nineteenth century the town of Dover benefitted from three mainline railway stations with connections towards London, Folkestone, Canterbury and Deal. In the rural areas of the District a network of Light Railway lines and tramways served rural industries and communities as well as the Kent Coalfields, whilst Dover Town benefitted from an electric tramway operated by the Corporation.

Introduction

Mainline Railways

4.3 The first major mainline railway line to be built in Kent was the South Eastern Railway's (SER) line from London to Dover (via Ashford and Folkestone). The line opened in sections, finally reaching Dover in 1844. The railway ran to a station (Dover Town) close to the harbour. Deal was the next town in the District to be connected to the railway network, when the SER opened a branch to the town in 1847 connecting off its line from Ashford to Margate (via Canterbury).

4.4 Competition for the SER arrived in Dover in 1861 when the London, Chatham & Dover Railway (LCDR) opened its own competing line to the town. This new line connected London to the Channel coast via Chatham and Canterbury. The railway line initially terminated at a new station at Dover Priory, but a 685 yard tunnel excavated under the Western Heights allowed the LCDR to extend its line closer to the harbour and constructed a new terminus called Dover Harbour Station.

4.5 The two railways operated in competition with each other to service the cross-Channel trade. In 1862 the SER extended their line from Dover Town Station onto the Admiralty Pier in order to connect directly with the cross-Channel steamers running from the port. The LCDR responded by opening its own connection onto Admiralty Pier in 1864. A war of competition between the two companies (combined with opening ever less-profitable routes elsewhere in the County) meant that neither company proved to be as profitable as might have been expected.

4.6 In 1881 the SER and LCDR agreed to jointly operate a new joint line known as the Dover and Deal Joint Railway (DDJR). The DDJR line ran from Dover to Deal (via Martin Mill and Walmer) and was the final piece in the jigsaw of mainline railways in the District. As part of the DDJR works a new direct link was built between the

SER's Dover Town Station and the LCDR's Dover Harbour Station. In 1899 the two companies agreed to work even closer together and formed themselves into an economic 'working union' under the South Eastern & Chatham Railway (SE&CR) name.

4.7 In 1909 the SE&CR started work on a new station on Admiralty Pier. The new station, known as Dover Marine, was nearly complete when the First World War broke out. The station was therefore initially used for ambulance and military traffic, before finally opening to passenger traffic in 1920. In 1915 a large landslip occurred that blocked the former SER Folkestone to Dover line and this meant that all traffic during the First World War had to use the line from Canterbury. The completion of Dover Marine Station meant that the SER's Town and LCDR's Harbour stations were now largely redundant, the former closing to passengers just before the war, the later closing after the war. Dover's passenger traffic was now consolidated on two stations (Dover Priory and Dover Marine).

4.8 Under the 1923 Grouping the South Eastern & Chatham Railway became part of the newly formed Southern Railway. In 1933 the SR began construction work on a new Train Ferry Dock at Dover which allowed roll-on, roll-off rail services to operate from the port. The train ferry was largely used for freight traffic, but also carried passengers on the famous *Night Ferry* service. The *Night Ferry* was a joint operation between the SR and the French national railway company (SNCR). The *Night Ferry* service was withdrawn in 1980 and the dedicated dock has now been largely in-filled. One of the last acts undertaken by the Southern Railway was the production of an electrification scheme from the Kent Coast Lines. As with much of the rest of the south-east the electrification scheme made use of a third-rail system, rather than overhead wires. The scheme was completed under the auspices of British Railways (following nationalisation in 1948). At the same time lines were rationalised, some stations rebuilt and signalling rationalised.

Light Railways, Mineral Lines & Tramways

4.9 In addition to the mainline railways a number of smaller light railways, mineral railways and tramways were constructed in the District. The most famous of these was perhaps the East Kent Light Railway (EKLR); one of Colonel Stephens' cheaply built rural light railways. The EKLR was conceived in 1909 to connect a number of proposed collieries in the Kent Coalfield. The railway opened in stages, with passenger services commencing in 1916 from Shepherdsweil to Wingham. A branch from Eastry to the Port of Richborough was constructed in the early 1920s and was officially opened to traffic by the end of that decade. Also in the early 1920s the line was extended closer to the town of Wingham where a new station was built (named Wingham Town, with the original terminus re-named Wingham Colliery). The line was further extended just beyond Wingham to the District border and a third station (Wingham Canterbury Road) built. The intention was for the line to extend to Canterbury but this never came to fruition.

4.10 The Port of Richborough was never a commercial success and many of the proposed collieries never took off. With passenger traffic being relatively light the main source of income came from traffic from Snowdown and Tilmanstone Collieries. The line became increasingly run-down and was closed to passenger traffic in 1948. Some freight traffic continued until 1951 when the majority of the line closed. The exception was the short 2.5 mile section of line between Shepherdswell and Tilmanstone Colliery which remained in use until the miner's strike of 1984.

4.11 Betteshanger Colliery which opened in the 1920s was one of the biggest and most successful collieries in the East Kent coalfield but was not connected to the EKLR. Instead the colliery was served by its own dedicated railway branch which left the mainline between Deal and Sandwich. The colliery was served by its own extensive array of sidings and tramway lines.

4.12 The EKLR was not the first line to serve Richborough Port. S Pearson & Sons had previously constructed a branch off the SECR mainline from a junction close to Richborough Castle. Pearson's Railway was constructed to serve their gravel quarries at Stonar, where a network of sidings was laid out and a quay constructed. The gravel pits served by Pearson's Railway were used for materials for the construction of Admiralty Harbour. The War Office took over the site for a massive supply port during the First World War. Pearson's railway was abandoned by the War Office and a new rail connection from Weatherlees Junction was established and miles of sidings laid across the Richborough site. The SECR temporarily managed the port following the war until it was sold to Pearson Dorman & Long. It was under their ownership when the EKLR arrived.

4.13 Holman F Stephens (latterly better known as Colonel Stephens) had previously been involved in a light railway enterprise in East Kent before the EKLR. In 1895 he was involved with proposals to construct a new steam tramway from Sandwich to the coast, serving the golf links, beaches and Earl Guilford's lands. This enterprise did not take off, nor did the later idea of a light railway. The idea of a tramway to Sandwich Bay however was not totally abandoned. To serve the construction of the Sandwich Bay Estate on the Earl's lands a tramway was constructed from a wharf on the Stour to the coast. The Guilford Tramway was of narrow 3'6" gauge ran from Guilford Quay via Sandown Road and Guilford Road to the proposed estate. The original intention for the line to carry passengers was not carried through (although reports suggest golfers were sometimes carried unofficially), and instead the tramway was limited to carrying building materials. The line was used briefly by the military during the First World War. The tramway returned to carrying construction materials after the war before being finally abandoned in the late 1920s/early 1930s.

4.14 As part of the works to construct the new Admiralty Harbour, a light railway line, known as the Martin Mill Mineral Railway, was constructed from the main line at Martin Mill to the cliffs above the new harbour. This railway line was used for the transportation of gravel from quarries at Stonar and other materials for the casting of the concrete blocks used in the harbour construction. The railway line originally

terminated close to the present National Trust White Cliffs Visitor Centre. Initially materials were simply tipped over the cliff edge, but later a funicular railway was installed to transport materials down the cliff face.

4.15 Following the completion of the harbour plans were put forward by Messer's Pearson (head of S Pearson & Son Ltd who had been the main contractor for the harbour works), Crundall and Jackson for the construction of a new tramway (connecting with the Dover Corporation network) from East Cliff to St Margaret's. A Light Railway Order was granted in 1909 for this new electric tramway. The Light Railway Order was worded to allow for the excavation and retention of the chalk removed during the creation of the line. In 1909 plans were also agreed with S Pearson & Son Ltd for the construction of Dover Marine Station on an area of reclaimed land adjacent to the Admiralty Pier which required a significant amount of in-fill material. The solution was to trim-back the cliffs above the eastern harbour and to cut a long, sloping 'road' for the proposed tramway up the cliff face, with the resulting chalk spoil used for infilling at the Marine Station. The tramway up the cliff was never built and it is tempting to see the Light Railway Order as simply being a means for Pearsons to easily acquire excavated chalk for the station construction works. The cliff road was cut from ground-level at the docks, with rails being laid as work progressed in order to transport the chalk down to the water's edge where it was loaded into barges and floated across to the construction site at the western docks. As the railway progressed up the cliff face the opportunity arose to connect this new construction line with the existing mineral railway on the cliff-top. To allow this connection a zigzag switchback was cut into the cliff face.

4.16 Following the completion of the Marine Station Pearson also tendered for and won a contract to lay a new railway to connect the Eastern and Western Docks. Track lifted from redundant sections of the Martin Mill Mineral Railway were re-lain along the seafront and became known as the Promenade Railway. The railway line was single track and was used by the Admiralty for the conveyance of equipment and materials from the main line to the Eastern Docks. Later the railway line was used for the transport of scrap metal and coal for industries which were established adjacent to the docks. The Promenade Railway finally closed in the 1960s as berths for roll on, roll off ferry services replaced industry at the Eastern Docks.

Dover Corporation Trams

4.17 The Dover Corporation Tramway system was opened in September 1897 and was one of the first overhead powered electric tramway systems to be constructed in the United Kingdom. The initial line ran from Admiralty Pier to Buckland with a branch running from Worthington Street to Maxton. The system was run from two depots, one at the Maxton end of the tramway and the other at Buckland. The tramway proved to be successful and within four years passenger numbers had risen to in excess of two and a half million journeys per year.

4.18 In order to reduce delays caused by trams having to wait at railway crossings the network was shortened in 1898, with the section from Strond Street to Admiralty Lane being abandoned. As the town of Dover expanded the line was extended from

Buckland to River. The tramway continued to be used through the First World War, but it became apparent in the 1920s that the system has suffered from a lack of maintenance during the war. Some remedial repairs were made to the tramway in the 1920s, but the decision was taken to close the system in the 1930s and Dover's last tram service ran on New Year's Eve 1936.

Description of the Heritage Assets

Railway Stations

4.19 Dover has had a number of railway stations constructed over the years. This is partly a result of competition between the South Eastern Railway and the London Chatham & Dover Railway. The SER's **Dover Town Station** has been demolished and nothing survives above ground. The site is now used for lorry and car parking. To accommodate passengers wishing to overnight in the town the railway built the **Lord Warden Hotel** adjacent to Dover Town Station. The grand Lord Warden Hotel survives and is now owned by Dover Harbour Board it is a Grade II Listed Building and is used as offices.

4.20 The two stations of the competing LC&DR both survive. **Dover Priory Station** is now the town's only railway station and has been redeveloped and rationalised over the years. The current station buildings largely date to 1932 when Dover Priory was rebuilt by the Southern Railway. The goods yard associated with the station is now used for car parking. The Board of Ordnance had a depot adjacent to Dover Priory station that was served by the railway line. The main station building of the LC&DR's **Dover Harbour Station** also survives, although the platforms themselves and covered train-shed, along with associated infrastructure have been removed. The station building, which dates to 1861, is a Grade II Listed Building.

4.21 The station at **Dover Marine** survives, however it is no longer connected to the rail network and instead acts as a terminal for cruise liners docking at the port. The former Marine Station is a Grade II Listed Building. The 1936 **Train Ferry Dock** has been partially in-filled. Before the construction of Dover Marine Station both Admiralty Pier and the Prince of Wales Piers were provided with rudimentary stations, but nothing now survives of either, save for alcoves for passengers to shelter in along Admiralty Pier.

4.22 Other stations on the LC&DR were constructed at Kearsney and Shepherdswell. Both stations still form part of the national rail network. The main building at **Kearsney Station** is of 1862 date and is of typical LC&DR design. The lattice footbridge at the station is also of LC&DR design and was originally located at Chatham, being relocated to Kearsney in 1886. The main building at **Shepherdswell Station** is again of LC&DR design. An 1878 signal box of LC&DR design also survives at Shepherdswell. In addition to the main stations there were a number of **halts** constructed on the LC&DR line, mainly to serve the East Kent coalfields. Such halts were provided at Snowdown, Aylesham and Stonehall (Lydden). A small halt survived at Stonehall into the 1950s, served by occasional trains, but

nothing now survives. Both Snowdown and Aylesham are still on the national rail network. The 1914 halt at Snowdown was entirely rebuilt in the 1950s, whilst Aylesham Halt, which opened in 1928, was rebuilt in the late 1960s/70s.

4.23 Deal Station was originally built in 1847 as a terminus for the SER's branch via Sandwich. With the construction of the D&DJR in 1881 the terminus station was converted to a through station, with the original terminus station building being re-used. The architecture of the station is therefore wholly SER in style. The station was originally equipped with an engine shed, but this was closed in the 1930s and the site is now used for housing. Rationalisation has also meant that sidings to the north of the station (now housing) and goods yard (now the station car park) have also been lost. The station retains its lattice footbridge and there is also a rare Southern Railway 'glasshouse' style signal box just to the north of the level crossing.

4.24 Sandwich Station is a well-preserved SER station, with the architecture of the main buildings being typical of that company. At Sandwich there is a fine main station building (of similar design to Deal) on the 'down' platform, whilst the 'up' side is equipped with a small wooden waiting shelter. A lattice footbridge of late nineteenth century date and a 1938 Southern Railway signal box complete the surviving station buildings at Sandwich. The station's goods yard, which was closed in the 1960s, is now partly covered by housing and the goods shed building has been lost.

4.25 Although the D&DJR was a joint operation between the SER and the LC&DR the new station buildings at Walmer and Martin Mill are purely SER style in their parentage. **Walmer Station** and **Martin Mill Station** are both similar in their design. Both are rare examples of late SER style brick-built station buildings. Walmer Station was the larger of the two and was originally equipped with substantial brick-built station buildings on both platforms, although only the main building now survives. A goods shed was provided to the north of the station, but this has now been removed. Martin Mill was similarly equipped with brick buildings on both platforms, although of a smaller scale than at Walmer. Again the secondary station building has subsequently been demolished, as has the goods shed and goods yard which has been built over. The station master's house on Station Road survives at Martin Mill as do a row of railway worker's cottages.

4.26 The stations of the East Kent Light Railway (as the line's name suggests) were much less substantial than their main-line counterparts. Two stations – **Shepherds Well Station** and **Eythorne Station** – remain in use as part of a short heritage railway. The stations of the heritage line have been substantially rebuilt and nothing remains of the Colonel Stephens period stations at either site. The stations of the EKLR typically comprised of a relatively short platform on one line, sometimes timber built and sometimes faced in brick. Platform facilities were similarly rudimentary, generally consisting of a small wooden shelter, lit by gaslight where manned. At **Elvington Station** some remains of the EKLR can be seen, with a section of brick-built platform surviving in woodland to the north of Burgess Hill. This is the only one of the EKLR stations to retain any visible remains.

Other Railway Infrastructure

4.27 The SER's main London to Dover line (via Folkestone) and their Deal branch along with the LC&DR's London to Dover Line (via Canterbury) and the D&DJR's line from Dover to Deal all survive as part of the modern railway network. Surviving railway infrastructure can be seen along these lines, including tunnels (such as the 2,138 m. long **Shepherds Well Tunnel**), bridges (both over and under roads), cuttings and embankments.

4.28 Other than a short section between Eythorne and Shepherdswell the track of the EKLR has now been lifted and has either returned to agricultural use or occasionally has been built over. The line of the trackway can still be clearly traced in places on aerial photographs, and can also be traced in sections on the ground. The nature of the line, as a light railway, means that surviving infrastructure is rarer. Road crossings generally took the form of level-crossings and bridges were rare. The major piece of engineering on the line was the 500 m. long **Golgotha Tunnel**. It was originally intended that the tunnel should be double-tracked, but material was only partially bored out as a temporary economy measure and the tunnel (along with the rest of the railway) remained single track only. The brick-built piers and approaching embankments for a low **viaduct** that carried the EKLR over Richborough Road and the SER mainline survive at Great Stonar.

4.29 The route of the Betteshanger Colliery branch off of the SER mainline can again be easily traced on aerial photographs and in part on the ground. The lines have again been lifted and surviving railway remains are again limited. A Southern Railway period **signal box** to control the junction with the mineral line remains adjacent to the Kent Coast Line.

4.30 No above ground remains survive of the Guilford Tramway, although its route can largely be traced along farm tracks and the roads of the Sandwich Bay Estate. It is reported that some rails were still in place in the 1970s and may simply have been tarmaced over. Remains of Guilford Wharf where materials for the construction of the estate were transhipped from boat to rail still survive on the banks of the River Stour.

4.31 The tracks of the Martin Mill Mineral Railway have again been lifted, but the course of the line can be partially traced both on the ground and from aerial photographs. On The Lane (formerly Hangman's Lane) and near East Langdon there are surviving **bridge piers** where the mineral line passed over the road, whilst a partially in-filled single arch **bridge** can be seen where the railway passed under the main Dover to Deal road. The line of the original cliff-top mineral railway can be hard to trace, but the sloping tramway road survives (apart from its lowermost end which has been removed by later works at the docks) as does the sharp zigzag switch-back (where traces of timber sleepers can be occasionally seen). An indent marking the top of the funicular railway used for carrying materials for the harbour construction can also be seen. Part of the Martin Mill railway was re-used by the military during the Second World War and remains associated with this re-use are discussed in Theme 3.7. Nothing is known to survive of the Promenade Railway also constructed by S Pearson & Sons.

Dover Tramway Infrastructure

4.32 There are relatively few surviving *in-situ* remains relating to the Dover Corporation Tramway visible within the town. The **Buckland Tram Depot** has survived and the depot building is currently used as a motor garage and car showroom. The depot at the Maxton end of the system has been demolished and the site has been redeveloped for housing.

4.33 An early twentieth century **tram stop shelter** survives at the junction of Elms Vale Road and Folkestone Road. The shelter is constructed from cast and wrought iron and glazed. The tram stop shelter is a Grade II Listed Building.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Dover Town Station	Buried Archaeology	No	No	None
Dover Priory Station	Historic Buildings and Structures	No	Yes (working station)	None
Dover Harbour Station	Historic Building	Listed Building	No	None
Dover Marine Station (Cruise Liner Terminal)	Historic Building	Listed Building	Cruise Liner Terminal	None
Lord Warden Hotel	Historic Building	Listed Building	No	None
Train Ferry Dock	Historic Structure (partially in-filled)	No	No	None
Kearsney Station	Historic Buildings and Structures	No	Yes (working station)	None
Shepherds Well Station	Historic Buildings and Structures	No	Yes (working station)	None
Deal Station	Historic Buildings and Structures	No	Yes (working station)	None
Sandwich Station	Historic Buildings and Structures	Listed Building (station building, footbridge, and shelter)	Yes (working station)	None
Walmer Station	Historic Buildings and Structures	No	Yes (working station)	None
Martin Mill Station	Historic Buildings and Structures	No	Yes (working station)	None
Elvington Station	Historic Structure	No	No	None
Shepherds Well Tunnel	Historic Structure	No	No (working railway tunnel)	None
Golgotha Tunnel	Historic Structure	No	No	None

Asset	Form	Designation & Protection	Accessibility	Interpretation
Great Stonar EKLR viaduct	Historic Structure	No	Yes	None
Martin Mill Mineral Railway (East Langdon bridge piers)	Historic Structure	No	Yes	None
Martin Mill Mineral Railway (Hangman's Lane bridge piers)	Historic Structure	No	Yes	None
Martin Mill Mineral Railway Tunnel	Historic Structure	No	Yes	None
Dover Tramway depot (Buckland)	Historic Structure	No	Yes (car sales room)	None
Dover Tramway waiting shelter	Historic Structure	Listed Building	Yes	None

Table 4.1 Key Heritage Assets

Statement of Significance

4.34 The arrival of the railways in the District heralded a period of growth allowing rapid transport to London and across the country as well as providing links to the growing cross-Channel steamer traffic. Dover's position as an important Channel port meant that it was a natural railway destination and it is no surprise that two competing companies vied for traffic to the town. The town also benefited from its own electric tramway system, one of the first such tramways constructed in the United Kingdom. Other towns such as Deal, Walmer and Sandwich also benefited from the arrival of the railways. The East Kent Light Railway was largely constructed as a direct response to the discovery of coal in the East Kent coalfield and its fortunes largely mirrored those of the coalfield it served. Other railways such as the Guilford Tramway and Martin Mill Mineral Railway were constructed in response to specific construction projects and lived relatively short lives. Overall the surviving remains of the railways, light railways and tramways of Dover District are considered to be of **moderate significance**.

Evidential Value

4.35 Buried archaeological remains associated with the railways, light railways and tramways of Dover District may be able to provide some additional evidence for their construction, design and everyday running, however in general the evidential value is probably limited

Historical Value

4.36 The surviving railway related remains are illustrative of a period of expansion, both in terms of domestic travel, but also in the coming of industry and major construction projects. The multitude of stations constructed in Dover in the later nineteenth century illustrates the importance of the town for commercial and passenger shipping and in particular the growth of cross-channel traffic. The East Kent Light Railway is synonymous with Colonel Stephens, a major promoter of light railways in England and Wales.

Aesthetic Value

4.37 The surviving railway related heritage assets are of mixed aesthetic value. Some of the railway stations, such as Sandwich and Shepherdswell were designed in an architectural 'house-style' and remain attractive buildings in their own right. Redevelopment, rationalisation and modernisation of some stations have limited their aesthetic value. Overall the remains in their present form are of limited aesthetic value.

Communal Value

4.38 Many of the Districts surviving main-line stations are used by large numbers of commuters on a daily basis and the surviving historic railway fabric, such as the station buildings provide a link to the railway's past. The preserved section of the East Kent Light Railway has a strong communal value as a heritage railway and a reminder of the network of lost light railway lines that crossed the District. The East Kent Light Railway also provides a link with the Kent Coalfields with sections of line having been built to specifically to serve the colliery operations.

Vulnerabilities

4.39 Much of Dover District's mainline railway infrastructure remains in use as part of the national rail network. Whilst there has been much rationalisation, both historic and in recent times many of the key heritage assets, particularly the main mainline railway stations remain in everyday use. Whilst this brings with it its own issues and vulnerabilities it also provides some protection, with the buildings being subject to planned maintenance routines. Where historic stations are no longer in use, such as the buildings of Dover Harbour Station, then these are vulnerable to decay, deterioration and vandalism.

4.40 The upgrading and modernisation of the railways does present a risk to historic infrastructure and railway features, particularly those elements that are not currently designated or are not currently used. Historic line-side structures and features that are characteristic of the railway (such as cast railings and historic signage for example) are vulnerable to removal (authorised and non-authorised) as well as graffiti and criminal damage. Similarly signalling apparatus is vulnerable to loss through modernisation programmes and associated rationalisation. Where features have been removed, their replacements are often not in character or of poorer quality and detract from the historic qualities of the sites.

4.41 Away from the mainline passenger infrastructure there has been significant loss of railway freight infrastructure in the District, with little freight traffic remaining. With the exception of a short section of the East Kent Light Railway, none of the District's light railways, mineral lines or tramways remain in use. Whilst the lines themselves have been lifted it is still possible to trace much of this former network in the modern landscape. Much of the former rail corridor of the East Kent Light Railway survives for example with areas of cutting, embankment, trackbed, the occasional remains of platforms and the piers of bridges surviving. Similarly parts of the Martin Mill Mineral Railway and the subsequent Military Railway also survive and can be traced. These remains are vulnerable to being lost in the landscape through development, removal of hedgerows and other clearance works.

Opportunities

4.42 Those stations that remain part of the national railway network are generally well used by locals and visitors alike. The quality of information available at railway stations is somewhat mixed and there is an opportunity to better interpret not only the heritage interest in the stations themselves, but also for these stations to act as an information point and link to other heritage asset in the town's and villages that they serve. The opportunity should be sought to use the District's railway stations to better promote the heritage of the District and to orientate and sign the key heritage assets of the area to people arriving at these stations.

4.43 Part of the East Kent Light Railway is operated as a heritage line. This line is perhaps not as well publicised as it could be and as such does not have the profile of other heritage railways elsewhere in Kent or the country. Some tourist or heritage railways act as major local visitor attractions. The relatively short length of the line that remains operational will limit the tourist potential of the line in comparison with other heritage railways, nevertheless opportunity should be sought to better promote the line locally. Some of the dismantled sections of the East Kent Light Railway are accessible and can be easily traced on the ground, whilst other sections remain traceable, but are currently overgrown or inaccessible. Options for re-opening sections of the line as a public footpath could be considered, potentially as part of a heritage trail.

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4.3 Cross Channel Travel

Summary

4.44 The proximity of Dover to Continental Europe has meant that it has long-acted as a conduit for cross-Channel travel. Discoveries such as the Langdon Bay Wreck and the Dover Bronze Age Boat highlight the importance of the area to early prehistoric seafarers. In the Roman period Dover developed into a major port of entry for the province. In the nineteenth and twentieth centuries Dover became a major port for both commercial and pleasure travel. Dover is now established as the country's premier cross-Channel port. The Town and District contains outstanding evidence for the history and development of early travel, whilst the modern-day port illustrates the rapid technological advances made in the nineteenth and twentieth centuries.

Introduction

Ancient Links

4.45 It is no surprise, given Dover District's nodal position on the south-east-tip of Britain, that the District has long had links with continental Europe. The written history of cross-Channel travel is dominated by the voyages of invading fleets, from the arrival of Caesar in 55BC to the Norman Conquest in AD 1066. In between we have the Claudian Invasion of AD 43 and the arrival of St Augustine in AD 597. However along-side these epoch changing voyages, there is also evidence for more mundane travel, with people, ideas and goods regularly travelling across the Channel for the past four thousand years.

4.46 The most obvious indicator of early cross-Channel travel in the District was the discovery of the Dover Bronze Age Boat in 1992. Evidence for cross-Channel trade is also revealed in the recovery of 'exotic' goods at archaeological sites in the District. For example amber that originated in the Baltic has been found in Bronze Age contexts within the District. In the neighbouring District of Thanet recent investigations at Cliffs End Farm have discovered the skeletons of Bronze Age people that isotope analysis shows came from Scandinavia and the Iberian Peninsula.

4.47 The movement of goods and people across the Channel continued through the Iron Age and Romano-British period. In Roman times both Richborough and Dover were important ports, with the latter being a base for the fleet of the *Classis Britannica*. The trading of goods continues to be represented in the District's archaeological record for this period. For example amphora fragments found at Dover

suggests the movement of goods (perhaps oil or wine) from the Mediterranean and it is likely that Dover District formed part of an extensive trade network in Roman times.

4.48 The Christian mission led by St Augustine which landed at Pegwell Bay in AD 597 marked the arrival of Christianity to the British Isles and Kent became the country's first Christian kingdom. As well as religious ideas crossing the Channel, vessels continued to transport goods and people to and from continental Europe in the early medieval and medieval periods. Pottery from north-east France has been found in Anglo-Saxon domestic contexts at Church Whitfield, whilst continental jewellery has been recorded from burial sites across the District.

4.49 In the medieval and early post-medieval period the Channel acted as both a link for continued and ever expanding cross-Channel trade, but also a barrier and defence against foreign invasion. It is in this period that we see the expansion of the coastal ports of Dover, Sandwich and latterly Deal where cross-Channel trade and traffic is well attested. Dover became an important entry point to England and Dover Castle regularly housed diplomats, dignitaries and the occasional Royal retinue on their way to or from the continent. The sixteenth century painting *The Embarkation of Henry VIII* shows one such Royal convoy departing Dover in AD 1520. Sandwich and Deal were also both used as embarkation and transport bases for continental military expeditions.

Technological Advances

4.50 Until the nineteenth century cross-Channel travel remained a slow, relatively expensive and sometimes dangerous activity. Cross-Channel travel was an activity reserved for traders, soldiers and pilgrims as well as for the rich and for the social elite. Travel over any great distance for the average person would have been a rare, if not unheard of activity.

4.51 Rapid technological advances in the nineteenth century were to change the face of cross-Channel travel. In 1820 the first cross-Channel steamship started operating from Dover to Calais. Steamships developed into a fast and reliable means of crossing the Channel. The arrival of the railway to Dover in 1844 opened up new travel links and journeys that would have once been a major adventure could now be easily completed in a day. It is in this period that Dover expanded massively as a port and a new class of pleasure traveller emerged. The construction of Admiralty Pier at Dover in the mid-nineteenth century meant that bigger vessels could land their passengers and that boats arriving at the port were no longer restricted by the state of the tide.

4.52 It was at the beginning of the nineteenth century that the idea of a transport tunnel beneath the channel was first raised. Despite military concerns engineers and inventors on both sides of the Channel put forward schemes for a tunnel beneath the sea. None of these were to ever get off the drawing board; however the growth of the railways provided a new stimulus for the creation of a Channel Tunnel. The first serious attempt at constructing such a tunnel began in 1881. The 1881 tunnelling

works involved excavation on both sides of the Channel; work on the English side involved the commencement of two borings, one at Abbott's Cliff and the other at Shakespeare's Cliff just to the west of Dover. Here a boring machine dug a tunnel nearly 2000 metres long before the scheme was eventually abandoned. The reason for the abandonment of this early scheme was not due to technological failure however, rather due to military security fears.

4.53 Despite further proposals it was not until the 1950s that defence arguments against constructing a tunnel finally went away. Following a series of technical surveys a second attempt at constructing a Channel Tunnel was started in 1974. This scheme again involved boring from the French and English sides. Although a short test tunnel, some 300 m. in length, was started close to the 1881 attempt this scheme was rapidly abandoned due to political and cost issues. In 1988 Tunnelling for a third, this time successful, Channel tunnel scheme started. Boring from the English side again commenced at Shakespeare's Cliff and made use of the aborted 1974 tunnel. A break-through ceremony was held in October 1990 and the Channel Tunnel was officially opened in May 1994.

4.54 With the long gestation period of the Channel Tunnel alternative solutions for rail traffic to the continent were sought. A roll on, roll off service was briefly operated out of Richborough Port using the First World War train ferry docks (see Theme 3.6) for the return of equipment from the continent. This service ran from 1919 to 1922. A civilian service for perishable goods was also operated in 1921, but this was not followed up. The train ferries were also briefly used to provide a roll on, roll off service for motor vehicles, transporting cars, lorries and buses back from the France at the end of the war. In 1923 the train ferries and associated equipment were sold off and transferred to Harwich. Following the withdrawal of the Richborough service there were no roll on, roll off services operating out of Dover District until 1936 when the Southern Railway started their own service out of Dover. The installation of Train Ferry Docks at Dover and Dunkerque in 1936 allowed roll-on roll-off train services to return. These included the Southern Railway's famous *Night Ferry* service.

4.55 If the coming of the railways combined with faster steamships heralded the arrival of large scale pleasure travel, it was the mass adoption of the motor car which saw such travel truly blossom. The first cross-Channel car ferry service started in the interwar period, operated by a Captain Townsend. Townsend's service was worked from the eastern end of the harbour. In lieu of roll-on, roll-off facilities, cars were instead hoisted onto the ferry by crane. The service proved popular and the Southern Railway soon introduced its own competing service.

4.56 The growth of leisure traffic saw the Eastern Docks redeveloped and new roll-on, roll-off berths were finally installed in the 1950s. The Eastern Docks have acted as the hub for cross-Channel ferry services ever since. In the 1950s the invention of the Hovercraft meant that much faster journey times could be achieved. The first working prototype hovercraft made the inaugural crossing from Dover to Calais in 1959, landing on the beach at Dover. In 1968 a regular car and passenger service commenced from a specially constructed hoverport at the Eastern Docks. In 1978 the hovercraft service was improved and a new hoverport was located at the

Western Docks (adjacent to the Prince of Wales Pier) allowing the roll-on, roll-off services at the Eastern Docks to be expanded. Rising costs (and the abolition of duty free) led to the hovercraft service being withdrawn in 2000. The hovercraft holds the record for the fastest Channel crossing, completing the journey in just 22 minutes in 1995.

Description of the Heritage Assets

Ancient Links

4.57 Evidence for the early development of the harbour at Dover as well as the coastal ports of Sandwich and Deal are discussed in detail in Theme 2 and it is not intended to repeat this information here. The relevant heritage assets are tabulated below however. Archaeological sites showing evidence for continental trade from the prehistoric period onwards are relatively common in the District and likewise it is not intended to provide a complete list here. It is likely that ongoing archaeological research, especially where use is made of modern scientific techniques such as isotope analysis will continue to further our knowledge of the extensive links in the prehistoric and early historic periods.

Technological Advances

4.58 The technological advances in the nineteenth century led to the District's cross-Channel travel being focussed on the Port of Dover. The surviving railway infrastructure that supported this cross-Channel transport has been discussed elsewhere in Theme 4 and the key features of the nineteenth century development of the Port of Dover in Theme 2. The relevant heritage asset entries from these themes are tabulated below. Redevelopment of the Eastern Docks from the 1970s onwards has meant that most evidence for the early car ferry services and first roll-on, roll-off ferry docks have been removed and/or built over. Dover's first hoverport, located at the Eastern Docks has likewise been subsumed by later harbour works. At the Western Docks a number of historic features relating to twentieth century cross-Channel travel survive. These include the 1936 **Train Ferry Dock** which has been partially in-filled. The large concrete apron for the 1978 **Hoverport** adjacent to the Prince of Wales Pier survives, although the terminal buildings themselves have been recently demolished. A **hovercraft propeller** is currently mounted on a plinth at the entrance to the former terminal.

4.59 Tunnels for the **1881 Channel Tunnel** attempt survive at Abbot's Cliff where the 1881 No.1 Boring has been intersected by a drainage adit driven under the main Folkestone to Dover railway line. The tunnel remains accessible but is closed to the public. In 1988 a section of the No.2 boring from Shakespeare's Cliff was intersected by modern Channel Tunnel construction workers. The works of the **1974 Channel Tunnel** attempt have been incorporated into the current Channel Tunnel. The access road tunnel to Samphire Hoe was constructed in 1974 as part of the enabling works for the aborted scheme. Samphire Hoe itself is created from 4.9 million cubic metres of up-cast from the successful 1994 Channel Tunnel.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Langdon Bay Wreck	Wreck site	Protected Wreck Site	N/A (sub-marine, offshore)	No
Dover Bronze Age Boat	Buried Archaeology and historic artefact	None	Lifted section of Boat is on display in Dover Museum	Dover Bronze Age Boat Gallery, Dover museum
Medieval port and town of Stonar	Buried Archaeology	Scheduled Monument	Private Land	No
Medieval river front, wharfs and quays at Sandwich	Buried Archaeology	Conservation Area	Mixed	Yes
Sandwich Ship	Buried Archaeology	None	No	No
Richborough Port	Historic Buildings, Structures and Buried Archaeology	None	Partially accessible	No
Fort of the Classis Britannica	Buried Archaeology	Scheduled Monument (part)	No	No
Roman Harbour Wall (mole/pier)	Buried Archaeology	None	No	No
Roman quayside/wharfs	Buried Archaeology	None	No	No
Roman Pharos (Dover Castle)	Historic Structure	Scheduled Monument	Managed visitor attraction	English Heritage site
Roman Pharos (Western Heights)	Buried Archaeology	Scheduled Monument	On selected open-days	No
Wellington Dock	Historic Structure	Listed Building	Yes	Interpretation Panel
Page: 3 Fairburn Crane	Historic Structure	Scheduled Monument	Yes	No
Granville Dock	Historic Structure	No	Yes	Interpretation Panel
Inner Harbour	Historic Structure	No	Yes	Interpretation Panel
Admiralty Pier	Historic Structure	Listed Building	Partially?	No?
Prince of Wales Pier	Historic Structure	Listed Building	Yes	No
Admiralty Pier Extension	Historic Structure	Listed Building	No	No

Asset	Form	Designation & Protection	Accessibility	Interpretation
Outer Breakwater	Historic Structure	No	No	No
Eastern Arm	Historic Structure	No	No	No
Dover Town Station	Buried Archaeology	No	No	No
Dover Priory Station	Historic Buildings and Structures	No	Yes (working station)	No
Dover Harbour Station	Historic Building	Listed Building	No	No
Dover Marine Station (Cruise Liner Terminal)	Historic Building	Listed Building	Cruise Liner Terminal	No
Lord Warden Hotel	Historic Building	Listed Building	No	No
Train Ferry Dock	Historic Structure (partially in-filled)	No	No	No
Hoverport (1978)	Historic Structure	No	No	No
Hovercraft propeller	Historic Artefact	No	No	No
1881 Channel Tunnel attempt	Historic Structure	No	No	No
1974 Channel Tunnel Attempt	Historic Structure	No	Yes (works access tunnel)	No

Table 4.2 Key Heritage Assets

Statement of Significance

4.60 The District's position on the south-eastern tip of Britain at the shortest crossing point of the Channel has meant that it has been a gateway for cross-Channel trade since the prehistoric period. Archaeological remains, and in particular the frequent discovery of exotic and imported items, attest to the wide stretching trade and transport networks which the District was linked to. In the nineteenth and twentieth centuries the Dover has established itself as the country's premier cross-Channel port. It is no surprise that the area has therefore earned itself the title of the gateway to England. The continuing development of the port has meant that much of the physical evidence for the more recent developments in cross-Channel transport have been swept away under later improvements. Nevertheless some remains such as the 1936 train ferry dock and 1978 hoverport survive in part and are a reminder of the rapid pace of change in cross-Channel travel. Overall the heritage assets in the District are considered to be of **considerable significance** in the history of cross-Channel travel.

Evidential Value

4.61 Archaeological remains of the prehistoric and early historic periods are of exceptional evidential value for the information that they might contain relating to early cross-Channel travel and trading. Recent isotope analysis of Bronze Age skeletons at Cliffs End Farm (just outside of the District) has revealed internationally important information relating to the movement of people in the prehistoric period. Archaeological remains from Dover District have the potential to yield similar information. The District's archaeological remains also have the potential to provide significant evidence for the movement of goods and to help build-up a picture of continental trading links in the prehistoric and early historic periods.

4.62 The remains of the nineteenth and twentieth century cross-Channel travel from the port of Dover are considered to be of more limited evidential value.

Historical Value

4.63 The heritage assets of the District are of considerable value in illustrating the history and development of cross-Channel travel; for the movement of peoples, ideas and goods. The archaeological remains of the prehistoric and early historic periods help to draw a picture of Britain being part of a much wider trading network.

4.64 The growth of Dover Harbour in the nineteenth century and in particular in the twentieth century highlights the developments and changing fashions in cross-Channel travel. The train ferries, roll-on, roll-off ferries, hovercraft and Channel Tunnel all illustrate the rapid technological advances of the age as well as the growth of travel as a leisure pursuit.

Aesthetic Value

4.65 The surviving heritage assets relating to cross-Channel travel are generally of limited aesthetic value. Samphire Hoe which was created from the up-cast from the most recent Channel Tunnel construction has been turned into a haven for wildlife and is aesthetically valued for its plant-life, dramatic setting and views of the White Cliffs.

Communal Value

4.66 The archaeological remains relating to the movement of people and goods in the prehistoric and early historic periods have a communal value in the role they can play in linking people with their ancestors and the world in which they lived. Later remains such as the hovercraft terminal are a reminder of the more recent past and are also a symbol of British engineering and invention. These remains help to fortify the idea of Dover being a link to the continent and also the gateway to England.

Vulnerabilities

4.67 Archaeological remains associated with cross-Channel trade should be expected at the ports of Dover, Sandwich, Stonar, Richborough and Deal, whilst evidence for imported goods may be encountered across the District. It is likely that exceptionally rich and well-preserved remains will survive, particularly at the port

towns. Archaeological remains are susceptible to all forms of development and this needs to be carefully managed to avoid harm to the significance of these assets. An appropriate level of archaeological investigation should accompany development works that have the potential to affect archaeological remains. The discovery of the Dover Bronze Age Boat highlights the potential for internationally important waterlogged deposits to survive where conditions are favourable for such preservation. In addition to direct physical impacts such waterlogged deposits would be susceptible to harm through changes to the local hydrology.

4.68 The port of Dover was the focus for cross-Channel trade in the District from the nineteenth century onwards. The post-medieval and modern harbours in the town remain in active use and this brings its own challenges. The working harbour includes a wide range of historic assets that tell the story of the ports development. Some of these assets, particularly the harbour's military defences, do not have a current use and are not publicly accessible. These assets, which are located in a particularly exposed location, are vulnerable to weathering, neglect and decay.

4.69 The historic harbour works of the Western Harbour are particularly vulnerable to any major port development. In its current form it is possible to read and appreciate the development of the Western Harbour from the Elizabethan harbour focussed on the 'Great Pent' to the large modern harbour we see today. This palimpsest of harbour works from the Elizabethan period to the modern day is a key element of the historic significance of the harbour. There are pressures on key assets of the Western Docks associated with harbour extension proposals; such development could cause substantial harm from its impact on the historic integrity and character of historic core of the harbour.

Opportunities

4.70 Archaeological research and scientific analysis of existing collections of material and new material arising from future fieldwork projects has the potential to further our understanding of cross-Channel trade, particularly for the pre-historic and early historic periods. Recent scientific analysis involving the use of isotope analysis of Bronze Age skeletons from Cliffs End Farm (just outside of the District) has revealed internationally important information relating to the movement of people in the prehistoric period.

4.71 The internationally important Dover Bronze Age Boat is currently displayed in a dedicated gallery at Dover Castle. Opportunities should be sought to continue to promote the gallery to locals and visitor alike.

4.72 Dover Harbour includes a number of significant heritage assets, including a number of Listed Buildings and Scheduled Monuments. Consideration should be given to linking the historic assets within the harbour to provide an integrated story that charts the development of the harbour and tells the story of cross-Channel trade. Opening up access to those assets, which are currently hidden or inaccessible, would allow the significance of the harbour to be better appreciated. One of the key aims for Dover should be to make the town a destination in its own right, rather than simply

a place that visitors pass through. Celebrating and promoting the heritage of the town should form a key part of this process. Properly developed the heritage of the harbour area can reinforce Dover's role as an interface between the UK and continental Europe with corresponding economic and social benefits.

Sources Used & Additional Information

Clarke, H., et al., 2010: *Sandwich – the 'completest medieval town in England': A study of the town and port from its origins to 1600*. Oxford: Oxbow Books.

Clarke, P. (ed.), 2004a: *The Dover Bronze Age Boat*. London: English Heritage.

Williams, J. (ed.) 2007: *The Archaeology of Kent to AD 800*. Woodbridge: The Boydell Press.

4.4 Flight

Summary

4.73 The Channel had long been seen as a physical barrier offering protection from main-land Europe. Crossing the Channel was therefore a natural challenge for early aviators. Early manned balloon flights, and in particular the first powered flight by Louis Blériot's in 1909, brought about a change to our perception of island impregnability. This was brought to life during the First World War when aerial conflict became part of modern-warfare with airfields and airstations being established in the District.

Introduction

4.74 The first recorded manned balloon flight was made in a hot air balloon in 1783 and this launched a brief period of balloon mania. It was but two years later when the French aviator Jean-Pierre Blanchard made the first flight across the channel. On the 7th January 1785 he set off with a Dr John Jeffries from Dover Castle and arrived in Guînes in the Pas-de-Calais some two and a half hours later. Some 124 years later Dover was the site of another aviation first, when Louis Blériot made the first powered flight across the channel in July 1909. Blériot's landing site was in Northfall Meadow just to the east of Dover Castle.

4.75 Jacques De Lesseps followed Blériot across the channel, landing at Wanstone Court Farm in May 1910 and in August 1910 John B. Moisant carried the first passenger across the channel when he and his mechanic landed at Tilmanstone. Only two years after Blériot's pioneering cross-Channel flight a competitive Circuit of Europe flying competition was set up (Paris-Liege-Spa-Utrecht-Brussels-Calais-London-Calais-Paris). At Whitfield a meadow was used as a staging post for the competition and this is reputed to be the first "air station" to be established in England. By 1912 a Dover Aero Club had been formed and had its base at Whitfield.

4.76 The airfield at Whitfield had a short life and by the time the First World War broke out the Royal Flying Corps had established its own airfield nearby at Swingate. Other First World War airfields were established at Guston, Marine Parade (for sea planes), Walmer (Hawkshill Downs) and Capel (for airships). These early military airfields had a relatively short life and were not developed further following the war. The District's exposed position meant that no airfields were used in the District in the Second World War (save for an emergency landing ground at Ewell Minnis).

Description of the Heritage Assets

4.77 Blériot's Landing Site to the east of Dover Castle is marked by a recently refurbished memorial. Contemporary accounts strongly indicate that the monument was accurately located on the actual spot where Blériot landed. The monument, which takes the form of a full size plan in granite of the plane used to cross the channel, was erected by the Aero Club of the United Kingdom sometime between December 1909 and February 1910. The monument was funded by Alexander Duckham and was officially unveiled on 8 April 1910. As part of the centenary celebrations of this first flight the monument was recently refurbished and new accessible paths built to it.

4.78 Whitfield Airfield was located on open ground close to the Archer Public House. The flying meadow was equipped with rudimentary facilities with sheds and a small hanger (where it is reputed at least one flying machine was built). Nothing now remains of the Whitfield site which has subsequently been built over.

4.79 The nearby Royal Flying Corps airfield was located on Swingate Downs and known as **Dover (St Margaret's)**. Some roads and hut/hanger bases relating to the airfield survive. A second military airfield, known as **Dover (Guston)**, was located on the other side of the Dover to Deal road next to Fort Burgoyne. Nothing now survives at the Guston site, although the footprint of the adjacent hutted accommodation camp (locally known as 'Tin Town') can still be seen.

4.80 As well as airfields for conventional aircraft a third facility for seaplanes, known as **RNAS Dover (Marine Parade)**, was established in the town at the foot of the cliffs below the Castle. The seaplane station included three hangers (now demolished), a mess room, accommodation, stores, workshops and administration buildings. The administration building survives, but is currently derelict. An outstation to RNAS Dover was established at Walmer in 1917. **RNAS Walmer** was located on Hawkshill Downs, but was abandoned by 1919 and nothing now survives at the site which is marked by a memorial to lost pilots erected shortly after the war.

4.81 As well as airplanes use was made in World War I of non-rigid airships and a RNAS base was established to the west of Dover at Capel. **RNAS Capel** not only acted as a base for airships it was also used for their development and construction. The airships were used to carry out patrols along the Channel and to spot submarines when escorting shipping. The airstation at Capel included three large hangers and grassed landing areas. The airstation was closed in 1919. The airship hangers have been demolished, although the plan of the concrete base for No. 3 Hanger can be

clearly seen on modern satellite aerial photographs of the site. It is understood that the pits where the airships were docked also survive, but are now in-filled. The concrete perimeter road also survives, having been incorporated into the layout of the present caravan park that occupies part of the former airstation site.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Blériot's Landing Site	Historic Monument	No	Yes	Yes
Whitfield Airfield	Historic Place	No	No	No
Dover (St Margaret's) airfield	?Buried Archaeology	None	?	No
Dover (Guston) airfield	?Buried Archaeology	None	Not publicly accessible	No
Dover (Marine Parade) seaplane station	Historic Building and ?Buried Archaeology	Conservation Area	Not publicly accessible	No
RNAS Walmer airfield	?Buried Archaeology	None	Not publicly accessible	War memorial
RNAS Capel airship station	Buried Archaeology	None	Not publicly accessible	No

Table 4.3 Key Heritage Assets

Statement of Significance

4.82 The lure of the challenge of cross-Channel flight meant that Dover was the site of two early aviation feats, the first manned flight across the channel by balloon and the first powered flight across the channel. Blériot's historic flight captured the public imagination, highlighting the airplane's revolutionary potential, and also put in to questioning the perception of England's "island impregnability". The aviation remains in Dover District are considered to be of moderate **significance**.

Evidential Value

4.83 The temporary nature of the early airfields and landing sites means that buried archaeological remains are likely to be ephemeral in nature. Nothing is expected to survive below ground at Blériot's landing site or the early Whitfield airfield. There may be some buried archaeological evidence associated with the structures at the early military airfields that could provide some information on their day to day functioning and the lives of the pilots who flew from them. Overall the aviation remains in Dover District are considered to be of limited evidential value.

Historical Value

4.84 The pioneering cross-Channel flights by balloon and powered aircraft captured the public's imagination and are illustrated of the pioneering adventurer spirit of the early aviation age. The aviation sites at Dover are associated with some pioneering aviators, with Louis Blériot being perhaps the most celebrated. Other pioneering aviators such as Harriet Quimby (the first Woman to fly across the Channel) and Gustav Hamel (the first pilot to fly from England to Germany) chose Whitfield as the starting points for their historic flights.

Aesthetic Value

4.85 None of the surviving heritage assets relating to early flight are considered to have a strong aesthetic value.

Communal Value

4.86 The Blériot Memorial at Northfall Meadow has a communal value in commemorating the aviator's pioneering flight. The flight challenges our perception of England's "island impregnability". The early military airfields in the District (two of which now have memorials to lost pilots) are a reminder of the role that aviation in the District played in the First World War.

Vulnerabilities

4.87 With the exception of the surviving building at the Dover (Marine Parade) sea plane station (which lies within a Conservation Area) none of the District's flight related heritage assets have any form of statutory protection. As such any surviving structural remains or buried archaeology at these sites are susceptible to all forms of development.

4.88 The surviving administration building at the Dover (Marine Parade) sea plane station is currently derelict and as such is vulnerable both to neglect, vandalism and decay, as well as to loss as part of any future redevelopment of the site. The building is located in a prominent position beneath the White Cliffs and immediately adjacent to the A20 into Dover from the Eastern Docks.

Opportunities

4.89 The Blériot Memorial at Northfall Meadow was recently refurbished and accessible paths installed from a car park off Upper Road. The memorial is close to a both the National Trust's White Cliffs visitor centre and Dover Castle but there is little or no information at these sites to let visitors know about the memorials location. Opportunities should be sought to raise the profile of the memorial site.

4.90 Opportunities at the former airfields and airships stations are probably limited, although some form of interpretation could be provided at these sites to celebrate the role of the District's early aviators.

Sources Used & Additional Information

The Dover Society website, flight pages available at <http://doversociety.homestead.com/flight.html>

5 Maritime

5.1 Coastal Features

5.1 Will be available from Tuesday 26th June.

5.2 Wrecks

Summary

5.2 The Strait of Dover is one of the busiest shipping lanes in the World. The Channel has seen the arrival of invasion fleets and raiding vessels and has been the scene of many naval conflicts. In times of peace it has acted as an important trade route, both for vessels visiting the District's ports as well as those passing by on route to other designations across the globe. Off the coast of Deal lies The Downs, an important naval anchorage that has acted as a place of refuge for many vessels over the centuries. The business of the Channel along with the presence of the hazardous Goodwin Sand Banks has resulted in an immense number of wrecks off the District's coastline. The Channel also acted as a frontline during the aerial conflicts of the Second World War, with numerous aircraft shot down over the Channel during the Battle of Britain.

Introduction

5.3 As recent as 15,000 years ago much of the North Sea and the English Channel was part of the continental land mass. As sea levels rose following the last ice age this land mass became submerged beneath the growing Channel and North Sea retreating to a land mass which bridged between Britain and the continent from what is now East Kent and East Anglia. Around 6000 BC the connection with the continental landmass was finally breached creating the Dover Strait and the island we live in today.

5.4 With Dover being the closest point to continental Europe and commanding the southern shores of the narrow Strait, the history of the District has been inexorably linked with the maritime use of the Strait ever since. Forming the link between the North Sea and the English Channel, the Strait of Dover has become one of the busiest shipping lanes in the world. Vessels passing between the north countries and southern Europe and beyond would often use the sheltered waters of the Channel rather than risk the more hazardous Atlantic passages. As the shortest crossing point between Britain and the continent the Strait has been used for cross-Channel travel since prehistoric times. Great Roman ports of entry developed at Richborough and Dover and later the ports of Dover, Sandwich and Deal became prominent in the nations maritime and naval history.

5.5 As well as being a conduit, the sea between the District and the continent has also formed a barrier and the first line of defence against invading armies. The coastal waters of Dover District have seen the arrival of invasion forces, many raids on the coast and ports, and numerous naval engagements from Roman times to the Second

World War. All of this, coupled with the natural dangers to shipping and the presence of the hazardous Goodwin Sands off the east coast of Deal have resulted in an immense number of wrecks in the District's coastal waters.

5.6 As well as naval engagement, the war in the air, particularly in the Second World War extended over the Channel. Many Allied and German aircraft were shot down and the remains of their wrecked aircraft can be found in the District's coastal waters. Although not strictly maritime in their nature these assets will be described and discussed in the present theme paper.

Description of the Heritage Assets

The Goodwin Sands and The Downs

5.7 The Goodwin Sands is an extensive line of sand banks which lie approximately four miles off shore east of Deal. The sand banks which are around nine miles in length have long been a major navigational hazard to shipping in this narrow historically important sea route and the scene of many a shipwreck leading to the Goodwin's becoming known as '*The Shyppe Swallower*'.

5.8 As well as presenting a hazard, the Goodwin Sands also provided a relatively sheltered anchorage known as The Downs for shipping in times of bad weather or as they waited for the favourable conditions to round the North or South Foreland. The Downs became a strategically important naval anchorage and by the sixteenth century was protected by the artillery forts at Deal, Walmer and Sandown. The subsequent development of the towns of Deal and Walmer owes much to the importance of the anchorage and the need to service and provision the ships that lay there.

5.9 More than 1,000 shipwrecks have been recorded on the Goodwin Sands since the first in 1298 though the true toll is likely to be far greater. One of the most tragic events in the history of the sands was the Great Storm of 1703. The hurricane which ripped through the country in November 1703 wrecked six naval vessels and numerous merchantmen on the Sands. Amongst these were the third rate ships of the line *HMS Stirling Castle*, *HMS Northumberland* and *HMS Restoration* and the fourth rate *HMS Mary*. In all more than 1,500 seamen are estimated to have drowned nationally during the Great Storm, with around 1,190 lives being lost on the Goodwin Sands despite the efforts of the Deal boatmen who rescued over 200 souls. While many wrecked ships have been fully swallowed by the sands, the masts of a number of twentieth century wrecks can be seen at low water. The shifting nature of the sands has caused the remains of wrecks to be exposed. In 1979 divers found the remains of *HMS Stirling Castle*, which had been revealed following a large shift in the sands. Subsequent diving on the wreck, which has deteriorated since its exposure, has resulted in a number of objects being recovered and these were put on display in the Ramsgate Maritime Museum prior to its closure in 2009.

Wrecks

5.10 The Kent Historic Environment Record records around 1,500 known wrecks or the sites where vessels have reportedly foundered within 15 kilometres of the District's coastline. Many of these have been broken up by time and tide along with direct clearance efforts carried out more recently. Despite this, a great many survive as buried or part-buried maritime archaeological sites and some are even visible depending on tides.

Protected Wreck Sites

5.11 A number of wrecks, recognised as being of historical, archaeological or artistic importance are designated through the *Protection of Wrecks Act 1973* to prevent uncontrolled interference with their remains. The Act defines a restricted area where it is an offence to tamper with, damage or remove any part of the wreck or associated objects, carry out unlicensed diving or salvage activities or to drop materials on to the wreck or the restricted area from above. There are six Protected Wreck Sites off the Dover District coastline, whilst a seventh an unnamed wreck coded Goodwins and Downs 8 (GAD8) is currently (2012) being considered for protection.

5.12 The earliest known wreck and a Protected Wreck Site is the site of a Bronze Age wreck at **Langdon Bay** dating to around 1100 BC. The site was discovered by divers from the Dover Sub-Aqua Club in 1974 who noticed a number of bronze objects on the sea floor. Nothing of the structure of the vessel has been found but to date over 360 bronze objects have been systematically recovered from the sea floor. The objects include tools, weapons and ornaments of a type that are made in France and rarely found in Britain. Current interpretation is that the site represents the remains of a vessel carrying a cargo of scrap metal from France to Britain, implying cross channel trade and exchange in the Middle Bronze Age.

5.13 Three of the Protected Wreck Sites, lying on the Goodwin Sands are the remains of the three Third Rate ships of the Royal Navy, *HMS Stirling Castle*, *HMS Restoration* and *HMS Northumberland* lost during The Great Storm of 1703. The three vessels form an important group of vessels which representing a historical event of national significance, are a valuable archaeological resource that can help to illustrate warship technology and way of life in the Royal Navy of the late seventeenth to early eighteenth centuries.

5.14 *HMS Stirling Castle*, *Restoration* and *Northumberland* were all 70-gun ships of the line that had been built in 1678–9 as part of Samuel Pepys' regeneration of the English navy. The *Stirling Castle* was built at Deptford while the *Northumberland* was significantly the first Third Rate ship built under contract after it was realised that the naval dockyards could not cope with the production of the number of ships that Pepys requested. All three ships were re-built and refitted at Chatham from 1699 to 1701. Part of a returning squadron from the Mediterranean, the three ships anchored in the shelter of The Downs to escape the storm but were swept on to the Goodwin Sands along with many other vessels. Overall 1,190 lives were lost on the Goodwin Sands during The Great Storm.

5.15 All three wrecks lie in around 15 m. to 20 m. of water. **HMS Stirling Castle** was found by divers from Thanet in 1979 after the ship had been exposed by shifts in the Goodwin Sands. The exposed hull was seen to be in remarkably good condition and the divers recovered many objects that were at risk of being lost in the sands. The site was purchased by the Thanet Archaeological Unit (now the Trust for Thanet Archaeology) but the site became lost in the sands until it began to re-emerge in 1998. The ship was surveyed in 1999 and found to have undergone substantial movement and internal collapse since its original discovery. As the ship has become exposed a large number of artefacts considered to be at risk have been recovered. These include both organic and inorganic artefacts that have survived to a high level of preservation. Artefacts recovered have included guns and their carriages, navigational equipment, anchors, rigging elements and ropes, a unique intact Stuart copper galley kettle, a medical box and many personal items including book covers. The wreck has been identified by the recovery of a ship's bell marked with the naval arrow and '1701' and initials on pewter objects. Some of the items are on display at the National Maritime Museum and others were housed in the former Ramsgate Maritime Museum.

5.16 The site of **HMS Northumberland** was discovered in 1980 as part of a systematic investigation of fishing net fasteners. The wreck site consists of scattered mounds of debris and some pieces of large ship structure. Divers made an initial survey and recovered numerous portable objects including coils of anchor cable, ordnance, copper cauldrons, a box of musket shot and like the *Stirling Castle* a ship's bell marked with the naval arrow and date '1701'. Detailed surveys, including geophysical survey, were carried out of the site between 1993 and 1998 and more recently in 2002. Currently the site appears to be relatively stable though items are sometimes exposed by the shifting sands.

5.17 There is no definitive evidence that the third Protected Wreck Site is that of **HMS Restoration** although it seems likely. The site consists of two debris mounds and it is unclear whether these are from a single vessel or from two. It is possible that they may be parts of the Fourth Rate ship *HMS Mary*, sunk at the same time as the *Resolution*. The site was discovered during the fishing net fasteners survey in 1980 and although side scan sonar and magnetometer surveys have been carried out in recent years, the site has not been surveyed in detail. Material recorded on the sea bed includes large ships timbers, several cannon, an anchor and galley bricks. A bell reported to be from the *Restoration* was handed into Ramsgate Maritime Museum but without the arrow and stamped '1692' it may belong with the *Mary*.

5.18 The other Protected Wreck Sites are two merchant vessels, testifying to the post-medieval mercantile nature of much of the traffic in these waters. The first is the **Rooswijk**, a Dutch East Company (Verenigde Oostindische Compagnie) built in 1737, which became stranded on the Goodwin Sands in 1739 while en route from Texel in the Netherlands to the East Indies. After several years of documentary research and a magnetometer survey ingots marked 'VOC' were recovered in 2004. Survey in 2006 found that the site consists of two main areas of wreckage. The timber hull and interior framework at the stern was found to be in remarkably good condition

and groups of iron bars were observed sitting on timbers. The findings at the site of the *Rooswijk* indicate that large sections of the wreck are buried and preserved to a high degree.

5.19 The final Protected Wreck Site is that of the **Admiral Gardner**. An 800 ton East Indiaman, built in 1797, the *Admiral Gardner* was wrecked on the Goodwin Sands during a gale in 1809. Bound for Madras with a mixed cargo of anchors, chain, guns, shot and iron bars, she also carried 48 tons of copper tokens to be used as currency by the East India Company.

5.20 The site of the wreck was first noted when tokens were found in sand dredged from the Goodwins in 1976. The site was located in 1983 by divers investigating a fisherman's snag and subsequent salvage operations recovered over a million tokens. With concerns over the lack of archaeological standards being applied in the recovery, the site was designated in 1985, this was revoked in 1986 and it was re-designated in 1990. The wreck lies in an area of the sand banks which is highly mobile and an area of approximately 15 m. x 20 m. of wreckage mounded to 1 m. above the sea bed has been exposed. In a second area away from the main mound, two guns and an anchor have been found. At present the site is fairly stable though the traces of the salvage works can be seen in the wreckage. Visible on one of the cargo mounds of the wreck are iron stocks and anchors, ships timbers and a scatter of loose tokens. The ship remains vulnerable to unauthorised diving and the shifting sands.

5.21 The wrecks of the *Rooswijk* and the *Admiral Gardner* represent important archaeological evidence for the practice of large-scale commerce between Europe and Asia in the eighteenth and nineteenth centuries. They are good representative examples of the powerful ships that plied the trade to and from the Dutch and British colonies. In the case of the *Admiral Gardner* the cargo illustrates the wealth, influence and control the East India Company had in the Asian sub continent.

5.22 In 2010 Wessex Archaeology undertook diving investigations of a number of wreck sites west of the Goodwin Sands in the area of sea known as the Downs. Among the sites investigated was a wreck coded **Goodwins and Downs 8 (GAD8)**. The diving investigations recorded a scatter of at least seven pieces of cast ordnance along with a substantial section of coherent structural timbers. Dating evidence suggests that the site represents the wreck of an armed wooden sailing vessel dating to between 1650 and 1750. It has been suggested that the wreck may represent the remains of the fourth rate British warship *HMS Carlisle* which accidentally exploded and sank in 1700, although this has not been confirmed. Ships and boats of this period are rare and survival of *in situ* pre-1750 ship material is rare nationally and the identification of intact timbers shows the site's archaeological potential. The **Goodwins and Downs 8 (GAD8)** wreck is currently being considered for protection as a protected wreck site and illustrates the potential for further significant wreck sites to be exposed on the Goodwin Sands or the Downs.

Merchant Shipping Act 1995 and Protection of Military Remains Act 1986

5.23 The vast majority of the wrecks lying offshore from the District are not safeguarded through the Protection of Wrecks Act 1973. Two other pieces of legislation which afford some protection to shipwrecks are the *Merchant Shipping Act 1995* and the *Protection of Military Remains Act 1986*.

5.24 The *Merchant Shipping Act 1995* requires that all wreck material that comes from UK territorial waters and any wreck that is landed in the UK from outside these waters must be declared to the Receiver of Wreck. Wreck is defined as anything which is found in or on the sea, or washed ashore or in tidal water that may have come from a shipwreck or vessel regardless of age or importance. Finders who report their finds to the receiver of Wreck have salvage rights.

5.25 The *Protection of Military Remains Act* deals with military remains of both aircraft and ships. All military aircraft are automatically designated under this legislation but shipwrecks are not. Vessels are not automatically designated but may be designated under this Act either as a 'Protected Place' or as a 'Controlled Site'. Divers may visit a Protected Place as long as they do not disturb the remains but are prohibited from visiting Controlled Sites. Designation as a 'Controlled Site' is only applicable to wrecks of less than 200 years age (since sinking) in UK waters and for 'Protected Places' vessels lost after the outbreak of the First World War in August 1914. Wrecks designated as 'Protected Places' can include UK vessels outside UK Waters and foreign vessels lost within UK waters. The Ministry of Defence's criteria for designation include:

- Whether the wreck represents the last resting place of servicemen;
- Whether the wreck has suffered disturbance and looting, and whether designation is likely to stop such disturbance;
- Whether diving on the wreck attracts public criticism; and
- Whether the wreck is of historical significance.

5.26 In addition wrecks that are considered dangerous are designated as 'Controlled Sites' as might be those wrecks designated as 'Protected Places' which suffer sustained disturbance.

5.27 The Ministry of Defence has been undertaking a rolling programme of designation since 2001. To date the wrecks of twelve vessels have been designated as 'Controlled Sites' none of which are in the District's offshore waters. Fifty Five wrecks have been designated as 'Protected Places'. Only one lies within the District's coastal waters, the **German submarine U-12**. U-12 was a Type II-B U-Boat built in 1935 and sunk near Dover on 8th October 1939 after striking a mine with the loss of all 27 of her crew. The exact position of the U-12 is not known but the wreck was nominated by the German government to be a 'Protected Place' as a representative of all others lost within UK jurisdiction.

Undesignated Wrecks at Sea

5.28 The overwhelming majority of the wrecks off the coast of Dover District are not covered by designation. As well as the recorded loss of individual ships and in some cases identified wreck sites, there are likely to be a vast number of other vessels which have been lost without specific record. With use of the offshore waters for coastal and cross channel navigation since prehistoric times and later as a conduit for longer sea voyages the remains of craft lost through the natural dangers of weather, navigation through the narrow strait and the hazardous sand banks of the Goodwins are likely to be found in the off-shore waters of the District. Occasionally large numbers of vessels have been recorded lost through major storm events such as The Great Storm in 1703 described above or that in 1624 when many ships and their crews perished in The Downs.

5.29 As well as the natural events, the waters off the shore of the District have been the scene of many documented raids, invasion and conflicts from Iron Age times to the twentieth century. In 55 BC, the coast in the region of Deal saw the arrival of a Roman expedition led by Julius Caesar with more than a hundred vessels packed with troops and supplies. The Roman fleet beached or anchored (presumably in The Downs) was more suited to the conditions and tides of the Mediterranean than of the English Channel and many vessels were wrecked or rendered unseaworthy. Caesar returned a year later with a fleet quoted by him to be of 800 vessels. Once again the ships were damaged at anchor in a storm and Caesar was forced to salvage and repair his fleet. AD 43 saw the arrival at Richborough of a vast Roman invasion fleet under Aulus Plautius carrying four legions and a similar number of auxiliaries.

5.30 In the Roman period there is evidence of commercial traffic between the Kent coast and the Continent but no confirmed Roman wrecks are known in the waters of the District. Towards the end of the Roman period the coast was subjected to coastal raids by North Germanic tribes and this saw increased activity by the Roman navy (the *Classis Britannica*) that had bases at Dover and Richborough. Wrecks relating to this military activity may await discovery. The Anglo-Saxon chronicles hint at the arrival of invaders and settlers immediately following the withdrawal of Roman rule and record ninth century raids by Vikings along the East Kent coast and a number of sea battles between the Anglo Saxons and Vikings off the coast of Sandwich in AD 851, 853 and 885.

5.31 Naval conflicts off the District's coastline continued into the medieval period. In 1217 the naval Battle of Sandwich saw an English Plantagenet fleet commanded by Hubert de Burgh sally from Sandwich and attack a Capetian French armada of eleven troop ships and seventy other vessels. The armada, under the command of Eustace the Monk and Robert de Courtney, was intended to supply the forces of Prince Louis of France who held London at the time. The English took the flagship and leaders and most of the supply vessel. Only nine troop ships and six supply vessels managed to gain refuge at Calais. The fifteenth century saw raiding by the French on the Dover coastline which culminated in the burning of Sandwich in 1457. In 1460 a naval skirmish during the War of the Roses also known as the Battle of Sandwich saw the Yorkist Earl of Warwick defeat and disperse a Lancastrian fleet.

5.32 1639 saw the Battle of the Downs during the Eighty Year's War or the Dutch War of Independence from Spanish rule. With overland routes blocked by the French, the Spanish sent a fleet of an estimated 74 ships to relieve and supply their last foothold in Flanders at Dunkirk. After a short battle with an inferior Dutch fleet off Calais, much of the Spanish fleet took refuge in The Downs under English neutrality. Initially blockaded by the Dutch, the Spanish were attacked by an overwhelming force and decisively beaten. There are conflicting estimates on the losses by the Spanish though it seems that a number of ships ran aground on the Goodwin Sands of which some were later refloated, but others were burnt, sunk or captured.

5.33 The frustration of the English navy in being unable to intervene in the flagrant violation of their neutrality caused a lingering resentment that may have contributed to the outbreak of the Anglo-Dutch Wars later in the century. In 1652, the first naval engagement of the war took place off the Dover coastline and was known as the Battle of Goodwin Sands. Here a Dutch convoy with forty escorts under the command of Admiral Tromp refused to dip their flag to a fleet of 25 English vessels under Robert Blake as had been required by Cromwell of foreign vessels using the Channel. Warning shots were exchanged with casualties and then a full five hour battle broke out. The English gained a narrow victory capturing two Dutch vessels one of which later sank.

5.34 Many of the vessels lost in the waters off the District's coastline date from the First and Second World Wars. The Dover Strait was an important line of defence preventing German naval craft entering the English Channel in the First World War. This line of defence was maintained by the Royal Navy's Dover Patrol which operated from both Dover and Dunkirk and was involved in many skirmishes. Perhaps the most significant engagement was that of the Battle of Dover Strait in 1916 when flotillas of German torpedo boats based in Flanders attacked the Dover mine barrage and destroyed several naval drifters, a destroyer and damaged several others.

5.35 The Second World War saw the Strait of Dover and the English Channel as the first line of defence between Britain and occupied Europe. Dover played a key role in the evacuation of the British Expeditionary Force from Dunkirk receiving over 200,000 of the evacuated personnel and overseeing command of 'Operation Dynamo' from the tunnels beneath the White Cliffs. In 1940 the Battle of Britain raged over the District's coast. Many ships were lost during the war due to bombing, striking mines or from attack by U Boats. A number of U Boats themselves were also lost in the Strait including three which hit mines in quick succession in 1939.

5.36 The wrecking of ships, particularly on the Goodwin Sands, has continued since the Second World War. In 1954 the South Sand lightship was lost with seven crew members. The sister ships *Luray Victory* and the *North Eastern Victory* were both lost on the Goodwin Sands in 1946 and were notable as they were not swallowed by the sand and their masts remain visible to the present. In 1991 the *MV Ross Revenge* used by the pirate radio station Radio Caroline was salvaged from the Goodwin Sands. The following link to Pathe news footage illustrates the grounding of the Italian steamer *Sylvia Onorato* in 1948.

<http://www.britishpathe.com/video/gale-increases-toll-of-goodwin-wrecks>

Wrecks on land

5.37 As well as wrecks at sea, other wrecks may be found on land which has since been reclaimed from the sea. The Wantsum Channel was an important navigable sea route until medieval times and is likely to have ancient wrecks amongst its buried archaeological assets. A **dug-out canoe** was discovered within the silts of the Wantsum during sewer trenching through the marshland near Great Downs Bridge, just to the east of Sandwich, in April 1936. The craft is reported to have been taken to Sandwich for more detailed study but unfortunately it is never heard of again and nothing more is now known of it locally. Its date remains unknown – it could have been prehistoric, but it might equally well have been later.

5.38 In 1936 B.W. Pearce, a senior archaeologist excavating at Richborough, obtained an interesting report from one of his workmen. He recounted how in a gravel pit at Stonar the timbers of a **'Roman galley'** had been found some years previously. The timbers were reported to have been preserved in waterlogged gravels and had seemingly been cut by an adze. Experts were said to have been brought in to view the vessel, but once they had left the workmen tried to drag out the remains with a crane, the result being that the vessel broke-up. The pieces were taken away but it is again not known what happened to them and the Roman date of this vessel cannot now be confirmed. Whatever the date it would seem that the remains at Stonar related to a vessel of some considerable size and antiquity. Other areas such as the Lydden Valley and the mouth of the Dour may also have buried wreck sites.

Hulks, etc

5.39 The District's archaeological remains will also include many vessels which have been abandoned and left to the elements as 'hulks'. The earliest known vessel of this type and one of the District's most notable heritage assets is the **Dover Bronze Age Boat**, found in the silts of the Dour estuary during construction works in 1992. The wreck was found six metres beneath Townwall Street in Dover during the construction of a subway. The discovery comprises more than half of a disassembled vessel, one of the most complete vessels of the period ever found and internationally important. While a large part of the boat was excavated and lifted to form the centrepiece of a gallery at Dover Museum, a substantial part of the boat was outside of the work's cofferdam and remains buried beneath Dover. The likelihood of similar boats surviving elsewhere in the Dour, Wantsum and Lydden Valley alluvium is strong.

5.40 Later hulks are also likely to survive in these alluvial deposits. Accounts of the two landings by Julius Caesar refer to the wrecking, salvage and repair works to his fleet. The anchorages around the Roman port of Richborough and that at Dover, the medieval ports of Sandwich and Stonar are likely to be the focus of abandoned vessels. In Sandwich the rare remains of a late fourteenth century merchant vessel were found during sewer works in 1973. The **'Sandwich Boat'** as it has come to be referred to appears to have been laid up in a small creek to the east of the town walls

and is an important example of a vessel of the period . The timbers from dismantled ships may have been reused in medieval buildings or in waterfronts in the historic coastal towns of the District.

5.41 In the First World War a great military port was established at Richborough in the mouth of the Stour to supply the Western Front. Special barges were constructed at the port to transport goods across the Channel to the canals that extended from the Flemish coast into the battlefields. Whether any traces of the boat building or vessels that used the port survive in the Stour has not been established. Perhaps the latest abandoned hulk in the District of any heritage significance can be found in Stonar Cut. Here a **German 'Raumboot'**, a fast mine sweeping vessel dating to the Second World War was abandoned in the 1980s and can be seen mostly submerged in mud at low water

Aircraft crash sites at sea

5.42 There are 47 known aircraft crash sites in the coastal waters of the District and there are likely to be many more which as yet have not been discovered. The majority of these sites date to the Second World War when both Allied and German forces incurred huge losses in the region during the Battle of Britain. One aircraft, a **Dornier 17** shot down by fighters of *No. 264 Squadron* in August 1940, has recently been discovered in extremely good condition on the Goodwin Sands and is due to be raised for display in the RAF Museum at Cosford in spring 2012. The Dornier attempted a crash landing on the sand banks but flipped on landing killing two of its four man crew. The survivors were rescued.

5.43 All military aircraft crash sites as explained above are designated as 'Protected Places' under the Protection of Military Remains Act'. It is illegal to interfere with the wreck of a crashed military aircraft unless licensed to investigate by the Ministry of Defence.

5.44 As with ship wrecks, the location of many crash sites remains unknown and vulnerable to activities such as dredging. In recent years Wessex Archaeology have been commissioned by English Heritage through the Aggregates Levy Sustainability fund to review aircraft crash sites in our coastal waters and provide guidance for dredging companies.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
LangdonBay Wreck	Wreck site	Protected Wreck Site	Finds in DoverMuseum	Panel on Dover Seafront & at DoverMuseum
StirlingCastle	Wreck	Protected Wreck Site	Licensed Diving - Finds in Museum	National Maritime Museum

Asset	Form	Designation & Protection	Accessibility	Interpretation
Restoration	Wreck	Protected Wreck Site	Licensed Diving	No – former exhibits at Ramsgate Museum
Northumberland	Wreck	Protected Wreck Site	Licensed Diving	No – former exhibits at Ramsgate Museum
Rooswijk	Wreck	Protected Wreck Site	Licensed Diving	No – former exhibits at Ramsgate Museum
Admiral Gardner	Wreck	Protected Wreck Site	Licensed Diving	None
Dover Boat	Buried Archaeology- hulk / Museum Display	None	Museum Display	Dover Museum dedicated gallery
U-Boat U12 and other U-Boats	Wreck	Protected Place – Military Remains Act	Diving only – not to be touched	None
Undesignated shipwrecks	Wrecks and sites of wrecks at Sea Buried Archaeology	Merchant Shipping Act	Diving access Visual access to some wrecks at low tide	Former Maritime Museums
Sandwich Boat	Buried Archaeology- hulk Archaeological Finds	None	Site in public open space	None
Raumboot	Hulk	None	Visual access at low tide	None
Dornier 17	Wrecked Aircraft at Sea	Protected Place – Military Remains Act	Diving only – not to be touched	To be lifted for display at RAF Museum Cosford
Aircraft Crash Sites at Sea	Wrecked Aircraft at Sea	Protected Place – Military Remains Act	Diving only – not to be touched	None

Table 5.1 Key Heritage Assets

Statement of Significance

5.45 Dover District has a wealth of wreck sites both offshore and potentially inland in areas reclaimed from the sea. These wrecks are an immensely valuable resource testifying to the prolonged importance of the region for maritime trade, transport and defence and the long history of navigation through and across the Strait of Dover. Collectively, and due to the number of very important individual examples, the wrecks are of **outstanding significance**.

Evidential Value

5.46 The wreck sites have considerably high value in potentially providing important evidence on a number of nationally important issues. The vessels themselves demonstrate the history and nature of navigation through and across the Dover Strait and along the coastal waters and channels from prehistoric times. The evidence of their cargoes in particular can provide important new information on the trade contacts and the movements of goods and in some cases peoples to and from the continent, around Europe and further afield. Many of the wrecks have particular value in representing exemplars of vessel types, cargoes and particular maritime activities, namely transport, trade and warfare and demonstrate the development of craft and boat building skills through the ages. They also provide considerable potential to help us understand the lives of the mariners. For example, the well-preserved wrecks of the *Stirling Castle*, *Northumberland* and *Restoration* provide an important resource to better understand the navy of the beginning of the eighteenth century. Many wrecked vessels and crashed aircraft can be associated with documented events such as the great naval conflicts and the Battle of Britain. They have considerable potential to provide direct evidence of these conflicts.

Historical Illustrative Value

5.47 The wreck sites have the potential to illustrate the development of maritime craft from early times through to the twentieth century. They can help to illustrate the development of navies and naval warfare and the lives of naval seamen. Through the cargoes the historical development of trading contact between Britain and Europe and later between the European powers and their developing overseas empires.

Historical Associative Value

5.48 Many of the wrecks can be associated with nationally significant events. There is considerable potential to provide direct evidence for both the expeditions by Caesar in 55 and 54 BC and the later Roman invasion of AD 43. Wrecks or hulks associated with these events would help to confirm the location of the three landings. There is potential for the remains of wrecks associated with the various documented conflicts that have taken place in the waters around the Dover coastline including those between the Saxons and Danes, the two Battles of Sandwich and the Battle of the Downs between the Spanish and Dutch fleets. There is even greater potential for wrecks associated with natural events such as the Great Storm of 1703 which wrecked

a large number of vessels in the Downs. The remains of vessels associated with the First and Second World War and aircraft lost in the Battle of Britain can help to illustrate these nationally significant events.

Aesthetic Value

5.49 The presence of wrecks protruding from the Goodwin Sands are evocative reminders of the maritime past and the hazards that the coastal waters held for the shipping and mariners. Many of the great naval conflicts have been captured in evocative and dramatic works of art and in literature. Many of the accounts of the wrecking are evocative in their telling.

Communal Value

5.50 The connection of the District's coastal communities with their maritime heritage is strong. The shipwrecks themselves provide reminders of the past and for Deal in particular a strong connection between the town and the wrecks on the Goodwins. The role that Deal Boatmen and the lifeboats at Deal and Walmer played in saving numerous lives at sea is a point of local pride. The Walmer Lifeboat still rescues mariners from these waters.

5.51 The naval life, particularly at the time of the French and Napoleonic Wars generates a significant level of public interest particularly through popular fiction by Forester, O'Brian and others. The discovery of shipwrecks fires the public's imagination and helps to illustrate the events and times associated with them. As artefacts recovered from the seabed are often well preserved the wrecks can provide discoveries that immediately connect with the public. The wrecks of the twentieth century and the aircraft crash sites of the Battle of Britain serve as memorials to these conflicts and are losses that still live in the memories of the coastal communities of the District.

5.52 The history of the wrecks and objects salvaged from them have considerable interpretative potential. The closure of the Maritime Museum at Ramsgate and the temporary closure of the Deal Maritime Museum have reduced the interpretation of the District's Maritime Heritage. The Bronze Age Boat Gallery at Dover Museum is an important heritage visitor attraction and demonstrates the tourism and educational potential of the boat.

Vulnerabilities

5.53 The most significant threat to the long term future of the historic wrecks and crashed aircraft at sea is from the dynamic environment in which they rest. The sand banks of the Goodwin Sands are highly mobile and wrecks appear and are re-buried quite regularly. Monitoring of wrecks such as the *Stirling Castle* have illustrated how a well preserved wreck can quickly deteriorate once it is exposed to the marine processes with the wreck structures suffering collapse and objects being washed

away. The condition and exposure of the more important wreck sites in the District's coastal waters should be regularly monitored through inspection and geophysical survey with systematic recording and recovery of objects when necessary.

5.54 English Heritage have reviewed the condition of the country's Protected Wreck Sites and included seven on its *Heritage at Risk Register* for 2011. Four of these wrecks lie on the Goodwin Sands – the *Northumberland*, *Restoration*, *Stirling Castle* and the *Rooswijk*. All wrecks were recognised as suffering from the mobile nature of the Goodwin sediments:

5.55 '*Sands change morphology on a seasonal basis leading to periodic exposure of the vessel's wooden hulls. Exposed timbers are weakened by biological attack and may be subject to detachment and dispersal by tide and wave surge during winter storms*' (*Northumberland and Restoration*).

5.56 '*As with other sites in the Goodwins, archaeological material is at risk owing to mobile sediments causing periodic exposure*' (*Rooswijk*)

Wreck	Condition	Vulnerability	Trend
<i>Northumberland</i>	Extensive significant problems	High	Significant decline
<i>Restoration</i>	Extensive significant problems	High	Declining
<i>Stirling Castle</i>	Extensive significant problems	High	Declining
<i>Rooswijk</i>	Generally unsatisfactory with major localised problems	High	Declining

Table 5.2 Source: English Heritage, *Heritage at Risk Register 2011*

5.57 The wrecks and aircraft crash sites also remain vulnerable to interference and disturbance by divers. All but seven of the District's wreck sites are not protected by designation and divers are able to legally dive on the wrecks without licence. Most act responsibly, respect and do not disturb the wrecks and report findings to the Receiver of Wreck. Under the *Marine and Coastal Areas Act* anyone who wishes to remove an object from a wreck, or from the seafloor, with the aid of a platform, vessel or other surface support system must first have a marine licence, which are granted by the Marine Management Organisation. Many divers belong to clubs with codes of responsible diving and the British Sub Aqua Club have an Underwater Heritage Advisor and support initiatives to protect the country's wreck heritage. There are a minority however who undertake unauthorised access on wrecks, disturb and remove artefacts irresponsibly and without reporting either for souvenirs or for potential financial gain.

5.58 Dredging operations at sea and the exploitation of the sand and shingle of the sea floor can have a significant impact on wrecks and crash sites. While the location of known wrecks can be highlighted to operators, many sites are not located and are at considerable risk. While new areas of sea bed operations are normally assessed prior to granting of a license, there remains a high potential for new wrecks

to be discovered and disturbed. Recognising this the British Marine Aggregate Producers Association, English Heritage and the Crown Estates have in place a protocol for reporting finds and a guidance note for archaeological good practice developed by Wessex Archaeology to assist in protection of the submerged heritage. The following links will take the reader to the finds reporting protocol and the guidance note:

<http://www.wessexarch.co.uk/projects/marine/bmapa/index.html>

<http://www.wessexarch.co.uk/projects/marine/bmapa/dredging-hist-env.html>

5.59 Other forms of sea bed development, such as the construction of off shore wind farms, the laying of sea bed cables and pipelines can also have an impact on submerged wrecks and crashed aircraft. English Heritage works to ensure any marine development within the English area of the UK's territorial waters includes a full consideration of the potential for impacts on maritime heritage assets in the project planning stage. In this way such impacts are appropriately mitigated prior to the commencement of any works and in addition there is also now a protocol for reporting finds during offshore windfarm development projects. Disturbance can arise not only from development works, but also from the anchoring of vessels on wreck sites. Fishing with nets is a further potential source of damage to wrecks, though normally most fishing vessels have good knowledge of the location of submerged obstructions.

5.60 Wrecks and hulks buried within the alluvial sediments of the District's reclaimed lands could potentially be well preserved as the waterlogged and anaerobic conditions help to preserve organic remains including timber. The change in hydrology of the sediments around these preserved remains could lead to accelerated loss of the organic remains. The remaining part of the Dover Bronze Age Boat left beneath properties in Dover may be particularly vulnerable as the construction of the adjacent underpass is likely to have altered the environmental conditions of the area. As with any buried archaeology the buried hulks and wrecks are vulnerable to development works where they coincide though this would generally be through deep groundwork such as piling.

Opportunities

5.61 There is little that can be done to prevent the exposure of wreck sites to the elements but through a programme of regular monitoring through diver observation and remote survey can help management decisions to be undertaken. English Heritage is encouraging a programme of voluntary licensees to help monitor the Protected Wreck sites around our coast both in terms of their condition and access.

5.62 Support for programmes of survey that identify the locations and significance of key wreck and crash sites will assist in considerations of where additional protection through designation is required and where further monitoring should be in place. Information on the location of known wreck sites and clear guidance on their

safeguarding should be made available in an accessible form, to stakeholders, particularly those who have operational interests off shore and with the sea bed such as divers, dredging operators and fishermen.

5.63 At present the position of finds from wrecks very much remains to emphasise a 'look but don't touch approach'. Any finds must first be reported to the Receiver of Wrecks who plays the main part in identifying them and then determining their ownership. Nevertheless the process would benefit from improved procedures for findings that are reported to the Receiver of Wrecks to be updated on to the Kent Historic Environment Record.

5.64 The discovery of wrecks and aircraft often catches the public attention and imagination. Opportunities should be taken to promote the District's maritime heritage in conjunction with such discoveries and to take advantage and celebrate key events such as the forthcoming lifting of *Dornier 17*, the possible reconstruction of the Dover Bronze Age Boat or key anniversaries of some of the significant events in the District's maritime history.

5.65 The Deal Maritime Museum is an important interpretation asset for the theme and even more so since the closure of the Maritime Museum at Ramsgate. The Museum should be encouraged to play a lead role in celebration and interpretation of the maritime history of the District. There is a role for interpretation panels at public locations on the promenades at Deal and Dover that explain the wrecks and the maritime history of the area.

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6 Church

Summary

6.1 Dover District contains a wide range of religious heritage assets that reflect the long and often dramatic history of Christianity in East Kent. From Augustine's initial mission to England, through the development of the medieval Church, to the Reformation and increasing liberalising of religious practice, religious institutions have shaped Dover District. The District contains many fine standing religious buildings as well as important buried archaeological remains.

Introduction

The arrival of Christianity

6.2 In AD 597 Augustine arrived in Kent with the objective of converting the Anglo-Saxon peoples to Christianity. It is likely that the conversion of the people in Dover District must have been among the first achievements of Augustine although there are no known archaeological remains or structures that evidence this process. Nevertheless, from these beginnings, the role of the church grew until it became one of the most important and influential forces in Kentish life.

The early Church in Dover

6.3 A number of the earliest churches founded in England were established in east Kent. In the early seventh century King Eadbald established a community of 22 secular canons in the Saxon burgh at Dover Castle. This was presumably related to the Saxon church of St Mary de Castro there. In the late seventh century King Wihtried moved the canons to a new church of St Martin, which was located in what is now the Market Square. The church was rebuilt after the Norman Conquest but no trace of the Anglo-Saxon church now survives above ground. Significant archaeological remains are known to exist however, including remains of the original Saxon church.

6.4 It has been suggested that a monastery was founded at the royal centre at Eastry in the earlier seventh century although there is no firm evidence of this. Evidence of early Saxon date from other churches in the District is lacking but it is likely that many of the later Saxon and medieval churches had early Saxon origins. There appears to be a particular Kentish form of church, comprising a rectangular nave with no aisles, a western entrance, apsidal chancel, porticos and a triple chancel arch. This form is visible in several Kentish churches and within the District at St Martin's, Dover.

6.5 There is certainly more evidence from the later Saxon period. St Mary in Castro, within the walls of Dover Castle, may perhaps have early seventh century origins. There is a documentary reference to a church being built within 'the castle' in the AD 630s but this may refer to the remains of the Roman Saxon Shore Fort. The present church, which incorporates the Roman lighthouse as its bell-tower, was built in c. AD 1000 and the door arch may be the earliest to survive in any English church.

6.6 At Richborough a Christian chapel may have existed in the north-western corner of the Roman fort from the late fourth or fifth century. Another chapel dedicated to St. Augustine was established at the fort in the early/middle Saxon period. A later medieval legend related that St. Augustine landed in Richborough on his way to meet Ethelbert, King of Kent, in AD 597 although according to Bede the landing was actually in Thanet.

6.7 St Margaret of Antioch (St Margaret's at Cliffe) is a twelfth century church but probably replaced a late Saxon building. The church of St Augustine at East Langdon is believed to be of eleventh century date. St. Peter's Church at Church Whitfield is a probable tenth Century Saxon church largely rebuilt in Norman times, though a church here is first mentioned in AD 762.

6.8 At Coldred, the church of St Pancras is often said to have been founded during the Saxon period. The dedication to St Pancras is unusual with only six being known in England. The nearest is the very early church of St Pancras in Canterbury. The church is located within an earth embankment, which has been suggested as being Roman, again perhaps suggesting an early foundation. A 1992 assessment, however, suggested that the entire structure may be late eleventh century, built after the Norman Conquest and may be located inside the remains of a motte and bailey castle (see Theme 3.3).

6.9 The church of St James, Staple is said to have Saxon origins although the current church is significantly later. In the late Anglo-Saxon period, according to the Domesday Monachorum, St Mary's, Wingham was a major 'minster' church with various chapels pertaining to it. St Clements and St Peters in Sandwich are also probably pre-conquest. The church of All Saints at West Stourmouth is now redundant but is again believed to be of pre-Conquest origin, with surviving early eleventh century fabric in the nave.

The medieval parish church organisation in Dover

6.10 The parish structure in Kent was more or less fully developed by around AD 1100. The whole of Dover District lay within the diocese of Canterbury and within it were *circa* 50 churches by the early twelfth century.

6.11 The senior group of churches were those known as 'minster' or 'mother' churches. Each was an ancient church, associated with a royal or ecclesiastical estate. Each controlled a number of 'daughter' churches. The King or nobility commonly founded them and, during the early Saxon period, were the only Christian institutions with a permanent site. Within Dover District mother churches existed at Dover (St Martin's), Northbourne (St Augustine's), Eastry (St Mary's), and Wingham (St Mary's). Unfortunately it is rarely known exactly which parish churches were the 'daughters' of the minster churches.

6.12 The second group of churches were a secondary group of mother-churches. Often these were churches that had been formerly dependent on minsters but which had gradually broken away from the mother church. These churches would themselves

still control a smaller number of dependent churches. In Dover District only Adisham Church (Holy Innocents), which was held by the monks of Christ Church, Canterbury, fell in this category.

6.13 Most of the remaining medieval churches of Dover would have been founded by the local nobility for their own use and the use of local people. In part this was to take advantage of the rules regarding tithes. If the church was founded by a local notable, rather than by a mother church, then the tithes stayed in the parish.

6.14 In addition there were a large group of small chapels and chantries. These could be founded for various reasons. They may be roadside chapels on pilgrimage routes, occasional churches for seasonal use, preceptories (communities of military orders such as the Knights Templar), hospitals, shrines or private churches. Some grew to have normal parochial responsibilities while others always remained small establishments. Examples in Dover included St Bartholomew's Chapel, a twelfth century chapel attached to the hospital of St Bartholomew in Sandwich, St Edmund's Chapel, a twelfth century chapel attached to the Maison Dieu in Dover and later, the chapel of Our Lady of Pity, established by a hermit close to the site of Fort Archcliffe, Dover in the late fifteenth or early sixteenth century. At the Western Heights, Dover the foundations of a circular chapel survive. These remains have been interpreted as possibly being for a Knights Templar church of twelfth century date.

Abbeys & Monasteries

6.15 As well as the churches and chapels that were accessible to lay people, Dover was also home to a number of religious houses.

6.16 Monastic houses began to be founded in Kent soon after the conversion of its Kings. They were home to both monks and nuns, occasionally both, mostly following the Benedictine rule. In Dover the first religious house was the community within Dover Castle that was founded in the early seventh century and later moved to St Martin's in the town.

6.17 Following the Norman Conquest the church in Kent came under the control of powerful Norman churchmen and entered a period of expansion. In Dover, St Martin's Priory was re-founded in the early twelfth century. First, the church of St Martin was expanded becoming known from this time as St Martin le Grand. Shortly after, however, a new Priory was built 500 m. to the north-west and St Martin le Grand reverted to the parish church of Dover. The Priory flourished and by the Reformation was described as *'the fairest church in all that quarter of Kent'*. It was probably three times as long as St. Mary's church in Dover and its tower would have stood almost at the present junction of Effingham and Saxon Streets. It had cloisters, a chapter house joined to the church's transept's north wall and a refectory. The Priory possessed a particularly impressive scriptorium and library that vanished at the Dissolution (although parts of it re-appeared later).

6.18 The twelfth century saw further monastic houses established in Dover. A Premonstratensian abbey was founded at West Langdon by Sir William de Auberville in the late twelfth century and was dedicated to the Blessed Virgin Mary and St Thomas the Martyr. Sir William annexed the church of St. Mary in Walmer to the abbey and the church remained with the abbey until the dissolution.

6.19 The Premonstratensian Abbey of St. Radegund was founded in Hougham in the 1190s. At first the Abbey struggled to survive. At one point it nearly amalgamated with the Abbey at West Langdon and at another time was nearly moved to River. Gradually it became more economically secure and eventually flourished. Its ruins today include the remains of a tower, church, chapter house, cellarer's buildings and refectory. By the end of the fifteenth century, however, it had fallen into decay and was dissolved in 1538.

6.20 In 1185 the Templars listed an estate at Ewell, one of their possessions in Kent, as being a Preceptory, with an estate in excess of 300 acres and valued at slightly under £12 per annum. The Templars may have moved here from the supposed Templar Church site on the Western Heights. In 1213 King John lodged at Ewell Preceptory. In 1312, following the dissolution of the order, the Temple Ewell estate was handed over to the master and brethren of the Hospital of St John of Jerusalem (the Hospitallers) by Walter the Archbishop of Canterbury, in whose hands it remained until the dissolution in 1535. The remains of the Preceptory have been partially excavated. The range of buildings at Whitfield included a hall, kitchen, chapter house and chapel

6.21 In around 1268 a community of Carmelite Friars was established in Sandwich between New Street and the rampart to the south-west of the town. The precise history of the foundation is unclear but the friary was enlarged a few years later and then probably again in the fourteenth century. Although never rich, the community flourished right up to the Reformation. The friary buildings included at least a church, cloister, refectory, south court, east and probably a west range.

Hospitals, Almshouses and colleges

6.22 During the medieval period, hospitals were established for the poor and incapable, lepers, travellers and pilgrims. In Kent, most were founded by churchmen or local notables rather than by religious orders. Their prime function was to care for the needy. Some could cater for as many as 100 people though most were considerably smaller than this. Many of the hospitals also had a strong religious emphasis and residents were often expected to carry out devotional duties. In others, particularly those operated by secular authorities, the religious aspects declined over time.

6.23 The main period of establishment was during the twelfth and thirteenth centuries. Most hospitals were built in or just outside the main towns and along Watling Street. In Dover District they were located in Sandwich, Dover and at Buckland.

6.24 In Sandwich four hospitals were established during the medieval period. The oldest was St Bartholomew's Hospital established in c. 1180 outside the town walls to the south of Sandwich. It was originally intended to serve three priests, brethren and sisters and also had a chapel. It is now an almshouse. St John's Hospital was established west of Sandwich's Cattle Market in 1287. Originally it catered for nine brothers and six sisters being later reduced to twelve. It was largely ruinous by the eighteenth century and was rebuilt, now being limited to six residents.

6.25 The hospital of St Thomas at Sandwich was established by the Old Cattle Market in 1392. Its original establishment was a warden, eight poor brothers and four poor sisters. It was founded by a local notable Thomas Ellis and survived the dissolution. In the nineteenth century it moved to a new site in Moat Sole. The last Sandwich hospital to be founded was that of St Anthony. It was founded before 1315 west of the town just inside Woodnesborough Parish. Relatively little is known of it though it continued to receive bequests throughout the fifteenth century.

6.26 In Dover, the most prominent medieval hospital was the Hospital of St Mary (Maison Dieu). St Mary's Hospital was founded in 1203 by Hubert de Burgh, the Constable of Dover Castle, as the 'Hospital of the Mason Dieu'. It was intended for pilgrims coming from the Continent to visit the shrine of Thomas Becket in Canterbury Cathedral. The hospital was awarded the manors of River and Kingsdown to maintain it. The original buildings consisted of one large hall with a kitchen and living quarters attached for the Master and Brethren who '*practiced hospitality to all strangers*'. The hospital accommodated permanent pensioners and other wounded and poor soldiers, as well as pilgrims. In 1227, a chapel was added and Henry III attended its consecration. Today, this chapel survives as a courtroom. A 'Great Chamber', built in 1253, is thought to be the present 'Stone Hall'. In 1534 the Master and Brethren of the Hall signed an oath accepting Henry VIII's Act of Supremacy, declaring him the Head of the Church of England. Ten years later, the building was surrendered to the Crown and (with its nearby subsidiary St Edmund's Chapel) was utilized by the navy and army as a supplies base until 1830.

6.27 A leper hospital was founded in Buckland in 1141 by the Benedictine monks of St Martin's Priory, Dover, and dedicated to St Bartholomew. A piece of land called 'Thega' (opposite the old Methodist Chapel) on the west side of the London Road was granted for the site of this hospital. Accommodation was provided for a warden, a chaplain, and 20, later 16, brothers and sisters, the latter under a prioress. It was subsequently re-founded in 1346 for the poor, aged, and sick (lepers no longer being mentioned) and was finally dissolved after 1547.

6.28 A prebendal college (where a group of 'canons' or non-monastic clergy serve at a church together) of St Mary was identified for Wingham in 1273 but it was not until 1292 that land was acquired. The college was to consist of a provost and six canons, with eight vicars choral, all to be appointed by the archbishop. The college consisted of the church of St Mary, a group of canons houses, possibly around a quadrangle, an infirmary and a provost's lodge.

6.29 By the sixteenth century Dover already had a Municipal Almshouse, built over the river Dour, between the parishes of St Mary and St James, from which Poor Relief had been distributed. Subsequently the almshouse was moved to other premises in Queen Street, from where, presumably, the Poor Relief for the two parishes continued to be distributed. Two almshouses are also believed to have existed in Dover, at Butchery Gate and at Wallgate. No additional information is available about these however.

Pilgrimage

6.30 Pilgrimage was an important idea in medieval Christianity, offering pilgrims redemption from sin, the opportunity to 'see' and 'touch' holiness and a chance (and excuse) to travel. Initially, pilgrimage sites tended to be based on local saints and cults but gradually wider regional, national and international networks of pilgrim routes grew up. The church, for both religious and material reasons, encouraged the practice. Pilgrimages helped reinforce faith and spread religious knowledge but it also provided an important economic stimulus for pilgrimage sites. Sites possessing particularly attractive relics could become enormously rich from pilgrims' offerings and religious authorities would often compete to acquire and retain religious artefacts. In addition, from 1300 the Popes periodically declared Holy Years (generally every 25 or 50 years) during which many pilgrims would travel through Dover to Rome.

6.31 In Dover District, the main impact of pilgrimage came from the shrine of St Thomas of Canterbury. From the thirteenth century the shrine became one of the most important in Christendom and attracted pilgrims from across the Christian world. Many of these would have passed through Dover providing a flow of ideas and economic opportunities for local people. The hospitals listed above would have catered for some of the travellers and presumably inns and other establishments catered for others. Churches and chapels would also have served the travellers, including, for example, St Edmund's chapel at the Maison Dieu in Dover, which was built explicitly to serve pilgrims.

6.32 There are no definite pilgrimage sites in Dover. Pilgrims are known to have travelled from Canterbury to a shrine of St Margaret and it has been suggested that this was at St Margaret's at Cliffe. There is as yet, however, no real evidence of this. The only local cult that is known to have existed is that of Thomas de la Hale in Dover. Thomas was a monk of St Martin's Priory who was murdered during a French raid in 1295. For a time it seemed possible that he would be canonised but after an unfavourable report by the Prior of Canterbury this did not materialise. It was said that the Prior had been afraid that a new cult (and probable pilgrimage site) in Dover would detract from that of St Thomas of Canterbury.

Reformation

6.33 The Reformation was a defining event in the history of Kent's church heritage. Almost all England's monasteries and abbeys were closed. Many were completely demolished while others were sold off or converted to other uses. Shrines and pilgrimage centres were similarly closed and usually destroyed. Hospitals and

almshouses that were associated with monastic orders were usually closed although others in secular or episcopal ownership were often retained. The minsters and parish churches survived, however, albeit adopting the new Protestant doctrines and practices. All practices that were associated with Catholicism were stripped away including paintings, decoration, monuments, relics and statues.

6.34 In Dover St Martin's Priory was dissolved in 1535 and parts of it demolished. West Langdon Abbey was closed in 1535 and given to the Archbishop of Canterbury, later to pass into secular hands. The Preceptory at Temple Ewell was dissolved in the same year. St Radegund's Abbey was dissolved in 1536 and later sold. The Carmelite Friary in Sandwich was dissolved in 1538 and given to the Bishop of Dover who sold it shortly after into private hands. The college of St Mary at Wingham was dissolved in 1547 and the properties of the college were sold. In 1553 the Provost's House was sold to Sir Henry Palmer (who became the Steward of the Manor in 1605); it was known as The College and described as a large, gabled Tudor House. When it was demolished c.1830 it was replaced by the present Wingham House.

6.35 Of the hospitals, only those associated with monastic orders were dissolved. In Buckland the leper hospital of St Bartholomew, founded by the monks of St Martin's Priory, was dissolved after 1547.

6.36 Most parish churches were relatively structurally unaffected by the Reformation. The destruction of wall painting, statues, images and relics, and the replacement of altars with tables, have occasionally left traces that can still be seen, such as, perhaps, at St Margaret's church at St Margaret's at Cliffe, where the piscine and aumbrey were mutilated. For the most part, though, the Reformation left little physical traces in most of the towns and villages of Dover.

Religion since the Reformation

6.37 Since the Reformation, religious development in Dover has consisted of two main developments. Earliest was the fragmentation of Protestant churches into a variety of different non-conformist strands. Later, Kent saw the return of Roman Catholic churches and also the arrival of non-Christian religious establishments. In other parts of Kent a third trend, the emergence of non-Christian communities but it is believed that there are no mosques, synagogues or Hindu temples in Dover District.

6.38 Non-conformists or dissenters had existed well before the formal break with the Papacy (and Kent had a particularly large number) but it was not until the seventeenth century that non-conformity became widespread in Kent. It was particularly common in East Kent. In Dover District Ripple, Walmer, Sandwich and Dover were the main centres and in Walmer and Ripple non-conformists accounted for more than half the parish. It was not until the confusion of the Civil War that Independents or Presbyterians were able to form organisations, however. A community of Baptists existed at Eythorne in the mid-sixteenth century. By 1672 several Independent and Baptist churches had been founded, including at Deal, Ash and Dover. Quaker meetings were also being held at Dover, Wingham, Sandwich, Deal and Nonington. Immigration from Protestant Europe, particularly into Sandwich

and Dover, saw the arrival of a few Calvinists and a second burst of immigration a century later during the Napoleonic Wars saw Lutheran clergy arrive in Kent. By 1851 Methodism was also well established in the county.

6.39 Roman Catholic emancipation in 1829, followed by the restoration of the Catholic hierarchy in 1849, led to the establishment of a number of Catholic churches in Kent. The first permanent Catholic church in Dover was St Paul's (1867-8) and churches were gradually built across the District. Catholics formed a small percentage of the population, however, and the new churches (there are eight in the District today) were almost all founded in towns.

Description of the Heritage Assets

Churches & chapels

6.40 There are 62 churches in Dover District listed in the Kent Historic Environment Record. Of these 21 are Grade I Listed Buildings, 21 churches are Grade II* Listed and seven are Grade II Listed Buildings. Additionally two sites are designated as Scheduled Monuments as well as being Listed and three are designated solely as Scheduled Monuments. The remaining eight entries relate non-designated churches of eighteenth or nineteenth century date or to churches now demolished.

6.41 The churches of Dover District therefore represent a set of heritage assets of very high quality and significance, the huge majority of which are designated as being of national importance. The forms of different churches vary, although all conform to the general principles of church architecture. Most have evolved substantially from the structures that were first built, with both large and small scale rebuilding throughout their lives. There are exceptions, however, such as the Templar church on the Western Heights, which only survives archaeologically and has presumably seen little change in its original form, and more recent structures such as the post-Reformation churches.

6.42 Many of the churches are functionally related to other heritage assets such as churchyards, walls, memorials and monuments that may or may not be Listed Buildings in their own right but which are usually part of the setting of the main church.

6.43 There are in addition 17 records of discrete chapels in the District (as opposed to those located within churches). The form of these can vary considerably as they were often integrated into larger buildings or complexes of buildings. Two are Grade I Listed Buildings, two are Grade II* Listed (and an additional one is also a Scheduled Monument) and five are Grade II Listed Buildings.

Abbeys & Monasteries

6.44 At **St Martin's Priory** the remains now form part of Dover College. Virtually the whole of the Priory site is designated as a Scheduled Monument. The surviving historic fabric includes:

- the twelfth/thirteenth century refectory (a Grade II* Listed Building and now the school hall);
- the thirteenth century guest house (Grade II* Listed Building, now the chapel);
- the thirteenth century gatehouse (Grade II* Listed Building, restored in 1880) which has a chamber over and is now the school library;
- the remains of the cloisters (Grade II* Listed Building); and
- fragments of the west range and kitchen.

6.45 The Priory church is now mostly under Saxon Street/Effingham Street or built over but fragments of the west end survive. To the west of this was the lay brothers cemetery.

6.46 At **West Langdon Abbey** the ruins are also designated as a Scheduled Monument and include:

- the twelfth century undercrofts of the cellarer's buildings which survive in good condition (as part of a Grade II* Listed Building);
- the earthwork remains of two dry fishponds;
- a length of medieval wall, now incorporated into the Grade II Listed wall of a nineteenth century barn.; and
- extensive buried remains. These have previously been discovered by archaeological excavation and include a square, inner courtyard, or cloister yard; a roughly east-west aligned abbey church; a two-storeyed building containing the chapter house, slype and warming room, at ground level, and the dormitory on the first floor; the refectory; a subsidiary cloister incorporating the infirmary in its north western corner; boundary walls and the remains of other structures to the east.

6.47 **St. Radegund's Abbey** ruins are a Scheduled Monument and include:

- parts of the church (the tower now part of the gatehouse, a Grade II* Listed Building);
- west range (remains of, a Grade II* Listed Building);
- chapter house (remains of, a Grade II* Listed Building);
- dormitory (remains of, a Grade II* Listed Building);
- refectory (now the farmhouse, a Grade II* Listed Building);
- infirmary (remains of, a Grade II* Listed Building);
- two gatehouses (remains of, a Grade II* Listed Building);
- a tithe barn (still a barn and a Grade II Listed Building);
- the precinct wall (remains of, a Grade II* Listed Building); and
- associated banks, ditches and enclosures.

6.48 No remains of the **Knights Templar Preceptory** at Temple Ewell (now in Whitfield Parish) survive above ground. Excavations in the 1960s and 1980s revealed substantial remains of medieval buildings. In an area of c. 30 m. x by 50 m. lay seven rooms, including a small chapel measuring only five meters square. The complex

consisted of six building phases, dating from the last quarter of the twelfth century to the second quarter of the sixteenth century. The site is neither a Scheduled Monument nor a Listed Building.

6.49 The original **Carmelite Friary complex** at Sandwich, as revealed by archaeological work, consisted of a church on the north side with a refectory opposite. An enclosed courtyard lay on its south side and a large building within the east range could represent the Chapter House. Excavations in 1971 located burials within a cemetery, and also found the north and east walls of the church. Excavations in 1993 relocated walls relating to the south and west ranges of the Friary complex and part of a previously unknown building, lying just beyond the main western range. The main walls can be divided into three broad phases of construction. The site is neither a Scheduled Monument nor a Listed Building.

Hospitals, almshouses and colleges

6.50 No trace of **St Bartholomew's Hospital, Buckland** now survives and it has not been investigated archaeologically. Its precise location is unknown and may lie under housing along the south side of London Road.

6.51 **St Bartholomew's hospital, Sandwich**, began as a medieval hospital and was later developed into an almshouse complex. Heritage assets from throughout its life survive at the site. These include:

- St Bartholomew's Chapel, originally dating to the late twelfth century but restored by Sir George Gilbert Scott in the nineteenth century (a Grade I Listed Building);
- No 1, an eighteenth century Grade II Listed Building;
- Nos 2 and 3, a sixteenth century Grade II Listed Building;
- Nos 4 and 5, a medieval and nineteenth century Grade II Listed Building;
- No 6, an eighteenth century Grade II Listed Building;
- No. 11, a seventeenth century Grade II Listed Building;
- No. 12, a nineteenth century Grade II Listed Building;
- No. 13, an eighteenth century Grade II Listed Building;
- No 14, an undated Grade II Listed Building;
- Barn, a sixteenth century Grade II Listed Building;
- 8 Dover Road, a nineteenth century Grade II Listed Building;
- Water pump, a nineteenth century Grade II Listed Building;
- Long barn, an eighteenth century Grade II Listed Building;
- Bartlemas, a nineteenth century Grade II* Listed Building;
- a nineteenth century wall to Dover Road, a Grade II Listed Building;
- a eighteenth/nineteenth century wall to south of St Barts Road, a Grade II Listed Building;
- a nineteenth century wall to corner of St Bart's Road and Dover Road, a Grade II Listed Building; and
- it is likely that archaeological remains relating to the earlier use of the site also survive.

6.52 The whole complex lies within the Sandwich – St Bart’s Conservation Area.

6.53 St John’s Hospital, Sandwich had become ruinous by the end of the medieval period and was re-built as almshouses. No medieval structures survive but the current almshouses are of late seventeenth or early eighteenth century date and are a Grade II Listed Building. It is likely that archaeological remains relating to the earlier use of the site survive. The site is also located within the Sandwich – Walled Town Conservation Area.

6.54 The original site of **St Thomas’ Hospital, Sandwich** was by the Old Cattle Market, close to the modern police station. No standing remains can be seen now although it is possible that archaeological remains survive. In the nineteenth century the hospital was moved to the corner of Moat Sole and Woodnesborough Road. The late thirteenth century gatehouse from the original site was dismantled and reinstalled fronting Moat Sole. It is a Grade II Listed Building. A group of eleven almshouses was also constructed (a Grade II Listed Building). Both sites lie within the Sandwich – Walled Town Conservation Area.

6.55 The location of the **Hospital of St Anthony, Sandwich** is unconfirmed but probably stood in a 20 m. by 20 m. plot of land immediately north-west of the roundabout at North Poulders. It is possible that archaeological remains relating to the site still exist.

6.56 St Mary’s Hospital, Dover (the ‘Maison Dieu’) still stands and is a Scheduled Monument, a Grade II* Listed Building, and is within a Conservation Area. It consists of the remains of the medieval hospital, a chapel tower, prison, town hall and assembly rooms. The Maison Dieu hall comprises a hall of flint and stone over a vaulted undercroft. The south-west tower is also of fourteenth century date. Attached to the rear of the hall is a two storey nineteenth century stone building the ground floor of which was used as a town gaol. The Maison Dieu was restored by Ambrose Poynter from 1849 onwards, assisted by William Burges from 1859.

6.57 The college church of **St Mary, Wingham** still stands and is a Grade I Listed Building. Close by to the south-east is the site of the College Provost’s House (now replaced with a later building). Across the road to the south stand the original canon’s residences, these include:

- The Red Lion Public House. Built c. 1400. A possibly thirteenth century brick-lined undercroft with a fourteenth century open-hall (the floor was inserted in the sixteenth century). It is a Grade II* Listed Building;
- The Old Forge House. A fifteenth century timber-framed house and a Grade II* Listed Building;
- The Dog Inn Public House. Built c. 1400 but severely damaged by fire in 1660 and much rebuilt. A Grade II* Listed Building;
- The Old Canonry and Canon Cottage. Built in c. 1285, with fifteenth century alterations. Timber-framed on a flint undercroft. The low left-hand wing appears

to be a survival from the row of canons' houses built from 1283 onwards. A Grade I Listed Building; and

- Canon House and Canon Place. A sixteenth century or earlier house pair, partly re-fronted c.1830. A Grade II Listed Building.

6.58 It is possible that all these structures, and indeed the land around the church, may contain archaeological remains related to the foundation and development of St Mary's College.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Churches				
Fourth/fifth century chapel, Richborough	Archaeology	Scheduled Monument	Public access	Yes
St Augustine's, Richborough	Archaeology	Scheduled Monument	Public access	Yes
St Peter's, Dover	Archaeology		None	Unknown
Church of the Knights Templar, Western Heights (remains of)	Archaeology	Scheduled Monument	Public access	Yes
St Martin-le-grand (remains of)	Archaeology	Scheduled Monument	None	Unknown
Church, Sutton (unknown dedication, site of)	Archaeology		None	None
St Andrew's, Buckland	Building Archaeology	Listed Building	Public access	Yes
St Mary the Virgin, Dover	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Sandwich	Building Archaeology	Listed Building	Public access	Yes
St Martin's, Great Mongeham	Building Archaeology	Listed Building	Public access	Yes

Asset	Form	Designation & Protection	Accessibility	Interpretation
St Pancras, Coldred	Building Archaeology	Listed Building	Public access	Yes
St Mary, Magdalene, Denton	Building Archaeology	Listed Building	Public access	Yes
St Lawrence's, Hougham	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Hougham	Building Archaeology	Listed Building	Public access	Yes
St Peter's, Westcliffe	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Capel-le-Ferne	Building Archaeology	Listed Building	Public access	Yes
St Michael and All Angels, Deal	Building Archaeology		Exterior access only	Unknown
St George's, Deal	Building Archaeology	Listed Building	Public access	Yes
Elmstone Parish Church	Building Archaeology	Listed Building	Public access	Yes
St Martin of Tours, Guston	Building Archaeology	Listed Building	Public access	Yes
Ss Peter & Paul, Dover	Building Archaeology	Listed Building	Public access	Yes
St Augustine's, Langdon	Building Archaeology	Listed Building	Public access	Yes

Asset	Form	Designation & Protection	Accessibility	Interpretation
St Nicholas, Ringwould	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Ripple	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Wingham	Building Archaeology	Listed Building	Public access	Yes
St James', Staple	Building Archaeology	Listed Building	Public access	Yes
Church of the Holy Cross, Goodnestone	Building Archaeology	Listed Building	Public access	Yes
St Nicholas', Barfreston	Building Archaeology	Listed Building	Public access	Yes
St James', Dover	Building Archaeology	Listed Building, Scheduled Monument	Public access	Yes
St Mary's in Castro, Dover	Building Archaeology	Listed Building, Scheduled Monument	Public access	Yes
St Peter's, Whitfield	Building Archaeology	Listed Building	Public access	Yes
At Margaret of Antioch, St Margaret's at Cliffe	Building Archaeology	Listed Building	Public access	Yes
St Anthony the Martyr, Alkham	Building Archaeology	Listed Building	Public access	Yes
St Clement's, Goodnestone	Building	Listed Building	Public access	Yes

Asset	Form	Designation & Protection	Accessibility	Interpretation
	Archaeology			
All Saints, West Stourmouth	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Northbourne	Building Archaeology	Listed Building	Public access	Yes
St Nicholas', Sholden	Building Archaeology	Listed Building	Public access	Yes
St Mary the Blessed Virgin, Walmer	Building Archaeology	Listed Building	Public access	Yes
Ss Peter and Paul, Worth	Building Archaeology	Listed Building	Public access	Yes
St George's, Northbourne	Building Archaeology	Listed Building	Public access	Yes
St Augustine's, Northbourne	Building Archaeology	Listed Building	Public access	Yes
St Mary the Virgin, Woodnesborough	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Lydden	Building Archaeology	Listed Building	Public access	Yes
Ss Peter and Paul, TempleEwell	Building Archaeology	Listed Building	Public access	Yes
St Nicholas', Ash	Building Archaeology	Listed Building	Public access	Yes
St Mary the Virgin, Eastry	Building	Listed Building	Public access	Yes

Asset	Form	Designation & Protection	Accessibility	Interpretation
	Archaeology			
St Nicholas', St Margaret's at Cliffe	Building Archaeology	Listed Building Scheduled Monument	Public access	Yes
St Martin, Denton	Building Archaeology	Listed Building	Public access	Yes
St Clement's, Sandwich	Building Archaeology	Listed Building	Public access	Yes
St Leonard's, Deal	Building Archaeology	Listed Building	Public access	Yes
St Peter's, Sandwich	Building Archaeology	Listed Building	Public access	Yes
St Mildred's, Preston	Building Archaeology	Listed Building	Public access	Yes
St Mary's, Nonington	Building Archaeology	Listed Building	Public access	Yes
Chapels				
St James Chapel, Sandwich	Archaeology		No	Unknown
Chapel, Mary-le-Bone Hill, Sandwich	Archaeology		No	Unknown
Chapel, 11 Strand Street, Sandwich	Building Archaeology	Listed Building	No	Unknown
St Edmund's Chapel, Dover	Building Archaeology	Listed Building	Public access	Unknown
St Bartholomew's, Sandwich	Building Archaeology	Listed Building	Public access	Unknown

Asset	Form	Designation & Protection	Accessibility	Interpretation
Preceptories				
Temple Ewell Preceptory	Archaeology		No	Unknown
Abbeys & Monasteries				
St Martin's Priory, Dover	Buildings Archaeology	Listed Buildings Scheduled Monument	No	Unknown
West Langdon Abbey, West Langdon	Buildings Archaeology	Listed Building	To exterior only via footpaths	Unknown
St Radegund's Abbey, Hougham	Buildings Archaeology	Listed Building Scheduled Monument	Public footpath through site	Unknown
Carmelite Priory, Sandwich	Archaeology		No	Unknown
Hospitals & almshouses				
St John's Hospital, Sandwich	Archaeology		No	Unknown
St Bartholomew's Hospital, Sandwich	Buildings Archaeology		Public access to exterior	Unknown
St Thomas' Hospital, Sandwich	Building Archaeology	Listed Building	Exterior viewing from public road	Unknown
St Anthony's Hospital, Sandwich	Archaeology		No	No
St Bartholomew's Hospital, Buckland	Archaeology		No	Unknown
St Mary's Hospital / Maison Dieu, Dover	Building Archaeology	Listed Building Scheduled Monument	Public access	Yes

Asset	Form	Designation & Protection	Accessibility	Interpretation
St Mary's College, Wingham	Building Archaeology	Listed Building	Exterior viewing from public road	Unknown
Post-Reformation				
Eythorne Baptist Chapel	Building Archaeology	Listed Building	Public access	Yes
Central Hall Baptist Chapel, Deal	Building Archaeology	Listed Building	Public access	Unknown
RC Church of the Sacred Heart, Deal	Building Archaeology	Listed Building	Public access	Unknown
RC church of St Paul's	Building Archaeology	Listed Building	Public access	Unknown
Dover Unitarian Church	Building Archaeology	Listed Building	Public access	Unknown

Table 6.1 Key Heritage Assets

Statement of Significance

6.59 The religious heritage of Dover District evidences the long and often dramatic history of Christianity in East Kent. From Augustine's initial mission to England, through the development of the medieval Church, to the Reformation and increasing liberalising of religious practice, religious institutions have shaped Dover District. In a range of different ways these have greatly affected the development of the District's towns, villages and the countryside. Today, many of the religious buildings of Dover District are designated assets of national importance and the District's religious heritage is considered to be of **outstanding** significance.

Evidential Value

6.60 The standing structures and buried archaeological remains can provide evidence of the introduction, growth and evolution of Christianity in the District. Churches played a key role in local settlements, often affecting the physical layout of the communities themselves and also acting as important institutions in the local economy. Their changing styles and decoration can provide information about the

priorities and resources of church institutions as well as the ideals of church authorities and reformers. The abbeys and monasteries became major and often reforming landowners and their rise and fall evidences changing patterns of land ownership and land use. A study of medieval hospitals can provide information on social change, health and poverty.

Historical Illustrative Value

6.61 The churches and other Christian buildings and structures in Dover District illustrate the growth of Christianity – the dominant religious influence in Kent for almost one and a half millennia. As such, they are indicative of the religious and social beliefs and attitudes that have played an enormously important role in people's lives for much of Kent's recorded history. They also illustrate the changing fortunes of the institutions of the church(es) which itself illustrates the nature of Kent's relationship with the rest of England and continental Europe.

Historical Associative Value

6.62 The religious structures of Kent are associated with a number of great and often tumultuous events in Kent's history including the arrival of Augustine in AD 597, the Norman Conquest of 1066, the murder of Thomas Becket in 1170, the Reformation and dissolution of many religious houses and the gradual and then rapid decline of religion as a dominant social influence. The ruined Abbeys and Monasteries in the District show the changes brought about by Henry VIII in the sixteenth century as a result of the Dissolution. Some of the first religious sites in the country to be dissolved fall in Dover District.

Aesthetic Value

6.63 Dover District's religious buildings have great aesthetic value. The medieval churches of England are among its architectural treasures. In the District this is demonstrated by the designation of all of the surviving medieval churches as either Listed Buildings or Scheduled Monuments. The buildings themselves have been a focus of artistic innovation and achievement throughout their history and many contain items and fittings that are themselves of great aesthetic value. The appeal of the churches has been such that many have attracted, and contributed to the preservation of, fine buildings in the neighbourhood. They are usually foci of historic character, including in parts of towns where such character has otherwise been largely lost. The rural religious buildings also contribute to the aesthetic appeal of the historic landscape and the rural environment more generally. Churches are places that are often included in paintings and historical photographs and the spires of rural churches can often be seen over long-distances and are recognised and valued local landmarks.

Communal Value

6.64 Most of the District's churches continue to play a role as places of Christian worship. More widely they often act as community resources providing a range of activities and facilities for the towns and villages in which they lie. These can include

crèches, art centres, libraries, polling stations, meeting rooms, music and social venues. They often contribute strongly to a sense of identity for local people and are important visitor attractions; often providing interpretation guides and open-days.

Vulnerabilities

6.65 Dover District's religious structures are probably among the most secure and least vulnerable of its heritage assets to major change. This is because many of the churches and chapels are designated as Listed Buildings or Scheduled Monuments, providing statutory protection. The designated status of the sites protects both the buildings themselves and also their settings. The great majority of the District's religious buildings are also located within Conservation Areas. The churches in particular are also much valued by local people meaning that greater than usual care and attention is paid to them. Those religious buildings that are actively used also benefit from the quick identification of any vandalism or crime.

6.66 Nevertheless, there are ways in which these assets can be vulnerable. The majority of medieval churches were part of a complex of historic elements which could include the church, churchyard, churchyard chapels and stores, gates and churchyard walls. As such the influence of the heritage assets often extended well beyond the walls of the churches themselves. Over the centuries some churchyards have experienced encroachment and intrusion. Given the designated nature of many of the religious heritage assets it is unlikely that further encroachment would occur but this should be guarded against. There is a risk that where such encroachment has already occurred any surviving character in the encroached-upon areas could be lost to further piecemeal development.

6.67 Most of the churches of Dover District are active centres of worship and need to evolve in order to survive. The installation of disabled access and toilets can impact on the historic fabric and needs to be implemented sympathetically if it is not to diminish the significance of the asset. There may also be a desire to build ancillary buildings such as meeting rooms or community facilities adjacent to churches. This could impact negatively on the setting of the church or on archaeological deposits related to the church and churchyard.

6.68 The District's churches are often large structures and as historic buildings may require a higher level of maintenance or require specialist conservation works than other sites. The repair bills for such works increasingly have to be met by ever diminishing congregations. Churches have also regularly been targets for criminal activity, in particular the theft of fixtures, fittings and roof lead. Criminal damage to historic churches may be especially problematic where the church is remote or screened from other buildings.

6.69 For the remains of Dover's abbeys and monasteries there is a risk that the remaining structures could decline un-seen due to their private status. In addition, there is a risk that ownership of the sites could be fragmented by the division of larger estates, thus making the management of the assets more complex. The cost of any maintenance may fall to private owners with limited resources and the assets

themselves often have only limited potential for generating income. St Radigund's Abbey is one such site and is currently included on English Heritage's *Heritage at Risk Register*.

Opportunities

6.70 The religious heritage assets of Dover District provide an important opportunity to connect people with their heritage. Many of the assets are focus points for their communities and are highly visible and publicly accessible. Many parishes actively seek opportunities to use the churches as community facilities and the buildings lend themselves well to education groups and projects and to other outreach activities.

6.71 Churches, and the excellent archive materials that they often hold, also lend themselves well to community based research projects aimed at understanding the history of the local community or individual families.

6.72 The assets also have potential for being focal points of leisure activities, for example walks in the countryside or by the use of meeting rooms, etc for other community activities.

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7 Country Houses & Estates

7.1 Country Houses & Estates

Summary

7.1 The District contains a number of Country Houses and Estates, particularly on the rich agricultural chalk downland. Many of the houses and estates have origins in the medieval period and display a significant-time depth. Some are connected to leading architects such as Lutyens, Devey and Blomfield, whilst others have other connections, such as at to the novelist Jane Austin. Many of the District's country houses retain their fine parkland setting and the quality of the houses themselves is reflected in the number that are Listed at Grade I or Grade II*.

Introduction

7.2 In the later medieval and early post-medieval period there were no major lay estates or houses in the District. This was partly a result of the Kentish system of inheritance (the *gavelkind* through which any dowager would be entitled to half the estate and all male heirs, not just the first-born son, were entitled to an equal share of the remainder) that resulted in estates being divided into increasingly smaller parcels, but perhaps was also influenced by the size and wealth of the ecclesiastical holdings.

7.3 In the medieval period the major land-holdings in the District were dominated by ecclesiastical institutions. The two ancient houses in Canterbury (Christ Church Priory and St Augustine's Abbey) were the dominant landowners in the District, although Dover Priory was also well endowed and the two Praemonstratensian Abbeys at Langdon and Bradsole both held land.

7.4 The Dissolution of the Monasteries in the first half of the sixteenth century led to their break up, with the great ecclesiastical lands passing to the crown. It had been intended that this land would provide a regular governmental income, however Henry VIII's need to raise money for his military campaigns led to the selling off of former monastic properties to private owners. From the end of the sixteenth century onwards we see the emergency of a new class of *Landed Gentry* who derived prestige and wealth from land ownership. Grander and more elaborate country-houses set in estate parkland emerge, with a number of greater and lesser examples developing in Dover District.

7.5 It is worth noting that the District contains a number of manor courts and other minor seats but these are not discussed in detail here (see instead Theme 7.2). Instead there has been a selection process, with only the District's grander and more substantial country houses and estates being looked at in detail in this Theme. These are largely those properties that are shown as being set in significant areas of parkland on the maps accompanying Edward Hasted's *The History and Topographical Survey of the County of Kent* (1788–99). In addition the estates of Betteshanger House and Kearsney Court are also detailed. These developed after the time of Hasted's study,

but are included as they lie within extensive parkland or gardens that are included either in the Kent Gardens Compendium or English Heritage's Register of Parks and Gardens of Special Historic Interest. The estate at Dane Court is also included as this forms a significant part of the Tilmanstone Conservation Area, in recognition of its historic interest.

7.6 The majority of the main Country Houses in the District fall within the area of rich agricultural land on the North Downs. The estates and houses of Goodnestone, Knowlton, Northbourne, Waldershare, Betteshanger and Fredville for example can all be found within 9 km. of each other.

Description of the Heritage Assets

Northbourne

7.7 Northbourne Court is a Grade II Listed Building altered in the eighteenth century, but with a seventeenth century core. Northbourne is located on the site of a Grange of St Augustine's Abbey, and is reputed to be the site of an Anglo-Saxon palace of King Eadbald. Following the dissolution Northbourne Court passed into crown hands, but was granted to Sir Edwin Sandys by James I who built a new mansion house at Northbourne in c. 1614. Sandys' house was demolished in the mid eighteenth century. The present house is believed to have been built on the site of Sandy's house, or perhaps one of its outbuildings.

Goodnestone

7.8 The estate at **Goodnestone Park** was in existence before the Norman Conquest, when it formed part of the holdings of Godwin, earl of Kent. The manor and lands were held for many years by the Goodwyneston family. During the reign of Henry VIII the mansion and manorial estate appear to have been divided, but were reunited by Sir Thomas Engeham in the late sixteenth century. The estate remained in the Engeham family until c.1700 when it was purchased by Brook Bridges. The present Goodnestone House was built in 1704 by Brook Bridges and extensive formal gardens, in the Franco-Dutch style that was the fashion of the time, were established. In the later eighteenth century garden fashions changed and the formal gardens were replaced by Sir Brook Bridges (great grand-son of the original builder) in the more naturalistic landscape style that was becoming popular in the later eighteenth century. Goodnestone House was also remodelled in the late eighteenth century. Edward Hasted, writing at the turn of the nineteenth century described the situation at Goodnestone:

'...though small in extent, and commanding but little, if any prospect beyond the bounds of it, is a beautiful and elegant situation.'

7.9 Sir Brook Bridges' daughter Elizabeth married Edward Austen (Edward Knight), brother of the author Jane Austen. Elizabeth and Edward's daughter Fanny was a favourite niece of Jane's and was one of her favourite correspondents. It is understood that Jane Austin was a regular visitor to the estate at Goodnestone.

7.10 Goodnestone House is a Grade II* Listed Building which remains in private ownership. The walled Garden, steps and ha-ha, estate buildings, stable block and estate farm all survive and are Grade II Listed. Much of the wider parkland setting of Goodnestone House survives, whilst the gardens in the immediate vicinity of the house have been further developed with elements of Italian style, Arts and Crafts and Gardenesque planting employed. The garden and part of the surrounding parkland are open to the public and is included in the English Heritage Register of Parks and Gardens of Special Historic Interest (Grade II*).

Fredville

7.11 Fredville Park, which lies about two kilometres to the south of Goodnestone, has its origins as a manor held by Dover Castle. In the fifteenth century the estate passed to the Boys family, but the house and estate passed from the family in the seventeenth century when they were unable to repay debts on loans they had taken out. In the mid seventeenth century the estate was purchased by Margaret Bridges (sister of Sir Brook Bridges of Goodnestone). In 1750 Margaret married John Plumptre(e) who rebuilt the house in its entirety. Letters by Jane Austen mention visits to the Plumptre family at Fredville and taking walks in the park. Fredville mansion was the residence of the Plumptre family until the 1920s until they relocated to Little Fredville, a smaller house nearby. Fredville mansion house was then used as a girl's boarding school until being requisitioned for the Canadian Army in the Second World War. Whilst occupied by Canadian troops a fire broke out and the mansion house was destroyed.

7.12 Nothing survives of the main mansion house, although the coach-house, clock tower, icehouse, stables and outbuildings do remain, as do the two lodges at the entrances to the park. The mansion house at Fredville was set in landscape parkland that survives relatively intact (although parts are now under plough). Fredville Park is known for its trees, including ancient oaks and chestnuts. One of the oak trees, known as the 'Majesty Oak', is reputed to be over 1000 years old.

Nonington

7.13 Close to both Fredville and Goodnestone was the estate of **St Alban's Court** (previously Eswalt Manor and now known as Nonington Court). The manor of Eswalt is recorded in Domesday, having been possessed by Odo, Bishop of Bayeux. Following Odo's disgrace the manor passed into the hands of the Crown from whom it passed to the Abbot of St Alban's. During the reign of Henry VIII the Abbot of St Alban's sold St Alban's Court to Sir Christopher Hales. Following Sir Christopher's death St Alban's Court passed into the hands of the Culpepper family, from whom it was sold to Thomas Hammond in 1556. The estate remained in the hands of the Hammond Family until the late 1930s.

7.14 Archaeological investigations at St Alban's Court by the Dover Archaeological Group have revealed evidence of a late medieval hall-house which was later re-built, in the 1550s, in brick. This house, now known as Old St Alban's Court and Grade II* Listed, was subsequently rebuilt and extended in the seventeenth, eighteenth and

nineteenth centuries. The Hammond family were social acquaintances of the Plumptre family of Fredville and the Bridges family of Goodnestone and are again mentioned in the letters of Jane Austen. In the late 1870s William Oxenden Hammond built a new mansion house to the north-east of the old house. This new mansion was designed by the architect George Devey and is a Grade I Listed Building. St Alban's Court was set in landscaped parkland gardens of which elements survive.

Knowlton

7.15 The estate of **Knowlton Court** to the north-east of St Alban's was another of Bishop Odo's possessions and as with Eswalt Manor (St Alban's Court) passed to the Crown after Odo was disgraced. The manor of Knowlton was granted by William I to William de Albin and subsequently passing down the Pyrot family in *knights fee* (a form of feudal land tenure). The manor later passed to the Langley family and then through marriage to the Peytons. The present house was built in the 1580s for Sir Thomas Peyton. The house remained in the Peyton family until the late seventeenth century when it was sold to Admiral Sir John Narborough, but following a series of naval deaths, passed by marriage to the D'Aeth family. In 1715 Sir Thomas D'Aeth altered and extended the house adding an English Baroque façade and Dutch gables. The house was further extended in the mid-eighteenth century. The house and estate remained in the D'Aeth family until 1904 when it was sold to Major Frances Elmer Speed. Following its purchase by Major Elmer Speed the house and gardens were refurbished and modernised under the direction of Reginald Blomfield and Edwin Lutyens.

7.16 The Knowlton Court house is still in private ownership and is a Grade I Listed Building. Adjacent to Knowlton Court is the Church of St Clement, Knowlton which was originally the chapel for Knowlton Manor and later used as the parish church. The Church is Grade I Listed. There is also a Grade II* Listed Dower House of late sixteenth century date, a sixteenth century Grade II Barn and a Grade II Listed early twentieth century Lodge (by Edwin Lutyens) at Knowlton. A tree-lined drive, a walled garden and some parkland surround the house, although much of the former parkland is now used for arable cultivation.

Waldershare

7.17 At the time of the Domesday Survey the Manor at Waldershare is also reported to be under the possession of Bishop Odo, from whom it passed to the Crown. It was then held as a manor of Dover Castle by the Malmaines family. The manor was subsequently split up by inheritance, but the parts were later reunited under the possession of John Monins during the reign of Henry VI. In the mid-seventeenth century the estate was sold to Sir Henry Furnese who built a new house at **Waldershare Park** with extensive gardens between 1705 and 1712. Through inheritance and marriage the estate at Waldershare passed to the earl of Guilford in 1766 and remained the seat of the Lords North, earls of Guilford until the mid twentieth century.

7.18 The main house at Waldershare Park survives and is a Grade I Listed Building, now converted into flats. The house was restored by Sir Reginald Blomfield (who also undertook work at Knowlton) in 1915 after a fire. The fire and conversion to flats has meant that most of the original interior has been lost. The house is set in extensive parkland of some 400 hectares, which is Registered as Grade II within the English Heritage Register of Parks and Gardens of Special Historic Interest. Within the Park there is the Grade I Listed **Waldershare Belvedere** as well as an ice house, riding school and stables, fountain, kennels, cottages, home farm, cottages granaries, lodges and walled gardens (all Grade II Listed). Waldershare Belvedere was built 1725-7 for Sir Henry Furnese and is attributed to either Lord Burlington, known as “the architect Earl” or Colen Campbell. The Belvedere is recognised as a nationally important Palladian style building, but is currently in a ruinous state and has been derelict for a number of years. The Belvedere is included on English Heritage’s Heritage at Risk register and its condition is highlighted in the register as being “very bad”.

Betteshanger

7.19 The manor of Great Betteshanger formed one of the baronies of Dover Castle and was possessed by the De Marines family for a number of generations. By the late sixteenth/early seventeenth century the manor had passed to the Boys family who held a number of estates in the area. A new (or substantially rebuilt) mansion house was erected by Edward Boys in the first half of the seventeenth century. This house is understood to have been located close to the parish church, but was demolished sometime around 1829 when a new ‘villa’ was built to the west. This new villa was designed by Robert Luggar, but was not to last long. The estate was bought in 1850 by Sir Walter James (the first Baron Northbourne). The existing villa was heavily modified and extended from 1856 to form **Betteshanger House**, a grand new mansion designed by George Devey (who also designed St Alban’s Court). Betteshanger House is now home to Northbourne Park School and is a Grade II* Listed Building.

7.20 As well as designing the house Devey also laid out new garden terraces, with the house and gardens set in a wider wooded parkland. Other works by believed to be by Devey include two gate lodges located on the northern boundary of the parkland, an estate cottage and a gardener’s cottage (all Grade II Listed). Other Listed Buildings at Betteshanger House include a Grade II Listed cowshed and the Grade II* St Mary’s Church also lies within the estate grounds.

Dane Court

7.21 A manor at Tilmanstone is mentioned in the Domesday Survey when it formed part of the lands of Christ Church, Canterbury. It appears that the manor was later split, becoming North and South Court. The manor of **Dane Court**, also in Tilmanstone parish, appears to have anciently had the same owners as the North and South Courts, having been under the possession of the Tilmanstone, Sandhurst and Langley families. By the Elizabethan period the manor was held by the Fogge family (who also held South Court) and remained so until the early eighteenth century when the

manor of Dane Court was sold in 1724 to Major Richard Harvey. Major Harvey built a grand new residence at Dane Court, which was subsequently extended by the Hattons in 1765-76 and again by the Rice family in the early nineteenth century. Dane Court House is now a Grade II* Listed Building and is now divided into private residences. Dane Court was set in extensive parkland of which elements, including a tree-lined *broad walk*, survive. Service and stable blocks are present to the rear of the house and there are also the remnants of a walled garden. The estate's gatekeeper's lodge on School Road is a Grade II Listed Building and is similar in style to the cottages designed by Devey at Betteshanger and St Alban's Court.

Wootton

7.22 Wootton Court was a former country mansion towards the south of the District but the main mansion house has now been destroyed. The estate started as a secular house, which formed parts of the lands of Christ Church Priory. Following the dissolution the residence passed to the Digges family and then passed through a number of hands before coming into the possession of the Coppins family and then through inheritance to the Brydges. In the late eighteenth century the Rev Tymewell Bridges employed the architect John Plaw to redesign the house, which was totally rebuilt and new parkland grounds were laid out. In the 1860s the house was sold by the trustees of the Brydges family to George Joseph Murray who remodelled it with new flint and brick elevations. It was latterly used by a school until the outbreak of the Second World War when it was apparently used for the temporary detention of prisoners of war. Following the war the main house was in a derelict state and was subsequently demolished in 1952. The stable block and coach house of Wootton Court survive and are now private residences; part of the surrounding parkland also survives.

Denton

7.23 Less than one kilometre to the west of Wootton Court was **Denton Court**. The manor of Denton is recorded in Domesday as being under the possession of Bishop Odo and, like the rest of his holdings, passed to the Crown in 1082. It then passed from the crown to Gilbert Magminot and later to the Earde family. The estate then passed by marriage to the Peyton family who then disposed of it to the Boys family (who also possessed Fredville). A new mansion house was built by William Boys in 1574. William Boys' son Edward later sold the house and estate and it passed through a number of hands, until being purchased by Samuel Egerton Brydges (a second-son of one of the Brydges of nearby Wootton Court). The present house was constructed for Samuel Egerton Brydges in 1792 and incorporates part of Boys' house of the sixteenth century. The house was further extended in the nineteenth century for the Willats family.

7.24 The main house at Denton Court is a Grade II* Listed Building and lies within the Denton Conservation area. The house is set in landscaped parkland. Service range buildings (shown on the First Edition Ordnance Survey Map) also survive, as does a walled garden and a nineteenth century gatekeeper's lodge (Grade II Listed). The Grade II* parish church of St Mary's adjoins Denton Court to the west

Kearsney

7.25 Kearsney Abbey lies on the River Dour to the west of the town of Dover and was built within the grounds of Kearsney Manor (also formerly known as Kearsney Court – not to be confused with the later house of the same name described below). Kearsney Manor was held by a barony of Dover Castle. It passed through the hands of a number of families including the Paganel and Ropers (of Canterbury). In the late eighteenth century the estate was purchased by the Fectors, a family of local merchants, and in 1820 John Minet Fector erected a new mansion house in the grounds which he called Kearsney Abbey. There was never an abbey in the area but Fector tried to give the house and its grounds an ancient look by using medieval remains from Dover, including remnants of the Townwall Street Town Wall, to build the house, estate walls and numerous 'ruined' follies. These included bridges, arches and a medieval style mill. The mill was used to pump water from springs to the house and Fector may have used the remains of the sixteenth century Town Mill to construct it. John Minet Fector became MP for Dover, but in 1837 lost the mayoral election and he sold the estate and moved from the area.

7.26 After the sale by the Fectors the mansion house was used for a number of purposes including a private boarding school. As with many of the large country houses in the District the Government commandeered it during the Second World War for military accommodation. After the war the estate was purchased by Dover Corporation, but the main house (with the exception of one wing) had to be demolished in the late 1950s. The gardens of Kearsney Abbey are maintained as a public garden, whilst the surviving wing is a Grade II Listed Building. Sections of walling, gates and bridges within the pleasure gardens are also Grade II Listed.

7.27 The Manor House itself was purchased by the brewer Frederick Leaney in 1901 but was taken over as a convent by Augustinian nuns in 1914 and in 1981 it became a nursing home, also run by nuns.

7.28 In the early twentieth century the industrialist Edward Percy (owner of the Wiggins Teape paper company) built a new residence on the opposite bank of the river from Kearsney Abbey (the original Kearsney Court) which he named **Kearsney Court**. Kearsney Court had originally been planned for Alfred Leaney the brewer, but he sold the project on to Percy before completion. The house was set in landscaped pleasure gardens designed by Thomas Mawson, the leading garden designer of the day. Kearsney Court house survives and is now sub-divided into a number of individual private properties. The house is not Listed. The pleasure gardens, including a canal, bastion, terraces, pools, tennis courts and ornamental summerhouses are Registered as Grade II within the English Heritage Register of Parks and Gardens of Special Historic Interest, but none of the structures are Listed.

7.29 So Kearsney Manor (once known as Kearsney Court and Kearsney Court Farm) still stands. The "Abbey" was built in the grounds in 1821 and a new Kearsney Court built in 1900 for E.P. Barlow, Managing Director of Wiggins Teape Paper Mill at Buckland.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Northbourne Court	Historic Buildings, Parkland and Buried Archaeology	Registered Park & Garden, Conservation Area (part) and Listed Building (main house Grade II)	Not publically accessible	None
Goodnestone Park	Historic Buildings and Parkland	Registered Park & Garden, Conservation Area (part) and Listed Building (main house Grade II*)	Gardens are open as a managed visitor attraction	Some
Fredville Park	Historic Buildings, Parkland and Buried Archaeology	The two Lodges are Grade II Listed	Not publically accessible	None
St Alban's Court	Historic Buildings, Parkland and Buried Archaeology	Listed Buildings (main house Grade I)	Not publically accessible	None
Knowlton Court	Historic Buildings and Parkland	Listed Buildings (main house Grade I)	Some public access	Information Panels
Waldershare Park	Historic Buildings and Parkland	Registered Park & Garden, Listed Buildings (main house Grade I)	Not publically accessible	None
Betteshanger House	Historic Buildings, Parkland and Buried Archaeology	Listed Buildings (main house Grade II*)	Private School	None
Dane Court	Historic Buildings and Parkland	Conservation Area & Listed Buildings (main house Grade II*)	Not publicly accessible	None
Wootton Court	Historic Buildings, Parkland and Buried Archaeology	Conservation Area	Not publicly accessible	None

Asset	Form	Designation & Protection	Accessibility	Interpretation
Denton Court	Historic Buildings and Parkland	Conservation Area and Listed Building (main house Grade II*)	Not publically accessible	None
Kearsney Abbey	Historic Buildings, Parkland and Buried Archaeology	Listed Buildings (surviving part of main house Grade II)	Public Park and Cafe	Information Panels
Kearsney Court	Historic Buildings and Parkland	Registered Park & Garden	Main House and part of Gardens are Privately owned, the Pleasure Gardens are a public park	None

Table 7.1 Key Heritage Assets

Statement of Significance

7.30 Although the District has no seats that could be considered to truly great country houses, it does include a number of substantial estates. These often have significant time-depth and are sometimes connected to leading architects, such as Lutyens, Devey and Blomfield, or designers, such as Mawson. The quality of the houses is reflected in the number that are Listed at Grade I or Grade II* and all have significant elements of their parkland setting surviving. As a group the country houses and estates within the District are considered to be of **considerable significance**.

Evidential Value

7.31 Many of the estates develop from medieval manors mentioned in the Domesday survey and for some earlier origins in the Anglo-Saxon period are possible. It is therefore likely that many of the sites may contain buried archaeological evidence that could illustrate the earlier histories of the sites. The buildings themselves have often been modified and extended over the centuries and detailed examination of the fabric of these buildings may reveal evidence for their earlier incarnations. It is also possible that the core of some of these houses (or their out-buildings or home farms) could include evidence for much earlier elements that have been incorporated into later re-buildings. Whilst most of the estates are laid out to parkland that became fashionable from the later eighteenth century onwards, it is likely that some may have previously been set out with earlier more formal gardens for which buried archaeological evidence may survive.

Historical Value

7.32 The country houses and estates within the District illustrate the values and desires of the landed gentry of the eighteenth and nineteenth centuries and many were significantly extended and rebuilt in accordance with the new tastes of the time. Kearsney Court is different, having been built as a residence and pleasure gardens for an industrialist and is illustrative of a new moneyed elite who derived their wealth from industry and commerce. The scale and type of estates that survive in the District are of historical value for illustrating the effects of gravelkind and the break-up of the great ecclesiastical holdings at the Dissolution.

7.33 A number of the houses and gardens are connected with significant and leading architects of their time. Devey who worked at St Alban's Court and Betteshanger used elements of the local vernacular and motifs from a range of periods in his work to present a sense of evolution over the centuries; whilst Edward Lutyens who worked at Knowlton was a leading proponent of the 'arts and crafts style'. Some of the houses in the District have literary connections; the families at Goodnestone, Fredville and St Alban's Court were all well known to Jane Austen and are mentioned in her various letters. She is known to have stayed at both Goodnestone and Fredville.

Aesthetic Value

7.34 The country houses and estates in the District have a strong aesthetic value as carefully considered and artistically designed places. The surviving houses generally sit in a parkland setting that is designed to accompany and compliment the house. The gardens and houses are also often designed to reinforce and make use of the beauty of the surrounding landscape, for example the Belvedere at Waldershare has been purposefully designed and sited so as to provide sweeping views along a valley.

Communal Value

7.35 The country estates are a reminder of the former social hierarchy of British society, from the great house of the landed gentry, to the farm worker's and gatekeeper's cottages that sit on the edges of such estates. They often remain valued and can provide a sense of local prestige. At some of the Country Houses the Parish Church is co-located within the estate grounds and the country estate may still act as a focus for the modern community. The houses and estates also provide a link between the modern community and those of the past, with many generations of local people having been in the employment of the 'big house'.

Vulnerabilities

7.36 Within this theme the majority of the principal assets are afforded some form of statutory designation, with some assets being covered by multiple designations. Despite this some assets are still vulnerable, indeed the Belvedere at Waldershare has been derelict for many years and is now in a ruinous state; English Heritage describes its condition as being 'very bad'. The Belvedere is therefore listed on English Heritage's *Heritage at Risk* register and is identified as being as one of

English Heritage's top-ten priority sites of those listed in register for the south-east. Given the seriousness of the Belvedere's current condition there is an urgent need to find it a beneficial use so as to secure its long-term future.

7.37 The principal country houses in the District all have a current use, although they are generally in private hands and therefore inaccessible to the public. As with all historic buildings they will be vulnerable to a greater or lesser extent to decay unless proper management and maintenance plans are in place. The ancillary buildings associated with these country estates are also at risk, particularly from minor alterations (for example changes to fenestration or conversion works), which could have a detrimental effect on the character of the place. The home farms and agricultural buildings associated with these country houses, particularly where these remain in agricultural use, are particularly susceptible to such change.

7.38 The parkland setting of many of the District's country houses plays a major part in the character and significance of these assets. Without management such parkland is vulnerable to neglect and change which can significantly impact upon the significance of the place. Specimen and designed tree planting is a key feature of such naturalistic parkland landscapes and should be maintained and cared for. Where trees are lost through disease, lightning strike or old age, there should be provision for their replacement.

7.39 The setting of the District's country houses and their wider parkland landscapes are also vulnerable to change. New development could impact upon the historic integrity, character or setting of the District's country houses and estates and needs to be managed so as to avoid harm. Development that causes harm to the setting of the District's country houses and estates, or diminishes the ability for visitors to the site to appreciate the significance of the place should be avoided.

Opportunities

7.40 Whilst the District's country houses themselves are largely in private hands and are not publicly accessible many areas of parkland are crossed by public footpaths and bridleways. Opportunities should be sought to further open up these areas of parkland for walking and other recreational uses. A number of country houses lie relatively close together, particularly Goodnestone, Knowlton, St Albans and Fredville and these could potentially be linked together as part of a walking trail. The connection of these places with the author Jane Austin could be used to promote such a trail.

7.41 The historic gardens at Kearsney are maintained as a public garden and provide valuable green space close to the urban centre of Dover. The gardens provide an attractive open area and are valued by the local community. Opportunity should be sought to continue to promote, interpret and develop the historic gardens as an important local amenity space.

Sources Used & Additional Information

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Hasted, E., 1800: *The History and Topographical Survey of the County of Kent: Volume 10.*

The National Heritage List for England available at <http://list.english-heritage.org.uk>

7.2 Courts & Manors

Summary

7.42 The medieval courts and manors in Dover District have helped to shape and inform the development of the rural landscape of this part of East Kent. They formed an important part of the Feudal structure on which medieval English society was based. The District includes a number of moated sites, of which examples near Ash and Woodnesborough are particularly well preserved, whilst Walmer Court is a good example of a substantial fortified manor house. It is likely that significant buried archaeological remains will survive at other manor sites across the District.

Introduction

7.43 In the Middle Ages England was governed under a feudal system, with land granted by the King to important nobles, knights and the church in return for services. Feudalism and Manorialism worked hand in hand, with the manorial estate being granted by the King to provide a source of income against which services could be exchanged. The term manor therefore refers to a parcel of land – a unit of landed estate. Sometimes the Lord of the Manor would be the tenant-in-chief; where the tenant-in-chief held multiple manors as part of a larger estate a *mense* (or middle) lord might hold the position of Lord of the Manor. The land within a manor fell into two main parts: the lord's *demesne* (land under his immediate control whose produce supported the lord and his household) and tenanted land from which rent services were provided to maintain the *demesne*.

7.44 The manorial system gave the Lord of the Manor economic and legal powers over his peasant tenants. The Lord of the Manor held the right of jurisdiction over their domain and presided over a manorial court at which matters of civil disputes, land tenancy, local by-laws were dealt with. The manor and manorial court was therefore one of the key building blocks of medieval society upon which rural economy and society was organised.

7.45 At the time of Domesday the majority of the manors of Dover District were held by a small number of principal tenants-in-chief. Odo, Bishop of Bayeux and Earl of Kent was granted substantial landholdings in the County including a number of manorial estates in the District. Hugh de Montfort, who had also helped to secure the area following the Norman Conquest held lands to the west of the Dour, whilst

the Church and in particular St Augustine's Abbey and the Archbishop of Canterbury also had large landholdings in the District. Following the disgrace of Odo in 1088 and the seizure of his lands the church became the District's dominant landowner.

Description of the Heritage Assets

7.46 At the centre of the manorial estate was the Manor House, where the Lord of the Manor and his family would have lived. Where the Lord of the Manor held the estate in absentee a bailiff would have managed the estate on his behalf. The manor house would also have been the place where sessions of the manor court were held. There are a large number of courts and manors spread across the District. It is not possible to describe each and every court and manor within the District. Instead key characteristics are summarised and significant sites are highlighted.

7.47 Manorial Estates in England would have varied in size, but typically extended to some 1,200-1,800 acres, but could be much larger or much smaller. Wingham, for example, which was held by the Archbishop of Canterbury, was surveyed at Domesday as measuring some 35 sulungs. If we use Taylor's calculation of 1 sulung being approximately 160 acres, this would suggest the manorial estate of Wingham extended to some 5,600 acres. Arable land was a key part of the holdings in Dover District, but areas of pasture and woodland would also have made up the estate. Within the manorial estate orchards, granaries, deer parks, fish ponds and warrens may have been provided.

7.48 The centre of the medieval manorial estate was the manor house. The medieval manor house would have varied in size and form, depending on the wealth of the lord, but generally comprised a principal building containing a **great hall** which acted as the main meeting and dining area with apartments or a **solar** for the private use of the Lord of the Manor. The manorial court would have been held within the great hall. A **kitchen, bakehouse, buttery, and storerooms** would likely have served the manor, either integrated into the main house or as subsidiary buildings and ranges. A private **Chapel** may have been provided for use by the household. The manor house site may also have included farm, subsidiary and other working buildings for the running of the Lord of the Manor's *demesne*. Many of the District's manor houses however would not have developed beyond what we would now consider to be a largish farmhouse.

7.49 Some manors were fortified, partly to protect from casual raiders and animals, but primarily as a show of prestige and wealth. There are a number of moated manor-houses recorded in the District. These include the Scheduled site of **Chequer Court** near Ash. The moat at Chequer Court comprises a generally wide and water-filled moat, each arm some 60m in length, which has an integral fishpond at the south-west corner and which defines an almost square moat island. The interior of the moat is currently occupied by a house of sixteenth century date, although it is likely that buried archaeological remains of earlier manor houses survive at the site. The moated site at Chequer Court is believed to have been built sometime between

1250 and 1350, which was main period for the construction of moated sites in the District. A similarly well preserved moated manor site at **Grove Manor** near Woodnesborough is also Scheduled.

7.50 At **Walmer Court** substantial remains of a semi-fortified manor house survive and are designated as a Scheduled Monument. The manor house at Walmer was a substantial stone built building, with a first floor hall at the upper level and undercrofts below. The hall was entered by an external stair via a forebuilding at first floor level and was further enhanced by four corner turrets. The walls of the building are substantial and measure some 1.2 m. to 1.4 m. in thickness and the building along with the neighbouring church were enclosed within a moated enclosure. Pottery of 1150-1175 has been excavated at the site and the main fortified manor house is believed to date to the early twelfth century.

7.51 The Black Death of the mid fourteenth century marked an important juncture in the District's manorial system. Prior to the visitation of plague in the late 1340s labour had been plentiful and cheap and the Lords of the Manor could easily exploit their tenants. Following the Black Death the rural labour pool was vastly reduced, more land was available and enterprising peasant farmers were able to extend their holdings and we begin to see the emergence of larger farms. Following the Black Death there was a period of sustained re-building from the late thirteenth to mid sixteenth century and it is from this period that the majority of the District's surviving medieval buildings date. These include a number of timber-framed manor houses such as the Grade II Listed fifteenth century **Hoptons Manor** (formerly a manor of St Radigund's Abbey), **West Court**, near Shepherdswell (a fourteenth century Grade II* manor house) and **Tappington Hall** (an early fifteenth century Grade II* manor house near Denton).

7.52 The majority of the District's medieval court and manor house sites have continued to be occupied in the later medieval, post-medieval and modern period. The manor house rebuilt and modified or extended by their various owners according to the latest style. At **Wingham Barton**, for example, it is suggested that elements of the thirteenth century timber manor house have been incorporated into a later fifteenth century building. Some manorial estate centres later developed into grander country houses and estates and these are discussed in Theme 7.1. Others remained fairly modest in size and continued to be used as farmsteads – see Theme 9. As such, sites of medieval manor houses may have a succession of later buildings overlying them.

7.53 Within the District place-name elements such as Manor, Court, Hall or Place may indicate the site of an earlier manorial estate centre. It should be noted however that such elements were also added to later residences to add a sense of grandeur, and although named as a manor are no such thing.

Key Heritage Assets

7.54 The manors and courts listed in the table below are those that are Scheduled Monuments, those that have a substantial part of their moat surviving or those that have a substantial part of a pre-1600 building surviving as listed in the Kent Historic Environment Record.

Asset	Form	Designation & Protection	Accessibility	Interpretation
Chequer Court, moated site	Buried Archaeology, Earthworks and Historic Structures	Scheduled Monument & Grade II Listed Building	Private residence	None
Grove Manor, moated site	Buried Archaeology and Earthworks	Scheduled Monument & Grade II Listed Building (barn)	Private property	None
OldWalmer Court	Buried Archaeology, Earthworks and Historic Structures	Scheduled Monument & Grade II Listed Building (church)	Private property	None
Crixhall Manor, moated site	Buried Archaeology and Earthworks	None	Private property	None
Coldred Court, medieval manor house	Historic Building, Buried Archaeology and Earthworks	Scheduled Monument and Grade II Listed Building	Private property	None?
Shingleton Manor, manorial enclosure	Buried Archaeology, Earthworks and Historic Structures	Scheduled Monument	Private property?	None
Weddington, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Tappington Hall, medieval manor house	Historic Building and Buried Archaeology	Grade II* Listed Building (hall)	Private property	None
Oxney Court, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Great Everden, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None

Asset	Form	Designation & Protection	Accessibility	Interpretation
West Court, medieval manor house	Historic Building and Buried Archaeology	Grade II* Listed Building	Private property	None
Solton Manor, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Wingham Barton, medieval manor house	Historic Building and Buried Archaeology	Grade II* Listed Building	Private property	None
Rowling House, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Halton Court, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Wallets Court, medieval manor house	Historic Building and Buried Archaeology	Grade II* Listed Building	Private property	None
Ham Manor, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Cottington Court, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Malmains, medieval manor house	Historic Building and Buried Archaeology	Grade II* Listed Building	Private property	None
Paddledock Manor, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Hoptons Manor, medieval manor house	Historic Building and Buried Archaeology	Grade II Listed Building	Private property	None
Eastry Court, medieval manor house	Historic Building and Buried Archaeology	Grade I Listed Building	Private property	None

Table 7.2 Key Heritage Assets

Statement of Significance

7.55 The medieval courts and manors in Dover District have helped to shape and inform the development of the rural landscape of this part of East Kent. They formed an important part of the Feudal structure on which medieval English society was based. The District includes a number of moated sites, of which examples near Ash and Woodnesborough are particularly well preserved, whilst Walmer Court is a good

example of a substantial fortified manor house. It is likely that significant buried archaeological remains will survive at other manor sites across the District. Overall as a theme the medieval courts and manors of the District are considered to be of **moderate to considerable significance**.

Evidential Value

7.56 The historic court and manor sites of Dover District have the potential to provide important evidence for the layout, organisation and development of medieval manors. Buried archaeological remains in particular have the potential to provide key information about the day-to-day lives and running of such sites. This information might be enhanced through study of the evidence contained within documents associated with each manor – such as accounts, court rolls, surveys, maps and rent rolls.

7.57 The site of some medieval manor houses may have even earlier origins in the Anglo-Saxon period and may also be superseded by later medieval and post medieval residences. As such the District's courts and manors may contain a combination of important buried archaeological evidence and above ground remains which provide evidence for the evolution of such sites over a number of centuries. It is possible that some of the later buildings which occupy the site of a medieval manor may include earlier medieval fabric that has been re-used and incorporated into later re-buildings.

Historical Value

7.58 Fortified manor sites such as the moated manors near Woodnesborough and Ash as well as the substantial stone hall at Walmer Court illustrate the historical importance and power of the Lord of the Manor in medieval society. The large number of manorial sites in the District which were under religious ownership illustrates the importance and power of the Church and help to explain how the major institutions of Canterbury Christ Church and St Augustine's Abbey generated their wealth.

7.59 Many of the District's courts and manors have associations with important historical figures such as Odo, Bishop of Bayeaux and Hugh de Montfort. The size of lands and the number of the holdings given illustrate the important role that these nobles played in the Norman Conquest.

Aesthetic Value

7.60 The timber built manor houses of the fourteenth and fifteenth centuries are now celebrated for their aesthetic qualities. They are buildings constructed using local materials and form an integral part of the landscape character of the District.

Communal Value

7.61 The manor houses of the District provide a tangible link with the society of the District in the Middle Ages. They are a reminder of the social hierarchies that once governed life in medieval England and in many instances the manor house is still seen as an important building at the heart of a village.

Vulnerabilities

7.62 Archaeological remains associated with the District's medieval courts and manors are susceptible to all forms of development and this needs to be carefully managed to avoid harm to the significance of these assets. The nature of archaeological remains associated with the earliest phases of the District's courts and manors are often particularly vulnerable, as these early timber buildings may have only left ephemeral remains. Some sites such as Walmer Court, Chequer Court and Grove Manor are designated as Scheduled Monuments. However the majority of archaeological remains associated with the District's courts and manors have no statutory protection.

7.63 Dover District includes a number of surviving medieval manor houses that are Listed at Grade II or II*. Designation helps to minimise the vulnerability of these surviving structures to change and to secure them for the future. Nevertheless as historic structures they still remain vulnerable to change. Encroachment on their setting could harm their historic character, whilst the need to maintain these places as modern family homes can often bring with it desire for change and development which needs to be carefully managed and sympathetic to the significance of the asset. Medieval structures can be expensive to maintain and careful and long-term maintenance is required to ensure that their fabric does not deteriorate. Issues relating to climate change could potentially exacerbate such deterioration.

Opportunities

7.64 The medieval court and manor sites in Dover District present an ideal opportunity to connect people with the local history and heritage of the place that they live in. Manors often have excellent documentary records associated with them such as accounts, court rolls, surveys, maps and rent rolls. Study of these documents, perhaps as part of a community or parish survey/project, could help to better understand the history of the local community.

7.65 Walmer Court is an important defended medieval manor of a type that is relatively rare nationally. The site is currently in private hands and there is no public access. If possible, opportunity should be sought to better link the medieval defended manor house into the story of the development of Walmer. The southern wall of the manor house forms part of the boundary to St Mary's Church which is believed to be contemporary and consideration should be given to providing interpretation of the manorial history of the site to visitors to the church.

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8 Settlement

Summary

8.1 The settlements of Dover District include a number of highlights of considerable national significance. Amongst these are the great Roman ports at Dover and Richborough, the gateway to the province from mainland Europe. The well preserved medieval town of Sandwich and the eighteenth and nineteenth century port town of Deal are amongst the finest examples of their type in the country. Stonar lies buried as an abandoned medieval port, and Dover has maintained its historic role as one of the country's most important ports of entry and the 'Gateway to England'.

8.2 Behind the main port towns there lies a landscape of smaller towns, villages and hamlets many of which have their historic character preserved through Conservation Areas. The archaeological record contains widespread evidence for ancient and historic settlement across the rural landscape of the District. The District has also seen the emergence of planned settlement such as at Aylesford, Elvington and Mill Hill to serve the emerging East Kent Coalfield in the early twentieth century.

Introduction

8.3 The character of settlement in the District today is not significantly different from that present over much of the last millennium. The District has historically been dominated by one large town, Dover, located on key maritime and land communication routes at the closest point to France. Supporting Dover are a number of secondary settlements, Deal and Sandwich, both located for their role in maritime trade, Wingham, on the main road from Sandwich to Canterbury, and Aylesham, the single new substantial settlement since the medieval period. Below these key centres are a number of tertiary settlements in the form of large and small villages and a great number of hamlets.

8.4 The main focus of settlement in the District is therefore coastal with a more sparsely populated hinterland.

The development of the Dover District settlement pattern

Prehistoric

8.5 Settlement evidence for the Bronze Age is very sparse in the District. Although numerous ring-ditches exist on the chalk uplands there are few apparent settlements. The best known is at Mill Hill, Deal, and the settlement evidence that has been discovered tends to be located along the low-lying eastern coastal areas of the district. During the Iron Age, however, settlement in East Kent developed rapidly and the coasts of Dover District became one of the most densely settled areas of the county, particularly in the area of Deal, St Margaret's Bay and Dover. Settlement spread well beyond the coast, though, and there are numerous sites from the uplands of the District's interior. There also remain many visible, but unexcavated, cropmark complexes on the chalk and it is likely that many of these reflect Iron Age settlement.

The cropmark complexes seem to have a predominantly north-east—south-west orientation and this is also reflected in many of the tracks, lanes and roadways, field and parish boundaries in the District today. This orientation reflects the dominant topography in this part of Kent with fingers of raised ground extending north-east from the plateau that runs from Dover to Canterbury. It is likely that the Iron Age settlement pattern reflects an emerging 'grain' in the landscape of Dover that is still preserved in the modern pattern of roads and trackways.

Romano-British

8.6 By the time of the Roman invasion of AD 43, Kent was thickly studded with farmsteads, cemeteries and ritual sites as well as a number of hillforts and larger open settlements. Although many of these sites continued into the Roman period largely unaltered, there were significant changes to the settlement pattern of Dover District.

8.7 Most notable was the establishment of major ports of entry at Dover and Richborough and the subsequent development of true urban centres (see Theme 3.1 Roman Gateway). The key point for the settlement pattern in Kent is that the Roman period established Dover as one of the most important ports in England and a key focus of defence-related activity, a role that continued throughout history. At Richborough the settlement continued longer than at other sites. Uncertainty about the Anglo-Saxon use of the area means that it is not clear to what degree the later emergence of Sandwich and Stonar represents true continuity. Nevertheless, it can be surmised that the Richborough / Sandwich area retained a role as a port throughout the Roman, Anglo-Saxon and medieval periods, shaping the communications and settlement patterns in this part of East Kent.

8.8 The second major development that would affect Dover District's settlement for centuries to come was the establishment of a road network, possibly based on earlier routeways. The road from Dover to Canterbury would eventually evolve into the modern A2. This road runs north-west—south-east from Dover and thus works with the grain of the pre-Roman settlement. The other major Roman road ran north-south from Dover to Richborough. As such it ran counter to the pre-existing grain of settlement. Today, only parts of this Roman route are reflected in the modern road system.

8.9 In addition to these two roads, whose routes are fairly clear, there were a number of other roads whose routes have yet to be firmly identified. One road probably ran west from Dover to Lympne, another Roman port and fort. Other roads existed between Canterbury and Richborough.

Anglo-Saxon

8.10 From c. AD 475 Anglo-Saxon settlers arrived in Kent in increasing numbers. Settlement evidence from the period is extremely sparse but from extensive burial evidence it seems that they first arrived via the river valleys of the county, gradually penetrating further inland. No very early Anglo-Saxon settlement evidence has been

found from Dover District but early burial evidence is confined to coastal low-lying areas and valleys. It is likely that early settlements were rural and dispersed in character based on small farmsteads rather than villages. It is also unclear the extent to which Romano-British settlement patterns persisted. There was probably some settlement in Dover in the early Anglo-Saxon period although evidence is lacking. At Richborough, by contrast, the earliest Anglo-Saxon evidence dates to the late Saxon period.

8.11 The Anglo-Saxon settlers gradually replaced the earlier Romano-British pattern of rural estates with their own pattern of estates. The centres of these estates seem to be relatively regularly spaced across Kent and it has been suggested that this was designed to give access to a range of landscape types within each estate. Some of these centres were probably of royal origin, as indicated by the '-ge' ending. Examples in Kent include Lyminge, Sellindge and, in a different form, Sturry. In Dover district Eastry was also a royal estate centre referred to in AD 788. By tradition two princes were murdered in its hall by Egbert. Its location occupies a hilltop dominating the surrounding countryside at a key nodal point by the junction of a Roman road and a prehistoric trackway. In Dover District other estate centres may have been located at Dover and Wingham.

8.12 By the later sixth century the Kingdom of Kent had emerged as the earliest Anglo-Saxon Kingdom, mainly focused in east Kent and later expanding westwards. Settlement evidence gradually becomes more apparent but archaeological discoveries of Anglo-Saxon materials still concentrate in the east of the District around Eastry/Sandwich and around Deal. There is a concentration around Dover and another around Wingham. Evidence from the interior of the District remains less intensive. At Church Whitfield there were two timber rectangular halls together with four sunken buildings. Finds from the site included fragments of animal bone, oyster shell, fish and bird bones, egg shell and grain. There were also two possible fishhooks and glass beads.

8.13 The middle Anglo-Saxon period also saw greater urban development. Evidence of settlement from the fifth to the seventh centuries was discovered in Queen Street, Dover associated with metalled surfaces, occupation debris and a hut containing burnt daub and loom-weights. In Market Street, close to the west entrance of the third century Saxon Shore Fort, a deep deposit of occupation-rubbish lay over and under a metalled surface. Finds included imported pottery of the sixth to seventh centuries, fragments of glass vessels, decorated bone objects and a gold finger-ring set with a garnet. A trading centre also probably emerged at Sandwich during this period.

8.14 Gradually settlement penetrated further inland and by the late Saxon period most of the village names we are familiar with in Dover had some form of Anglo-Saxon settlement though the extent to which these were villages rather than more dispersed settlements is unknown. More than 30 Dover placenames appear in the Domesday Book of 1086. Today, the place names of many settlements are testament to their Anglo-Saxon origins. There is a wide variety of Saxon place name elements. These include 'ingas' or 'ing' which translates roughly as 'at the place of' (eg, in an altered

form, Great Mongeham), 'ham' means 'homestead' (e.g Wingham, Alkham), 'burh' means 'defended place' (eg Woodnesborough), 'bourne' 'stream' (eg Northbourne)', 'wald' an 'outlying forest pasture' (eg Waldershare, Ringwould), and 'dun' which became 'down', was 'wooded upland' (eg Lydden, Kingsdown)

8.15 By the late Saxon period Dover was clearly the most strategically important seaport in south-east England, and the very first page of the Domesday Book starts with a long account of the town. A guildhall and four churches are listed, and it is clear that Dover was already a borough and the head-port of a group of south-east coastal towns doing ship-service for all the late Saxon kings. A mill at the entrance to the harbour (presumably a tidal mill) is mentioned which had been built after 1066 and which damaged shipping that entered the port. It is certain, therefore, that Dover was an important town by the early eleventh century, but exactly when it became a town is uncertain. Perhaps the best evidence available at the moment is the mint starting at Dover before the middle of the tenth century. Dover Castle may have been a late Saxon fortified settlement, or burh. This is evidenced by a number of late Saxon burials that surrounded the church of St Mary in Castro.

Medieval

8.16 At the beginning of the medieval period there were only two substantial settlements in the District – Dover and Sandwich, each with a population of c. 2,000 to 2,500 people. Both settlements had evolved primarily as fishing and trading centres, in Dover's case during the Roman period and then again during the middle Saxon period, and in Sandwich's case during the middle Saxon period. Behind these two main centres a large number of smaller settlements had developed during the late Saxon period and gradually grew in size during the medieval period. It is probable that few of these smaller settlements could be described as 'villages' although these were more prevalent in the open field areas of East Kent than elsewhere in the county. The settlement pattern generally was one of dispersed settlements and hamlets, rather than the nucleated villages more typical of the English Midlands. In part this was because of the distinctively Kentish practice of 'gavelkind' where land was divided between a landowner's children on their death rather than being inherited by the oldest as elsewhere in England. This meant that over time even large estates had a natural tendency to fragment and thus the development of nucleated villages was slow, the dominant pattern being isolated farmsteads located within the landholdings of individual farmers. By 1377 only Dover, Sandwich, Eastry, Woodnesborough, Northbourne and Alkham may have had more than 300 residents in the District.

8.17 It has been estimated that the population of Kent in 1086 was no more than c. 75,000 people. By 1334 this had reached c. 125,000 falling to c. 90,000 after the Black Death and not approaching the 100,000 mark until c. 1500. By 1603 it may have reached 130,000, by 1662 perhaps 140,000, by 1700 perhaps 150,000, by 1800 309,000, finally reaching the 1 million mark in c. 1900. From these figures it can be seen that population change within Dover District would have been gradual during the period 1066 to 1540 and it is likely that the settlement pattern across the District developed in a similarly slow fashion.

8.18 Nevertheless, change did occur. By 1600 perhaps one third of the Kent population lived in towns, one of the highest rates of urbanisation in the country, reflecting the growing influence and role of these market centres. Before 1200 the only markets in the District were at Dover and Sandwich. By 1350 Stonar, Wingham, Mongeham, Ringwould and Whitfield also had market rights, spurred by population growth and ambitious local landowners who wanted the economic benefits that markets could bring. The period also saw the growth of Deal from a small inland settlement in the medieval period to a rapidly growing coastal town in the sixteenth and particularly seventeenth centuries.

Post Medieval and industrial

8.19 As elsewhere in Kent, it was the post medieval and industrial periods that saw the most rapid expansion of settlement in the District. The major towns and villages grew in both size and population as improved food production and reduced mortality produced a population boom. New industries and services were developed that had additional requirements for land, resources, a workforce and communications. The development of new military technologies also meant that much more substantial fortifications were constructed that also helped to shape the patterns of settlement in the District. The settlement pattern of Dover District therefore changed more during this period than at any other time.

Coal

8.20 Coal was first discovered in Kent in the late nineteenth century. Over the next few decades many collieries were established, generally unsuccessfully. In Dover, only Betteshanger, Snowdown and Tilmanstone were successful.

8.21 Two main areas of new settlement were established to serve Betteshanger colliery. Close to the mine itself a small estate was constructed around a circular road. This was designed for deputies only. The estate, dating from the 1920s, survives largely unchanged today. The bulk of the workforce was housed some distance away at Mill Hill, Deal, where land was acquired in 1929 and a new estate built.

8.22 Snowdown colliery, first opened in 1907 and re-launched in the 1920s, had the greatest effect on settlement in the District. In order to house the miners an entirely new settlement was laid out at Aylesham. A 650 acre site was purchased and housing built for 650 families. The settlement was developed according to a single masterplan designed by Sir Patrick Abercrombie. Although parts of the plan were never implemented, the majority of the design was constructed, including a series of roads framed by Cornwallis Avenue, Milner Crescent and Hyde Place that were shaped to resemble a mine pit head. Despite a substantial extension of Aylesham to the south-west the bulk of the original design remains intact as an important example of early twentieth century industrial town planning.

8.23 Tilmanstone colliery was established from 1906 by Arthur Burr. To house its workforce Burr built a series of small estates at Elvington, Woolage, Stonehall and Snowdown. Later the Tilmanstone Miners Dwellings Syndicate was formed to build

a colliery village of 230 houses at Elvington. Despite a small extension to the north the Elvington estate remains essentially intact. The smaller settlements at Woolage and Stonehall also survive.

8.24 Many of the settlements listed contain not only housing but also buildings related to the administration of the coalfields and social and leisure activities paid for in part by levies on the miners wages. These are integral to the character of the settlements and help to tell the story of the mining industry in Kent and the lives of the miners.

Defence

8.25 Kent has always been a centre of defence related activity and the settlement patterns in Dover District have often been affected by the changing military situation. Although to some extent medieval settlement would have been affected by the construction of timber and then stone castles, it was in the Tudor period that military construction began to affect the location and layout of settlement in Kent to a significant degree. The building of the Henrician forts at Sandown, Deal and Walmer made the east coast of Kent a focus for military activity and a protected area for settlement and trade. The most significant consequence of this was the growth of Deal from a fishing village of c. 200 people in 1620 to a substantial town of more than 3,000 two centuries later overtaking Sandwich as Dover's second town.

8.26 The increasing scale of the Dover defences also led to the establishment of new settlement areas for personnel and their families. To the east of Dover Connaught Barracks was constructed in 1912/13 on the site of older hutments. During the 1960s the barracks was rebuilt but was largely vacated in 2006. It is intended to redevelop the site for housing thus severing the military connection but even when this takes place it should be remembered that the presence of housing at this place derives from its earlier military usage. The presence of Fort Burgoyne and Connaught Barracks has also affected settlement in that it has constrained the expansion of Dover to the north-east (just as Dover Castle has prevented growth to the east).

8.27 To the west of Dover the presence of the Western Heights has similarly shaped the westward development of the town. Blocking expansion of Dover along the coast the town has flowed around the heights along the Folkestone road such that the fortress complex is now almost entirely surrounded by modern development, only remaining linked to the countryside north of Aycliff and along the valley at Farthingloe.

Communications

8.28 The main axes of communications in Dover District have remained largely unchanged since the Roman period. Three main routes exist, one from Canterbury to Dover (originally Roman Watling Street, later turnpiked in the eighteenth century and now the A256/A2); one from Sandwich/Richborough to Dover (originally a Roman road and then turnpiked on a slightly different alignment in the early eighteenth century) and one from Sandwich/Richborough to Canterbury which was served by

at least one Roman road and then smaller roads before being turnpiked in the early eighteenth century). Between the Roman and Medieval periods the majority of settlements lay alongside (or close to) this triangle of roads.

8.29 The turnpike movement of the eighteenth century saw these core communications routes improved and, presumably building on routeways that had already been established, improved communication with other places. Deal was linked to both Sandwich and Dover and the road from Dover to Lympne was improved. These improvements provided a spur to development along these routes.

8.30 During the post medieval and industrial periods new communications routes were needed to service new industries and settlements. Railways appeared in the District from the mid-nineteenth century and these routes, primarily passenger services, were complemented by a number of specialised industrial services. The East Kent Light Railway was constructed between 1911 and 1917 to serve a number of East Kent coal mines, carrying both materials and passengers. Two main branches were built that converged on Richborough, one from Wingham and one from Sheperdswell. Although most of the railway closed in the 1940s (before being re-launched in the 1980s) it played a role in supporting the growth of the mining industry and mine-related settlements listed above.

Description of the Heritage Assets

8.31 This section concerns the heritage assets associated with the prehistoric and historic settlement of Dover District. It is not intended, however, to identify every aspect of settlement that could be regarded as a heritage asset. There are far too many hamlets, farmsteads and villages to make that practical. In particular there are numerous historic villages that would each benefit from a proper assessment. These will not be considered in this strategic assessment but it is to be hoped that Conservation Area Appraisals and Neighbourhood Plans can include detailed assessments of historic development and character to inform future activities and decision-making (indeed a number of historic villages are considered in Appendix 1, Theme 13 Conservation Areas and Appendix 2, Conservation Area Overviews). Rather it is intended to identify the major settlements in the District and characterise their spatial growth – the main lines of development that have contributed to their current form. For a more detailed discussion of the settlements considered, or the industrial or military themes mentioned, please see the relevant thematic paper (see Appendix 1).

Richborough

8.32 This section should be read in conjunction with Appendix 1, Theme 3.1 Roman Gateway paper which discusses the site in more detail.

8.33 The important Roman port of entry at Richborough lies on an elevated island of land that was once surrounded by the waters and marginal marshlands of the former Wantsum Channel. The majority of the known Roman remains are afforded protection as a Scheduled Monument which covers an area of over 41 hectares.

8.34 Richborough was the subject of major excavations in the 1920s and these excavations have provided a good understanding of the core of the site. Less is known of the areas surrounding the Shore Fort, though in the last decade a programme of geophysical survey, study of aerial photographs and limited excavation and geo-archaeological investigation has greatly added to our understanding of the wider site.

8.35 The main visitor site includes several of the principle known monuments at Richborough. The remains of the **first century supply base** were found during the 1920s excavations and probably extended outside the area that was investigated. These remains included a series of storage buildings arranged alongside the principle road out of Richborough towards Canterbury and London. The foundations of one of the buildings are on display within the Richborough site. Likewise the remains of the possible *mansio*, were also excavated and the foundations are still visible on the site. The remains of a platform upon which Domitian's great celebratory **quadrifons arch** stood was found at the core of the site. The arch, clad in Italian Carrara marble stood to around 25 metres high and overlooked the sea approach to the port. The arch spanned the eastern end of the principle road out of the port to Canterbury and London and acted as a symbolic gateway to the Roman province.

8.36 The **fortification of the arch** in the early third century is illustrated by the excavated ditches that surrounded it and these are still on display within the English Heritage site. The most conspicuous remains at Richborough are the massive flint walls of the **Saxon Shore Fort**. These survive on the three sides of the fort but the eastern side collapsed in antiquity and rolled down slope to lie on the shoreline of the Wantsum where they can be seen today.

8.37 Away from the fortifications can be found the earthwork remains of the substantial **amphitheatre**. This lay in the south west of the port town and geophysical survey has shown that an area of the *vicus* was cleared to allow its construction.

8.38 The geophysical survey and aerial photograph transcription carried out by English Heritage in 2001 provided astonishing results. The surveys showed that beneath the arable fields lie the streets and buildings of an **extensive town** surrounding the Saxon Shore Fort. Behind the street frontages could also be seen a complex pattern of enclosures, some of which are likely to relate to field systems on Richborough island that predate the arrival of the Romans. Within the settlement previous excavations have demonstrated the presence of at least two **Romano-Celtic temples**, cemeteries, ovens and stone built buildings.

Dover

8.39 This section should be read in conjunction with Theme 2.3 Dover Harbour which considers the development of the port and harbour facilities.

8.40 The original Roman settlement at Dover lay mostly on the west side of the Dour, terraced into the river valley. The earliest evidence dates from the later first century AD, but it is probable that it was not until the second century that the main

components of the settlement were established. The largest components were two successive forts. The first was almost certainly built for the *Classis Britannica* (the Roman fleet) in the first half of the second century. It was roughly bounded by Albany Place and Durham Hill to the south and north, and by Gorely House and the Dover Discovery Centre to the west and east. A settlement that included a bathhouse and mansion spread northwards from the fort as far as St Mary's Church and altogether the settlement may have covered some five hectares. A timber wall may have crossed part of the estuary mouth providing shelter within the harbour and sections of the water's edge may have been found at Stembrook and on the Zion Chapel site. Two lighthouses were erected to the east and west of the town. The eastern one survives within what is now Dover Castle. The western one, on the Western Heights, does not survive although the location is known.

8.41 During the third century the fort was abandoned and a new larger one, the Saxon Shore Fort, was constructed slightly to the north east (though parts overlapped the earlier fort). Parts of the extra-mural settlement were demolished to enable this and it is not clear how much extra-mural settlement existed in later Roman Dover.

8.42 By the late fifth century at least part of the fort had been abandoned. Nevertheless most of the evidence from the early Saxon period has come from within the fort which remained the main focus of activity in Dover. A timber church and burials, a hall, huts, hearths, pits and wells have all been found within the fort dating to the early and middle Saxon periods.

8.43 The original harbour in Dover lay in the mouth of the river Dour. By the Domesday Book (1086) it was accompanied by a tidal mill (one of the earliest in Britain) which was notorious for damaging shipping. As the centuries passed the mouth of the Dour moved to the south west due to the deposition of shingle and it is possible that the later medieval port lay in the vicinity of Snargate Street. By 1500 the harbour was definitely in the area now occupied by Granville Dock. This movement of the harbour would have kept the front at Dover in a state of considerable flux with repeated re-cutting of new channels from the Dour and construction and abandonment of harbour facilities.

8.44 The main heart of the town remained where it had always been, however, being based largely on the Roman core and indeed using much of the Roman stonework, especially following the burning that accompanied Dover's capture by William I. Settlement gradually spread beyond the old Roman Saxon Shore Fort. A number of chalk-block buildings now fronted Queen Street and there were in addition timber buildings, cellars, hearths, roads, wells, shafts and rubbish pits. Settlement spread across the Dour and it is possible that during the medieval period the suburb of St James was incorporated in the main body of the town. Further development spread north towards the Maison Dieu and west along the coast. Dover was at this time surrounded by a wall with gates although much of the exact route is unknown. The Dour itself may have served as the eastern boundary. The town included a number of churches, of which St Mary's and St James (the latter in ruins) still stand.

8.45 A number of key structures stood outside the town, however. St Martin's Priory, containing the church of St Martin, was built to the north-west of the town in the twelfth century. The massive Dover Castle was constructed on the hill east of the town. Standing on Iron Age, Roman, Anglo-Saxon and eleventh century remains, the castle that can be seen today dates from the twelfth century and later. The same century saw the construction of the Maison Dieu, originally a hospital for pilgrims from the continent travelling to Canterbury.

8.46 A late sixteenth century map of Dover suggests that by that time the settlement had just reached the Maison Dieu to the north west although there was still open countryside (or cultivated land) between this and St Martin's Priory. Two set of tenements ran alongside Biggin Street down to the Market Place. Further buildings ran down to Townwall Street and then west along a single road, probably Snargate Street. East of the Dour settlement spread along Townwall Street and south of St James church. North of this area the land was still open.

8.47 Two hundred years later there had been surprisingly little change. The Andrews, Dury and Herbert map of 1769 suggests that the essential pattern of Dover town was the same is in the late sixteenth century with the only significant change being a little more development to the east of the Market Square. Indeed the most significant developments during the period seems to have been the expansion of both Buckland and Charlton as separate villages and a greater density of buildings towards the southern end of Snargate Street in the vicinity of the harbour.

8.48 Dover saw very rapid growth over the next hundred years. By the first edition of the Ordnance Survey map (1860s) there was virtually continuous settlement from the shore to Buckland. There were still large relatively open areas within the town, particularly along the Dour as at Pencester Gardens, beneath the modern telephone exchange, at Brook House (now Maidson Dieu gardens) and beneath the bowling green. There were also various open builders yards and saw mills. However, along Maison Dieu Road as far as Charlton Bridge, and along the High Street as far as Bridge Street, and along side roads linking these two main roads, settlement was now dense. Beyond the High Street it spread along the Dover Road beyond Cherry Tree Avenue. There was at that time a short gap of less than 200 m. before the settlement spreading south from Buckland was encountered. In the west of the town housing now spread more than 1 km. along the Folkestone Road and Tower Hamlets was becoming established to the north west of the newly opened Dover Priory railway station. To the east of the town plots had been laid out, and partially filled, behind St James' Church as the town lapped around Castle Hill. Along the water front, Marine Parade, Waterloo Crescent and Liverpool Street were now established as areas of housing projecting in front of the Pent, the Harbour and the Basin which were the main working areas along the front. The general settlement extent to the south of the town had changed relatively little since the eighteenth century, however, as space was constrained by the water front, Archcliffe Fort and the Western Heights.

8.49 By the second edition Ordnance Survey map (1897 – 1900) little had changed in the heart of the town as most space was by now occupied. The open spaces visible in the first edition map were still open although some encroachment is noticeable.

To the north, the settlement towards Buckland was consolidated. The last open space between Buckland and Dover was closed and new roads behind the London Road were constructed for housing. A new avenue for development was opened along Barton Road and streets laid out behind with additional housing. To the west new housing spread along St Radigund's Road and Union road (now Coombe Bank Road) in the direction of the workhouse and alongside the new gasworks. Tower Hamlets continued to grow and there was extensive new settlement between Folkestone Road and the Western Heights.

8.50 During the twentieth century Dover continued to grow quickly. All the peripheral areas of the town grew with particular growth being noted in Barton Ward between the railway and Barton Road, St Mary's Ward along the Folkestone Road and in Tower Hamlets. The greatest area of new development, however, was at Whitfield which developed from the small hamlet of West Whitfield in the early twentieth century to a major settlement today. With the exception of the Whitfield growth, the main axes of Dover's development have remained the same as in the mid-nineteenth century, and arguably the same as since the medieval period. The roads out of Dover to the north have naturally been the main growth areas although even along the London Road there are still large areas of open countryside along one side of the road or the other (though rarely both). River and Temple Ewell have now been reached by the development though the open ground north of St Radigund's, Old Park and Kearnsey still echoes the original open countryside along the London Road. Large areas of housing have been constructed behind River/Crabble and in Buckland Valley but otherwise the ribbon character of the development is still evident. To the east of Dover relatively little has changed over the last few centuries. The defence sites of Dover Castle and Fort Burgoyne still constrict development although harbour infrastructure has now spread far to the east of the castle. To the west of Dover the old expansion routes remain dominant – St Radigund's, Tower Hamlets, along the Folkestone Road (now reaching as far as Maxton) and along the base of the Western Heights at Aycliff.

8.51 Dover thus stands as a unique heritage asset in Kent – a town which has been a major commercial port for many centuries surrounded by a complex military landscape containing heritage assets of all periods. This combination of the maritime and military has both driven and constrained settlement in the town providing an impetus for growth but also steering development along routes that avoid the military assets of the Western Heights and Dover Castle and Fort Burgoyne. This has given the town its characteristic shape, following the valley of the Dour and the valleys between the ridges that run parallel with the sea.

Sandwich & Stonar

8.52 This section should be read in conjunction with Theme 2.3 Sandwich and Stonar.

8.53 The earliest documentary reference to Sandwich is in AD 666 but there is no physical evidence of where it was. The name of the town may derive from 'village/trading centre on the sand', which could mean the sandbanks that were a feature of the mouth of the Wantsum Channel. A site to either east or west of the present town may be a possible location for the original settlement.

8.54 By 1086 Sandwich was a substantial town for it is described as a borough with roughly 400 dwellings, a fishing fleet large enough to provide 40,000 herrings annually to its overlords the monks of Christ Church and a requirement to provide ship-service equal to that of Dover. It also had a mint. By this time Stonar, located across the river to the north east, had also developed into an influential port. Sandwich was probably always the more important but archaeological evidence suggests that Stonar was rich and successful. In the second half of the fourteenth century disaster struck Stonar. In 1365/6 the town was inundated by the sea and largely destroyed. By the mid sixteenth century the church was described as being in ruins and it is clear that the town never recovered from this inundation. In the early twentieth century the bank on which the town and port of **Stonar** was established was quarried for gravel. The gravel extracted from the bank was used in the construction of the Admiralty Harbour at Dover. This gravel extraction destroyed much of the remains of medieval Stonar. Although some archaeological investigations were undertaken the information obtained largely related to recovered pottery, but little information of the structure or form of the town was recorded. The **Church of St Nicholas** at Stonar was first investigated in the 1820s when a plan of the church was produced. It is suggested that the church is of at least eleventh century date. Further excavation was undertaken in the 1940s when it was found that the churchyard was still being used for burials into the sixteenth century. Excavations at Stonar in the late 1960s and early 1970s recovered a number of burials from the town's cemetery. The remaining parts of the medieval port and town of Stonar are designated as a Scheduled Monument, but much of the town has now been lost to quarrying. Nevertheless, the archaeological potential of the town is very significant. Stonar was largely abandoned at a single time and it thus represents a unique opportunity to study a medieval settlement of the later fourteenth century.

8.55 It is likely that the early settlement of Sandwich was confined to the areas of higher land where the ground was dry enough for settlement. The parish churches all stood on this dry ground, which probably also acted as centres of domestic occupation. The major area of Saxon settlement probably lay on the east-west ridge of higher ground centring on St Clement's church with St Peter's church to the west. The earliest harbour may have been at the eastern edge of the town, the nearest point to the open sea, and there may also have been a ferry from the harbour to a settlement at Stonar. The first market, later known as Fishmarket, may have developed north of St Peter's church, and there could have been another market in present day High Street. To the west, a small island of higher ground may have been occupied by St Mary's church at this time.

8.56 By the time of the Norman Conquest, Sandwich was a borough, a member of the Cinque Ports, a major port, a trading centre and a small market town. The areas of probable Saxon settlement around the parish churches were subsequently

expanded, with land probably being reclaimed through deliberate drainage, so that the land was sufficiently consolidated for town walls to be erected at the end of the thirteenth century and a Carmelite friary to be founded on the south side of the town within the walls. Thus, new land must have been available for habitation by then although excavations have shown that some of the other urban areas were not built on until as late as c. 1400. The Market Place or Fishmarket next to St Peter's Church was possibly on the site of a Saxon market, and the adjoining area developed as a commercial centre with shops. The Cornmarket was probably established further south, and there may have been a market in the High Street. Town walls, part earth ramparts and part stone, were erected in the late thirteenth to fifteenth centuries. The common quays and Jesus Quay were enlarged through reclamation of the riverbank, and the monks of Christchurch had their own quay, Monkenquay.

8.57 Silting and long-shore drift greatly reduced and eventually closed the Wantsum Channel, leaving the narrow river Stour as the only access to the open sea. By the twelfth century the South Stream had been re-aligned through a long, stone-lined aqueduct around the south and west side of the town. Groups of tenement plots were established inside the defensive circuit. In 1365 the neighbouring town of Stonar was destroyed by a storm which also affected access to the port of Sandwich.

8.58 During the seventeenth to nineteenth centuries the essential plan form of Sandwich appears to have undergone few substantial changes from that of the later medieval period. The Carmelite friary was almost entirely demolished soon after its suppression and remained undeveloped until recent times. A Free Grammar School was established and major alterations were made to St Mary's and St Peter's churches after their towers collapsed. Market Street, Cattle Market, The Butchery and King Street, with associated markets and the Guildhall developed as the main commercial centre, as did Strand Street. The port, however, suffered a serious decline, having lost its main continental trade, although it remained a busy local coastal port and warehouses, yards and stores developed along the quayside and a bridge spanned the river. All but one of the town gates were demolished although most of the town wall remains. The town and its population stagnated over the nineteenth and the first half of the twentieth century, but there were some changes. The railway arrived in 1847, a shipyard, coal wharves, timber yards, corn and oil mills, a malt house, gas works and a brewery were set up along the quayside. A tannery and abattoir were established on former marshy land in Loop Street, a large malt-house and a foundry were established in Moat Sole, and new shops, banks, public houses, hotels, schools and chapels were built. The limited growth in population saw very little new housing development. Before the 1950s the only expansion was a small estate between the Dover Road and Woodnesborough Road, a small development to the west of the Ash Road, and a few houses between New Street and Sandown Road north of the railway beyond the defences to the south-east. More recently modern housing has filled much of the former tannery and abattoir sites in Loop Street and the area of the Carmelite friary.

8.59 The completeness of the historic town of Sandwich with its more than 400 Listed Buildings encircled by walls, ditches and gates, including extensive Scheduled Monuments, make it one of the heritage 'gems' of Kent. The town contains a greater

density of Listed Buildings than any town in England and retains an ancient and attractive character. The extensive extra-mural development has not undermined this character and it remains an essential historic centre in the north of Dover District, an area which has perhaps less historic character than elsewhere.

Deal

8.60 This section should be read in conjunction with Theme 2.2 Deal Port and The Downs.

8.61 Deal was originally a small village in the parish of St Leonard, c. 1.5 km. from the coast. St Leonard's church itself was probably founded around 1180. Of this early village one single house of sixteenth century or earlier date is all that remains.

8.62 The earliest written evidence for the original village in Upper Deal is from 1229. Deal was a 'member' of the nearby Cinque Port of Sandwich to which it was joined by a road, today Church Path. Deal began to break away from Sandwich in the late fifteenth century, however, when Sandwich harbour was beginning to silt up. From this point onwards The Downs, the sheltered anchorage located off shore at Deal, became the main anchorage in the region and so the main centre of trading activity switched from Sandwich to Deal.

8.63 The Upper Deal settlement originally contained a church, a manor house and a small group of buildings. Access to the coast was via Middle Deal Road which ran north-eastwards from the village and was flanked by a few tenement plots. Middle Deal gradually grew up halfway between St Leonard's church and the coast. After Deal Castle was founded in 1539 -1540 buildings gradually began to infill the area between the village and the coast. A navy yard for ship-building and refitting was established by the later sixteenth or early seventeenth century. The population grew rapidly and by the second half of the seventeenth century a layout of streets had been constructed. These ran parallel to the coast and included Beach Street, Middle Street and Lower Street. The erratic line of the streets, and the mix of styles of surviving buildings from the seventeenth century, indicates that growth was probably piecemeal.

8.64 During the seventeenth century Upper Deal was relegated to a suburb of the new town, becoming a gentil area for officers of the army and navy. The street pattern for the main town that had been established in the seventeenth century remained unchanged though more linking streets were inserted. The eighteenth century saw a great expansion when virtually all available space in the town was occupied. Side roads were infilled and market gardens on the west side of High Street were used as building plots. After 1815 and the end of the Napoleonic Wars Deal began to decline although there was an expansion of settlement towards Sandown Castle. Today, the number of surviving eighteenth and nineteenth century domestic buildings in Deal is remarkable for a town of its size. Although some of the buildings have recently been destroyed such as the area inland from the pier which was a key location for Deal's early development but which is now a car park, the main centre of Deal survives largely intact.

8.65 Deal is a less famous heritage asset than neighbouring Sandwich and contains less spectacular individual assets than Dover but it remains one of Kent's outstanding historic towns. It is a remarkable survival of an eighteenth century town based on defence and maritime trade. Deal served The Downs, the traditional anchorage of the English and later British navy and commercial trade in East Kent but was a shore-based, rather than harbour based, economy. Much of its Henrician defences still stand (though the linear defences remain buried and Sandown Castle is essentially lost). Nevertheless, much of the ancient street pattern and many historic houses still survive to evoke the historic character of the place.

Aylesham

8.66 This section should be read in conjunction with Theme 10.1 The East Kent Coalfields.

8.67 Since the middle of the nineteenth century it had been speculated that the coal seams discovered in northern France might extend across the Channel into Kent. Coal was first identified in Kent in 1896 and during the late nineteenth and early twentieth centuries many experimental pits were sunk. By 1920, however, only four had emerged as viable coalmines. One of these was Snowdown some 11 km. north-west of Dover. Most of the miners in Kent had to be imported from across the UK as there was no tradition of coal mining in the area and the mine owners faced the problem of where to house them. Most of the miners at Snowdown colliery lived in Dover until the Aylesham Tenants built a completely new village to the west of the colliery called **Aylesham**. Originally meant to serve a prospective mine at Adisham as well as Snowdown, Aylesham was an ambitious project designed to accommodate 3,000 families with all the facilities to make it self sufficient including shops, social clubs, schools, churches and sports and leisure facilities. The town was designed by Sir Patrick Abercrombie to an imaginative formal plan designed to reflect the shape of a pit head winding frame. In the end the full plan was not realised and only 650 houses were built. Many of the original features of the settlement survive though the town has expanded to about 1,800 houses, mainly to the north and west in a manner that is unsympathetic to the original planned intentions.

8.68 Although other areas of housing for miners were built in Kent, such as at Betteshanger, Mill Hill, Deal, Elvington and Snowdown, Aylesham was the only completely new village constructed. All these settlements are important heritage assets as they are survivals from a key period in East Kent's industrial development that had a major impact on Kent's settlements, landscape and culture.

Wingham

8.69 Wingham is located at a crossing point of the Wingham River (a tributary of the Little Stour). It may be located where a Roman road crossed the river although the Roman road network in this part of the District is complex and poorly understood. Exactly where any Anglo-Saxon settlement was located is unknown but according to the Domesday Book in 1086 Wingham had a population of c. 450 to 550 people and two mills. This includes the manor and any sub-manors and farms so the actual

population at the site of the modern village may have been only a proportion of this total. By the fourteenth century the village still only had a population of 400 people. Nevertheless, it was a prosperous community as evidenced by the fine timbered buildings. The river crossing was the main focus of the settlement, with a church and churchyard, manor house, the Provost's house, Canons' residences, market, tenement plots and building plots.

8.70 During the seventeenth to nineteenth centuries the essential plan of Wingham was retained, but new buildings were constructed along the line of the High Street, replacing earlier structures and infilling some gaps. During the late nineteenth and early twentieth century some ribbon development took place to the north and south of the High Street and to the west along Canterbury Road. During the twentieth century several small-scale housing developments took place largely behind the historic core west, south and south-east of the High Street and Canterbury Road.

Eastry

8.71 The village of Eastry is located on a chalk ridge and across the Richborough to Dover Roman road. Archaeological remains from all periods have been found in the vicinity indicating the potential of the site for settlement and subsistence. The first evidence of a defined centre at Eastry comes from the Anglo-Saxon period when a royal centre – a *villa regalis* – was probably located here. The name of the village means 'eastern centre' in Old English and there is a tradition of royal princes being here. Relatively little is known about the evolution of the village but it has a large Norman church which suggests it remained an important settlement.

8.72 The settlement has developed as a linear north—south village along the original Roman road. To east and west spurs of development have extended along a series of small dry valleys. The Anglo-Saxon estate centre was probably focused in the area to the south-east of the village where a number of rich cemeteries have been discovered. By the ninth century the manor came into the possession of the church and it was long assumed that the Saxon core lay beneath the later Archbishops Palace to the east of the village close to St Mary's church, founded in the twelfth century. There is no evidence for this though. Before the mid-nineteenth century Eastry remained a relatively minor centre. Settlement was focused along the High Street and Sandwich Road, particularly around the junction with Brook Street and the junction with the track that follows the route of St Mary's Close – south of Forge House – Wilmott Place. West of the main axis the Eastry Workhouse was founded on Mill Lane in the late eighteenth century. The site has now been part redeveloped. To the east settlement gradually spread along Brook Street and along Church Street.

8.73 During the early twentieth century the town was by-passed by the East Kent Light Railway to the west. By the middle of the twentieth century Eastry had started to expand to fill the gap between the town and Gore Lane and most new development has been in this area.

8.74 Today Eastry is an attractive large village with a defined historic core. Its 'linearity' may not be as apparent as it once was, due to the expansion to the west, but the north-south Roman road remains its key axis, linking its numerous historic buildings and emphasising the historic 'grain' of the village.

Rural settlement in Dover District

8.75 Dover District has a very large number of rural settlements with dozens of villages and hundreds of hamlets and farmsteads. Most of these have experienced comparatively little change since the mid nineteenth century and, presumably, far less change in the centuries before that time. An example study of the landscape west of Deal demonstrates the nature of rural change in Dover District (see Figure below). Half a dozen small settlements exist in the area of Great and Little Mongeham, Northbourne, Ripple, Sutton and East Studdal. Of the land covered by their current extent, most was already settled by the mid nineteenth century. A consideration of the areas that have been settled since this time shows that the expansion of these villages has largely been piecemeal and probably unplanned. The exception to this is at Great Mongeham which is slowly being engulfed by the westward expansion of Deal. It is noticeable that although newly settled areas have tended to be focused in the village centres, there are numerous examples where settlement has been more dispersed with new housing being located along roads linking the villages, for example between Great Mongeham and Northbourne or between Sutton and East Studdal. However, farms in this part of Dover tended to be concentrated in and around the village centres. This is in contrast to other parts of the District. Around Alkham, for example, most farmsteads tended to be located in open countryside, although there were a small number of farms located in the village itself. In the north of the District around Westmarsh this pattern is repeated. This assessment highlights the complexity apparent in the Dover landscape with both dispersed settlement patterns and centralised village patterns being present.

Dover's historic landscape

8.76 The landscape within which the District's settlements are located is the result of many centuries of evolution and the pattern of roads, tracks, field boundaries and hedgerows that gives the modern landscape its character is firmly rooted in the past. In 2001 Kent County Council carried out the Kent Historic Landscape Characterisation project which examined the modern landscape in order to understand its historic context. The Characterisation is an important resource for understanding the landscape of Kent and its development through time. It is, however, a strategic, not local, assessment. It allows conclusions to be drawn about the development of the landscape in different parts of the county and the county as a whole. To be fully effective in local planning and development control at the Historic Landscape Characterisation should be backed up by more detailed case-by-case analysis, to add greater detail through secondary sources.

8.77 The Characterisation identified five main areas in which the pattern of historic features was distinctive.

8.78 North Chalk Downs – This area is the largest classification in the District being defined by the lines Dover—Canterbury to the south-west and Deal—Sandwich—Preston to the north-east. It is a relatively well-defined area with a distinctively different character to its neighbours. This is primarily due to the geological chalk base and intensive agricultural activity of the nineteenth and twentieth centuries as represented by the ‘prairie’ fields. The area has a strong linearity with an alignment of tracks, paths, roads and field boundaries running North-East—South-West. Settlement in this area has expanded marginally over the last two centuries but not as extensively as many other areas of Kent.

8.79 Northern Horticultural Belt – This zone stretches north and west of Sandwich though it does not include the Wantsum Channel. The belt is primarily defined by horticultural activity with a predominance of orchards.

8.80 Topographically, it is located on sandier soils in the sheltered belt below the downland areas. Economically, it is situated between a series of major towns (in Dover, between Sandwich and Canterbury) which would have supplied substantial markets as well as an extensive road and rail corridor for transportation further afield. The majority of the land associated with the horticulture is relatively flat and associated landscape types include prairie fields and irregular fields bounded by tracks, roads and paths. These types are indicators, in this case, of the relatively recent rationalisation of the enclosed landscape through the process of field boundary removal.

8.81 Wantsum Channel – The Wantsum Channel zone is a very well-defined area composed almost entirely of marshland reclaimed from the sea lying between the Isle of Thanet and higher ground west of Sandwich.

8.82 The area has a history of reclamation and usage stretching back to at least the twelfth and thirteenth centuries in connection with the considerable ecclesiastical estates in the region.

8.83 Wantsum Coastal Belt – The Wantsum coastal Belt is the thin sliver of coastal land running from Pegwell Bay to Deal. It comprises a small distinct area of coastal landscape types with significant expanses of modern recreational land use. The area straddles the coastal fringe of the Wantsum Channel zone and is distinguished in part by sand dunes located in the area.

8.84 Eastern clay-with-flints – This zone comprises that part of the District that lies to the south west of the Dover to Canterbury line. The zone is a relatively well-defined area with a distinctive series of landscape types, although it has debatable boundaries in places. The area is dominated by regular fields, wavy bounded fields and irregular straight fields. These are complemented by a high proportion of common, rough ground and downland which gives the area its distinctive character. Other notable characteristics are ‘prairie’ fields and post-1801 settlement. The strong linearity of the zone, particularly west of Dover is also another defining characteristic of the area. This linearity fades further towards the west as the topography changes orientation and form.

Key Heritage Assets

8.85 The heritage assets identified below are strategic assets that are relevant to the development of settlement in the District. For information on detailed heritage assets please see relevant Themes.

Asset	Form	Designation & Protection	Accessibility	Interpretation
Richborough				
RVTVP/IAE - Richborough port and <i>vicus</i>	Buried Archaeology	Scheduled Monument (mostly)	Majority in private farmland, part in managed visitor attraction	English Heritage Site
Richborough Amphitheatre	Earthwork & Buried Archaeology	Scheduled Monument	Accessible open space linked to managed visitor attraction.	English Heritage Site
The 'Great Monument' at Richborough	Ruinous Structure	Scheduled Monument	Managed visitor attraction	English Heritage Site
Richborough first century supply base & <i>mansio</i>	Buried Archaeology Ruinous Structures	Scheduled Monument	Managed visitor attraction	English Heritage Site
Dover				
Eastern Defences	Defence landscape east of Dover	Dover Castle and Fort Burgoyne are SMs and LBs	Dover Castle is publicly accessible.	Very good at Dover Castle. None at Fort Burgoyne
Dover Harbour	Basins and Port Installations still highly visible and accessible	Wellington Dock is a LB. Various listed port installations	Some parts are publicly accessible	Occasional interpretation panels
Dover Aycliffe	Open landscape at Aycliffe is the only remaining Western Heights connection with open landscape	Scheduled Monument Conservation Area Local wildlife site	Public footpath	None

Dover settlement expansion routes	'Fingers' of farmland penetrating into west side of Dover define original expansion routes	Local wildlife sites	Public footpaths	None
Dover Dour	Preserved form of the Dour and flanking settlement	Conservation Areas in central Dover Listed Buildings	Good public access along part of route	Some interpretation panels
	For detailed heritage assets see theme 2.3			
Deal				
Deal street pattern	The preserved pattern of streets in lower Deal	Conservation Area, many listed buildings	Publicly accessible	Some
Deal rural boundary	Separation between Deal and Great Mongeham	Conservation Area	Publicly accessible	None
	For detailed heritage assets see Theme x.x			
Sandwich				
Sandwich river frontage	Historic river frontage	Conservation Area Scheduled Monument (setting)	Publicly accessible	Some
Sandwich town	Integrity of historic town	Conservation Area Scheduled Monument	Publicly accessible	Some
Stonar	Stonar (buried archaeology)	Scheduled Monument	Publicly accessible	None
Aylesham				
Aylesham designed layout	Road layout of village	None	Publicly accessible	Some
Aylesham housing	Housing design	None	Publicly accessible	None

Wingham				
Wingham layout	Linear nature of historic core	Conservation Area Listed Buildings	Publicly accessible	Unknown
Eastry				
Eastry layout	Linear nature of historic core	Conservation Area, Listed Buildings	Publicly accessible	Some
Rural Settlement				
Settlement patterns	Different settlement patterns across district (eg central village / dispersed)	Listed buildings Conservation areas		
Settlement historic cores	Preserved historic cores	Conservation Areas Listed buildings		
Historic Farmsteads	Historic farmsteads	Listed buildings		
Historic Landscape				
Historic alignments	North-east south-west alignment of linear features	Conservation Areas Hedgerow removal notice		
Water management features	Water management features	None		
Patterns of tracks / lanes	Historic patterns of tracks/lanes	Hedgerow removal notice		
Historic hedgerows	Historic hedgerows	Hedgerow removal notice		

Table 8.1 Key Heritage Assets

Statement of Significance

8.86 The settlement patterns of Dover District represent the use by humans of the available natural, mineral and human resources over millennia. The pattern of towns and villages and the historic landscape more widely, is the result of the interplay of

all the themes covered in this strategy - subsistence and farming, industry, trade, communications and defence. Every structure in the District is part of this heritage. As such it is of **outstanding importance**.

Evidential Value

8.87 The settlements of Dover District have tremendous evidential potential for our understanding of the District's past. Archaeological investigations can provide evidence for the early settlement of the District, how populations and cultures evolved or replaced each other, the growth of both dispersed settlements and central places and the range of different land-uses applied. Study of the origins and development of Dover will improve our knowledge of one of the most important settlements in England and address some of the outstanding research questions for the place such as the extent of prehistoric activity, the establishment and growth of the first Roman settlement, the form and use of the Roman water-front, the nature of the early Anglo-Saxon settlement and the extent and form of the medieval town. More information is needed about Sandwich's early history and in particular the location and form of early Anglo-Saxon development as well as the period of decline from the fourteenth century onwards. Archaeological investigation at Deal could provide evidence of the medieval nature of Upper Deal as well as the Tudor and later establishment of the town in Lower Deal and the location and nature of maritime activities.

8.88 Very few archaeological investigations have so far been carried out in Dover's smaller settlements and the evolution of both the settlements themselves and the general settlement pattern within the District is not well understood. Such study is particularly needed to define the early Anglo-Saxon period in Dover. Archaeological investigation would also help to explain apparent differences in settlement patterns in different parts of the District with a central place model apparent in some areas compared to more dispersed patterns elsewhere.

Historical Illustrative Value

8.89 The settlements of Dover District are illustrative of the developing history of the region from prehistory to the present day. They illustrate the changing use of Dover's natural resources by people, their responses to new cultures and ideas and the changes brought about by new technologies, industries and communications. Where people chose to live, and the form of those settlements, tells us much about social, political and economic organisation in the past.

Historical Associative Value

8.90 Many elements of Dover District's settlement pattern are associated with important events in British history. Both Dover town and Richborough are very strongly associated with the Roman conquest and subsequent exploitation of Britain. The spread of Anglo-Saxon settlements across the District is one of the earliest parts of the story of the emergence of Kent as the earliest Anglo-Saxon kingdom, and later England as an Anglo-Saxon nation. During the medieval period the District's ports

played a key role as a conduit for trade with the continent and the District's coastline was central to the defence of England often featuring in momentous events in England's history. This defensive role had a major impact on the District's settlement throughout history but was particularly noticeable in settlement terms following the establishment of the Henrician defences at Deal and the subsequent growth of the town. Although East Kent's role diminished relative to some other parts of England during the industrial period it nonetheless experienced the same population explosion and social and landscape change as elsewhere, culminating in development of the coal mining industry and associated settlement.

Aesthetic Value

8.91 The historic settlements of Dover are of significant aesthetic value. Within Dover the historic core of the town contains many fine buildings and Conservation Areas which will be central for regeneration. Similarly, in Deal the Conservation Areas are places of high aesthetic value among modern housing of lesser quality. In the rural areas it is the interplay of historic buildings and the natural landscape that provides an attractive resource for the District's residents and tourists alike. Some of the settlements of historic interest are perhaps of lesser aesthetic quality but nonetheless important design interest such as Aylesham and the mining settlements.

Communal Value

8.92 The historic settlements of Dover District have great communal value for residents. In an area of Kent facing a number of challenges, the historic settlements, and the landscape in which they lie, provide an attractive resource for leisure whilst attracting tourists and businesses to the area.

Vulnerabilities

8.93 The historic settlements of Dover District are subject to a wide range of pressures that make aspects of the heritage vulnerable.

8.94 There are pressures on key assets, such as the defence heritage assets east of Dover. The expansion of Dover eastwards could threaten the integrity of the defence landscape, particularly in the vicinity of Connaught Barracks, Burgoyne Heights and the Duke of York's Royal Military School. Similarly, to the west of Dover, development could threaten the integrity of the Western Heights fortifications and the remaining link between the Western Heights and the countryside at Aycliff and Farthingloe.

8.95 Within existing settlements uncontrolled development could impact on the historic integrity and character of urban cores. Within Dover, for example, the route of the Dour is to some extent reflected in the orientation of streets, providing a 'flow' through Dover that parallels the course of the river. This is particularly noticeable east of the Dour where the streets run parallel to the river though slightly less so west of the river. Similarly, to the west of Dover, the old expansion axes for the town

are still visible in the modern settlement - St Radigund's, Tower Hamlets, along the Folkestone Road and along the base of the Western Heights at Aycliff. The closing of the open countryside between these routes would lose this sense of 'direction' in the settlement. In addition, Crabble, River, Buckland and Temple Ewell still retain something of the character of riverside villages, even though they have been virtually swallowed by Dover. This character could be lost if development is not shaped to ensure its retention.

8.96 There are also vulnerabilities inherent in the lateral growth of settlements. Great Mongeham, for example, a Domesday Book settlement, is now vulnerable to the continued expansion of Deal while the expansion of Whitfield could impact on Temple Ewell from the north.

8.97 Similarly, modern development can change the 'grain' of historic settlements. Both Wingham and Eastry are historic linear settlements but settlement expansion is threatening this character.

8.98 The mining settlements provide a different challenge. They are important elements in the District's landscape, recalling the past industrial heritage of the region. They face considerable economic and social challenges however and are not as aesthetically pleasing. Development needed to regenerate these communities could threaten the historic layouts, buildings and character that already exist.

8.99 There are also vulnerabilities associated with rural development. The rural settlement history of Dover is complex with centralised villages more prevalent in some areas and dispersed settlement in others. Achieving the right balance of development and conservation in rural areas will be a challenge for the future.

8.100 Lost settlements can be particularly vulnerable. At both Richborough and Stonar very significant archaeological deposits lie buried beneath the ground where they are vulnerable to erosion and the changing water table in the area. Both also suffer from having been partially excavated but only incompletely published. This is particularly true for Stonar.

Opportunities

8.101 There is nonetheless a range of opportunities provided by Dover District's historic settlements. The historic cores of the District's towns can be a focus of regeneration, particularly in Dover town where the heritage assets, combined with the landforms on which these assets are focused (Castle Hill and the Western Heights, water front and the Dour) can act as a means of shaping regeneration-led development. By using new development to enhance the character of existing settlement the quality and attractiveness of the new settlement can in turn be enhanced.

8.102 Ensuring that new development takes account of historic settlement, whether buildings or layouts, can also help to connect people with their heritage. It can also help connect new development with existing communities, thus helping social cohesion.

8.103 The historic settlements of the District have a key role to play in the economic future of the Dover area. Tourism is likely to remain a major component of Dover District's economic future and in fact there is considerable potential for this to increase. This can only be secured if the historic assets are effectively conserved and enhanced and if new development complements the existing character.

8.104 There is a great opportunity to learn more about the historic settlement of the District and use the information to engage the community and inform future developments, if the publication record for archaeological excavations can be improved. There are substantial sites in need of publication, such as Stonar, and until this happens it will be difficult to use the information in a pro-active way.

8.105 The heritage assets of the District, as reflected in the historic settlements, can also play an important role in developing a sense of identity within Dover District and East Kent more generally. The mixture of ancient settlements, defence, maritime and industrial heritage that can be seen in Dover District, is unique within Kent. Properly developed the heritage can reinforce Dover's role as an interface between the UK and continental Europe with corresponding economic and social benefits.

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The Dover – Lock and Key of the Kingdom website available at <http://www.dover-kent.co.uk/>

The River Dour – Dover's Industrial and Technological Artery website available at <http://www.technologyenterprise.co.uk/rdp/rivertrail.html>



9 Agriculture and Farmsteads

Summary

9.1 The District's historic farmsteads have played a key role in shaping the character and local distinctiveness of the rural landscape of this part of East Kent. They make a significant and highly varied contribution to the rural building stock of the area. The District's agricultural buildings also reflect the richness of the agricultural landscape. Various agricultural industries are also represented; oasts are a visible reminder of the former hop industry, whilst the District's surviving windmills highlight the arable importance of this part of Kent.

Introduction

The agricultural landscape of Dover District

9.2 The inland areas of Dover District are predominantly agricultural in nature. The majority of the District lies on the chalk downland of the North Downs, whilst the northern parts of the District form part of the North Kent Plain, an area predominantly formed of sands and Brickearth and bounded by large areas of reclaimed marshland of the former Wantsum Sea Channel (see Theme 1).

9.3 The Downlands were traditionally areas for sheep grazing and arable (primarily corn) production. Substantial holdings are typical in such agricultural regimes, and many farms became wealthy in the post medieval period. Within the East Kent area the fields of the North Downs are typically large, having been enclosed in a piecemeal fashion. There are a number of large country estates within this downland belt (see Theme 7.1); the settlement pattern is generally one of nucleated settlement, with small villages being intermixed with isolated farmsteads (see Theme 8).

9.4 The North Kent Plain is generally more diverse in nature, with a mix of arable production, orchard and fruit growing and sheep farming being seen. Corn production on the fertile Brickearth soils of the North Kent Plain has been important since at least the Iron Age and, together with the development of brewing and malting from the fifteenth century, has been stimulated by the ease of access to the London market. The area includes rich horticultural lands around Wingham and reclaimed marshland around Stourmouth, the Ash Levels and the Lydden Valley. Settlement is similarly varied with small market towns such as Wingham inter-mixed with nucleated and dispersed settlement. Field systems within the North Kent Plain primarily comprise either Orchards (particularly on the higher ground adjacent to the Ash Levels), or Prairie Fields relating to nineteenth century enclosure (such as in the Ash, Staple and Woodnesborough areas), or the small rectilinear fields on reclaimed marshland, some of which are a result of medieval ecclesiastical reclamation.

The farmsteads of Dover District

9.5 Historic farmsteads are assets which make a significant and highly varied contribution to the rural building stock, landscape character and local distinctiveness of the District. They are also assets which, through agricultural and other new uses, have significant potential to make an important contribution to the rural economy and communities away from market towns and other rural centres.

9.6 The *Kent Farmsteads and Landscapes Project* has identified a total of 516 farmsteads within the District. Farmsteads as described here are defined as being the primary homestead for the farm where the main farmhouse as well as various working buildings is located. There is a notable difference between the low density of farmsteads in the downland areas to the centre and south of the District (as a result of the growth of large capital-based farms and also the removal of the area's many small-scale farmsteads from agriculture in the nineteenth and twentieth centuries), and the higher density of farmsteads in the North Kent Plain to the north. X% lie in the area that can be broadly seen as belonging to the East Kent Downland and X% lying on the North Kent Plain.

9.7 The survey also identified 96 outfarms within the District. Outfarms are defined as being an individual or isolated group of buildings set within the fields away from the main farmstead. Such outfarms were common on larger or dispersed farms and were sometimes the result of amalgamations, with the remnants of former farmstead surviving, but the farmhouse being abandoned. Outfarms are particularly vulnerable to loss as a result of modern agricultural practices.

Windmills

9.8 East Kent was a major arable producing area and at the time of the First Edition Ordnance Survey map there were numerous windmills spread across the District serving the agricultural community. These windmills were particularly clustered within the arable heartland of the North Downs as well as on the edges of the North Kent Plain. There are 3 main types of windmill; the post-mill, the smock-mill and the tower-mill. In Dover District, examples of all three types have survived, with smock mills being the most common. The post-mill is the earliest type, where the entire body of the mill turned on a central post to face the wind. The later, more sophisticated, smock-mill (so called because it looks like a farm worker's smock) enabled just the cap with the sails to turn automatically to face the wind, while the 'smock' with its machinery inside remained static. Tower mills are similar in form to smock mills, having a fixed tower, but of brick rather than wooden construction.

Oast houses

9.9 The Kentish hop industry developed from the sixteenth century and rapidly became an important part of the agricultural landscape. By the 1650s Kent accounted for about one third of England's hop production. The traditional heartland of the Kentish hop industry has been in the west of the county, particularly in the areas around Goudhurst and Lamberhurst. By the second half of the nineteenth century Kentish hop production had reached its peak and new areas of hop growing opened up around Faversham and Canterbury.

9.10 Dover's hop production was focussed to the north-west of the District on the fertile soils of the North Kent Plain around Preston, Staple, Wingham, Stourmouth and Ash. After the Second World War hop growing sharply declined in East Kent. Thirty-two Oast Houses (or hop-kilns), in which hops were dried, are recorded in the District in the Kent Historic Environment Record and/or by the Kent Farmsteads Survey.

Description of the Heritage Assets

Farmsteads

9.11 The Districts Farmsteads have been characterised as part of the Kent Historic Farmsteads Survey. Rather than describe individual farmsteads key patterns and trends identified by the survey are summarised here. A full list of farmsteads identified within the District in the survey is shown in Table 1.

9.12 A key component of the farmstead is the **farmhouse**, which is commonly detached and faces away from the farmyard. Within Dover District the Historic Farmsteads Survey has identified a total of 460 surviving historic farmhouses of which 215 (47%) are Listed Buildings. These farmhouses range in date from medieval to nineteenth century date. Of the Listed examples 87 (almost 17%) of the farmhouses are pre AD 1600 in date, 52 (10%) are of seventeenth century date, 55 (nearly 11%) are of eighteenth century date and there are 21 (5%) Listed farmhouses of nineteenth century date.

9.13 In addition to the main farmhouse, farmstead complexes might include **barns, cart sheds, animal sheds and shelters, granaries, stables, oasts and miscellaneous outbuildings**. The size of barns can reflect the importance of the corn crop; stables and cartsheds provided the power and sheltered the implements for working the land on corn-producing farms; granaries stored grain for sale or seed corn; cattle yards made use of straw from the corn threshed in barns; and their associated buildings (open-fronted shelter sheds and cow houses) generated farmyard manure which was returned to fertilise the fields.

9.14 Few of the working outbuildings in the District are individually Listed. Just twenty farmsteads have a pre-1600 Listed working building, all associated with a Listed farmhouse. These include large late fourteenth to early sixteenth century houses that relate to the emergence of a wealthy class of rentier farmers on the church estates from the fifteenth century. Twenty-nine farmsteads have a seventeenth century Listed working buildings and seventeen have an eighteenth century Listed working building. Just five sites have a nineteenth century Listed working farm building (1% compared to a county average of 3%).

9.15 The plan form of the farmstead - the way the buildings are arranged and associated with the farmhouse, routeways and yards - is the principle factor in determining the overall character of the farmstead. Within Dover District the farmhouses and their outbuildings can be largely subdivided into:

- **Courtyard plan farmsteads**, which are the predominant plan type (85% of those recorded). They have the working buildings and sometimes the farmhouse arranged around one or more yards. They subdivide into *loose courtyard plans*, which have one or more detached working farm buildings facing a yard area, *regular courtyard plans* where the working buildings around the yard are linked and planned in a more regular fashion and *L-shaped* range of working plans with additional buildings to a third or fourth side of the yard. Farmsteads with regular courtyard plans are the most common group representing 47% of the recorded sites against 38% for loose courtyard plan types.
- **Dispersed plans** (13%) which are the least organised in their layout, with buildings loosely arranged, sometimes clustering together or grouped along a trackway. They are a highly distinctive but vulnerable element of Kent's rural landscape, forming 25% of sites in the county as a whole. There represent an early farmstead form that has survived within Kent generally, and in the Weald particularly, to a higher degree than any other parts of England else mapped to date.
- Other plan types including **Linear** type arrangements make up the remainder of the District's farmstead stock. These are generally rare in Kent and represent only 2% of the farmsteads in the District.

9.16 In general, the character of farmsteads in the Dover District is of medium to large farmsteads, predominantly courtyard groups, often with multiple yards that reflect the need to subdivide large farmsteads into separate working zones for housing and processing corn, fattening cattle and other functions such as storing timber, hop poles and drying hops. The principal farmstead plan types are shown in the Figure below.

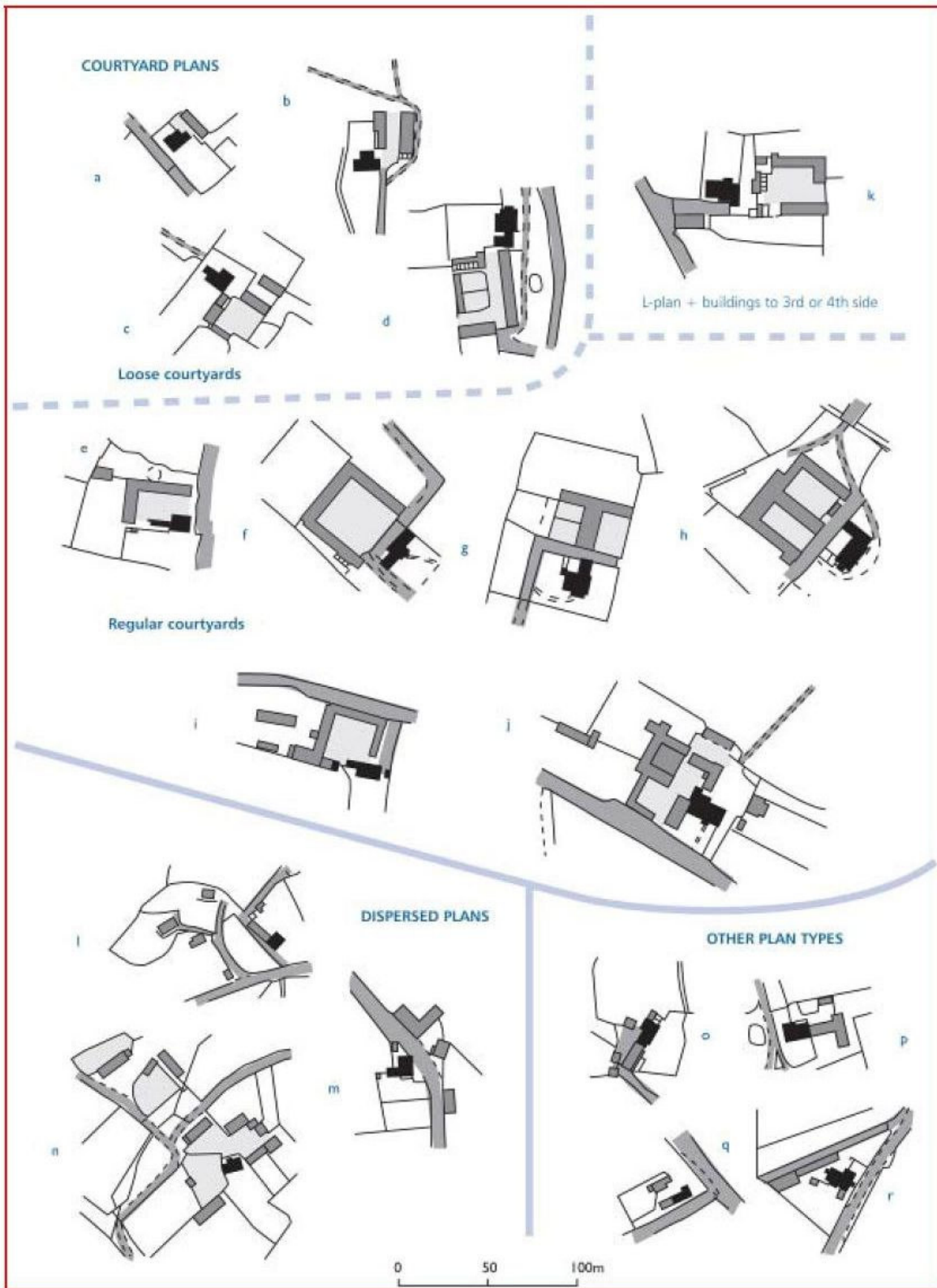


Figure 9.1 Principal farmstead plan types

9.17 Courtyard plan farmsteads are the predominant plan type in the District and subdivide into:

9.18 a-d) Loose Courtyard farmsteads which have buildings loosely arranged around one (a) or more (b – 2; c – 3; d – 4) sides of a yard. They typically developed in relationship to fields that reflect a centuries-old process of gradual or piecemeal enclosure from medieval open fields, woodland, downland and heathland. The Dover District is mostly characterised by the larger examples of this plan type, with working buildings that developed in piecemeal fashion around three sides of the yard. In Kent, the smallest of these loose courtyard plans are concentrated in the Weald.

9.19 e-j) Regular Courtyard farmsteads which consist of linked ranges, formally arranged around one or more yards. They are strongly associated with landscapes of reorganised or planned enclosure and subdivide into:

- L-plans (e), which are mostly found in the NorthKentPlain
- U-plans (f), which are uncommon and found in some of the downland valleys
- F-, E-, T-, H- or Z-shaped plans (g and h) which are rare in Kent as well as in Dover District
- full courtyard plans where the buildings enclose all sides of the yard (i)
- and multi-yard plans (j) which are typically the largest in scale and the most common of the regular plan types in Dover District.

9.20 L-plans with additional detached buildings to the third or fourth sides (k on plan) which are generally large to very large in scale. These are common in Dover District, reflecting the medium - large scale of its mostly arable farms

9.21 Dispersed plans are concentrated in landscapes of irregular and often small-scale fields including those cleared from woodland and coastal marsh but in Kent they were also common in the arable areas including the North Downs. They subdivide into:

- l) dispersed clusters, where the working buildings are dispersed within the boundary of the steading, and which are the most common form in Dover District.
- m) dispersed driftways, mostly concentrated in the Weald of Kent, which are dominated by the routeways for moving livestock and produce passing through them. There are no examples in Dover District.
- n) dispersed multi-yards, which are large-scale farmsteads containing two or more detached yards, often with other scattered buildings.

9.22 The other plan types are rare in Kent and comprise:

- o) **linear farmsteads**, where the houses and working buildings are attached and in-line, or have been extended or planned with additional working buildings to make an L-shaped range (p). They are concentrated on the small plots that developed within settlements and in areas of small-fields fields especially within or on the edges of the small fragments of remaining heathland.

- q) **parallel plans** where the working buildings are placed opposite and parallel to the house and attached working buildings with a narrow area between. They have often developed from linear farmsteads
- r) **row plans**, often medium as well as small in scale, where the working buildings are attached in-line and form a long row.

9.23 The most common traditional farm buildings encountered on farmsteads are:

- **Barns** for the dry storage and processing of the harvested corn crop, and for housing straw after threshing before it was distributed as bedding for animals and trodden into manure to be returned to the fields. In Kent they include many high status medieval examples and aisled barns dating up to the early nineteenth century are concentrated in the corn-growing areas of east Kent and in the coastal fringe. Some very large barns were built on manorial steadings close to churches, often called a Court Farm. Multi-functional barns for housing animals and their fodder are most commonly found in the Weald, and will be very rare if found in the Dover District.
- **Granaries and cart sheds**, which are a particularly distinctive feature in corn-growing areas. Once threshed, grain needed to be stored away from damp and vermin. It would be sold off the farm or retained for animal feed. Most granaries are of late eighteenth and nineteenth century date, the need for more storage for grain often coinciding with the necessity for more cart and implement space at a time when commercial farming and markets were expanding and more implements introduced on farms. The construction of detached granaries raised off the ground on staddle stones, along with the heightening of plinth walls to timber-framed barns, was also a reaction to the threat posed by the rapid spread of the brown rat from the early eighteenth century.
- **Stables**. The largest stables are concentrated in corn-producing areas, where farms were larger and more horses were need for ploughing and many other tasks.
- Buildings associated with the **hop industry**, oasts in which hops were dried and stored being the most prominent.
- **Yards, shelter sheds and cow houses** for housing cattle are mostly of nineteenth century date, and may be found added to an earlier barn or detached and associated with individual yard areas. Open-fronted shelter sheds are the most common form of cattle housing found.

Outfarms

9.24 Outfarm buildings within the district are relatively rare, with some 73% of such sites having been lost from the District's landscape since the First Edition Ordnance Survey Map. Surviving outfarm buildings include **field barns** and **sheep pens**. A full list of outfarms identified within the District in the Kent Farmsteads Survey is shown in Table 2.

Windmills

9.25 Chillenden Windmill is the only post mill surviving in the District. It is significant in being the last post mill to be built in the county, being constructed in 1868, and is the last surviving mill of this type surviving in Kent. Chillenden Windmill is Grade II* Listed and is maintained by Kent County Council.

9.26 There are four smock mills in the District which survive in a complete or near complete state. **Eastry Mill** (dated to 1770) is polygonal in plan and weather boarded; it is missing its sails. **Ripple Windmill** is also of late eighteenth century date. The mill was originally located at Hawkinge but was re-erected at Ripple in 1807; the mill has been fitted with replacement sails and cap. **The New Mill** at Northbourne is recorded as being built in 1848 by Holmans of Canterbury. The mill is missing its sweeps. **The White Mill** at Sandwich is probably the most complete of the District's smock mills. The mill was built in the 1760s and retains its sweeps as well as some of its original machinery. The mill is now operated as a local heritage centre and the associated miller's cottage has also been preserved. All of the District's smock mills are Grade II Listed.

9.27 Swingate Mill at Guston is an example of a surviving tower mill, a type that is rare across Kent. The body of the mill is built from tarred bricks, the mill's wooden cap and sweeps are missing however. The mill was built in 1849 and ceased production between the First and Second World Wars. The mill is a Grade II Listed Building.

9.28 The District's final surviving historic windmill is unusual, having not been constructed as an agricultural corn mill. **The Windmill** at South Foreland was instead built in 1929 for Sir William Beardswell to provide electricity for his adjacent house which was constructed at the same time. The mill was constructed by Holman Brothers of Canterbury who constructed corn mills in the District (including the surviving mill at Northbourne). The mill at South Foreland was the last "traditional" mill to be built in Kent and is a smock mill in form, octagonal in plan and clad in weather boarding.

Oast houses

9.29 The vast majority of the District's oast houses are located to the north of the District. A single oast house is recorded in the far south-west of the District at Great Everden Farm. The decline of the Kentish hop industry in the twentieth century has led to the loss of a number of buildings associated with hop production. Alongside Oast Houses hop gardens would have features **hop pickers huts, cookhouses, and tar tanks**. None of these ancillary buildings are known to survive in the District. Whilst many of the District's **oast houses** have been demolished others have been retained, often converted into domestic accommodation. Seven of the District's oast houses are designated as Listed Buildings, all at Grade II.

Statement of Significance

9.30 Significant traditional farmsteads, as they developed up to around 1900, will make a positive contribution to local character and distinctiveness. They do this through their varied forms, use of materials and the way that they relate to the surrounding landscape and settlement. Whether designated as heritage assets or not they will have one or more of the following:

1. Groups of historic buildings that contribute to the landscapes and settlements within which they developed.
2. Groups of historic buildings where the buildings can be seen and appreciated in relationship to each other and the yards and other open spaces within and around the farmstead.
3. Individual historic buildings with minimal change to their traditional form.
4. Locally distinctive building materials.

9.31 Farmsteads and farmstead buildings dating from 1900 to 1940 are far less likely to be representative of the character of their area.

9.32 *All substantially complete traditional farmsteads are considered to be of moderate significance*

9.33 Substantially complete traditional farmsteads are those that have retained more than half of their traditional buildings and historic footprint from the Ordnance Survey 2nd edition maps of c.1890–1900. They are less common in Dover District than in other parts of England. The *Kent Farmsteads and Landscapes Project* has mapped 6,520 historic farmsteads and 1,920 outfarms (including field barns) across Kent. Recording the extent of change since c.1900 in shows that:

- 5.4% of farmsteads (28) survive in the District with little or no change since the late nineteenth century (county average 10.3%).
- 33.1% have been subject to less than 50% loss (county average 36.1%)
- 30% have been subject to more than 50% loss (county average 24.8%)
- 11.6% of farmsteads have lost all their historic buildings (county average 12.4%)

9.34 Outfarms and field barns have been subject to much greater levels of loss. Almost 73% of these sites have been totally lost from the landscape. Only 19.8% of outfarms, field barns and sheep pens survive in the two categories of least change.

Farmsteads of outstanding significance

9.35 Determining whether the whole group or any individual buildings may have a higher level of significance can be more difficult. The following are of particular significance in a county and national context:

- Farmsteads within or next to the earthworks remaining from medieval and earlier cultivation and land use, and the archaeological remains of shrunken or deserted settlements and field systems.
- Farmsteads that have a clear visual and/or historic relationship to historic parks and gardens.
- Farmstead groups with eighteenth century or earlier working buildings, buildings other than barns being particularly rare.
- Large-scale courtyard groups with ranges of buildings representative of arable-based agriculture are highly significant.
- Dispersed cluster and multi-yard plan farmsteads that have been subject to low levels of change are rare and significant.
- Planned farmstead groups designed in a coherent architectural style.

Farmstead Buildings

- Eighteenth century and earlier working farm buildings other than barns – especially those with stables, granaries and cartsheds typical of arable-based agriculture are exceptionally rare.
- Aisled barns are a highly distinctive building type, and they comprise part of a major concentration of aisled barns in south-eastern England that extends into neighbouring parts of Europe. Some may retain evidence for internal subdivision of barns into animal housing and other purposes such as granaries.
- Unconverted oasts retaining internal fitments and farmsteads retaining a range of structures associated with the hop industry are very rare and significant.
- Groups of buildings relating to the hop industry – oasts, sometimes evidence for early kilns in other working buildings and hop pickers' huts.

Materials and Detail

- Thatch and eighteenth century or earlier brick are rare.
- There are also some very rare surviving examples of butted boarding, of pre-nineteenth century date. These are found inside barns, on former external walls.
- Stalls and other interior features (e.g. mangers, hay racks) in stables and cattle housing of proven nineteenth century or earlier date are very rare in Kent.

9.36 Illustrated guidance for the above can be found in the relevant parts of the *Kent Farmsteads Character Statements*.

Evidential Value

9.37 The historic farmsteads have the potential to provide important evidence for the layout, organisation and development of Kentish agriculture over time. Buried archaeological remains at such historic farmsteads may provide evidence for earlier iterations. A number of the District's farmsteads are located on the site of former courts or manors mentioned by Edward Hasted, which in turn often develop from medieval manors mentioned in the Domesday survey and some may have earlier origins in the Anglo-Saxon period. As such the District's farmsteads may contain

buried archaeological evidence that could illustrate the earlier histories of the sites from the early medieval period onwards. The buildings themselves have often been modified and extended over the centuries and detailed examination of the fabric of these buildings may reveal evidence for their earlier incarnations. It is also possible that the core of some of the District's farmhouses (or their out-buildings) could include evidence for much earlier elements that have been incorporated into later re-buildings.

Historical Value

9.38 Historic farmsteads contribute to local character and distinctiveness through their varied use of materials and the way that buildings of different dates and types, yards and open spaces relate to each other and the surrounding landscape and settlement. All these reflect local variations in the size and functions of farmsteads, which were to house the farming family and any workers, store and process the harvested corn crop, fruit and hops, house farm animals, vehicles and implements and return farmyard manure to fertilise surrounding fields. Historic farmsteads also reflect the local geology, and differences in building traditions and wealth, estate policy, access to transport links and the management of local timber and other resources. Historic farmsteads and their buildings hand down messages from our past – to this and to succeeding generations – they are illustrative of how our ancestors farmed and lived, thought and built.

Aesthetic Value

9.39 Historic farmsteads and their buildings are irreplaceable repositories of local crafts, skills and techniques, in harmony with their surroundings and using traditional materials, often closely related to the local geology, that are sometimes not available or too expensive for new building projects. They may also provide important wildlife habitats.

Communal Value

9.40 Historic farmsteads are an essential contributor to local character, beauty and distinctiveness in the countryside and to the sense-of-place enjoyed by rural communities and visitors alike. They are also assets which, through agricultural and other new uses, have significant potential to make an important contribution to the rural economy and communities away from market towns and other rural centres.

Vulnerabilities

9.41 The District's traditional working farm buildings are under great pressure from change, particularly from the industrialisation of farming practices and changes in farming regimes. These new practices may lead to disuse of traditional buildings and development pressures from the construction of new warehousing, barns or livestock shelters. New development at working farms can not only impact the setting and significance of individual historic farm buildings, but can alter the traditional plan-form of the farmstead that is often a key component of the farmstead's character.

9.42 Intensification of farming methods, larger scale activities (and machinery) along with diversification can all lead to changes in requirements at farms and traditional farm buildings are vulnerable to falling into redundancy and disrepair. If alternative uses cannot be found for these working buildings they are vulnerable to decay and deterioration in their fabric. Where buildings have not been abandoned, but have been retained for lower grade uses they are often maintained to a lower standard, with non-sympathetic or low quality 'patched repairs' being made.

9.43 Where historic farm buildings are converted, be that for alternative agricultural, enterprise or residential uses, they are vulnerable to poor quality conversion works that are not sympathetic to the character of the place. This is especially the case for those rural agricultural buildings that are not Listed and which do not fall within a Conservation Area, but which are clearly of local historic interest.

Opportunities

9.44 Traditional farm buildings make an essential contribution to the character of the rural landscape of Dover District. This contribution is often undervalued, especially where the buildings remain in use as an active working farm. Opportunities should be sought to enhance and protect the historic farm buildings of Dover District. Where an economic use cannot be found for traditional farm buildings as part of a working farm, then opportunities should be sought to find new sustainable uses for such buildings.

9.45 Sensitive re-use of historic farm buildings can alleviate the pressures on new development in rural areas. Re-using historic buildings rather than building anew can help to maintain the historic character of a place. Re-using existing buildings is a simple way of achieving sustainability whilst bringing the added benefit of reinforcing the sense of place that they engender. Re-use of existing buildings can also be economically beneficial, with historic buildings often being considered more desirable and thus carrying a premium. As such historic farm buildings can provide an important economic asset for farms and the rural economy. Where conversion work is required this should be sensitive to and retain the historic character of the site. Conversion should, where possible, use traditional materials and techniques; any new additions should be in keeping with the existing character. Using local and traditional methods in conversion works also has the added benefit of maintaining traditional local skills and construction techniques that might otherwise be lost.

9.46 Opportunities should be sought to protect and conserve the District's historic farm buildings. This might be through formal designation or through inclusion on a local list. The Kent Farmsteads Guidance paper provides advice and recommendations for identifying significance and managing change at historic farmsteads. It is recommended that the guidance provided within this document is used to inform any proposals for change to the District's historic farmsteads.

Sources Used & Additional Information

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10 Industry

10.1 Kent Coalfields

Summary

10.1 The development of the East Kent Coalfield from the late nineteenth century led to a short-lived, but intensive industry that transformed the otherwise rural landscape of parts of the District. It is an industry that has left its mark on the District, not only as a result of the surviving buildings, but also from the new areas of settlement and in particular the communities that it generated. These new communities have retained a distinctive character that has outlived the collieries themselves.

Introduction

10.2 This paper is concerned with an industry that has left its mark on an otherwise rural landscape that covers the majority of Dover District, that is the East Kent Coalfield. Since the middle of the nineteenth century, there was strong speculation that the coal seams being worked profitably in Northern France would extend across the Channel into East Kent. In 1890 a borehole sunk during a suspension of works on the channel tunnel site at Shakespeare Cliff near Dover confirmed the presence of a workable coal seam in the county and gave hope that a major new industry would develop in the region. The first coal mine in Kent was started on the site in 1896.

10.3 By 1920 over forty coal companies had been registered, many of which were affiliated to the Kent Coal Concessions Ltd led by their energetic managing director Arthur Burr. Thirty boreholes were sunk between 1904 and 1914 in an effort to find workable coal seams. The depth of the coal seams and flooding made mining difficult and a number of mines (Shakespeare, Guilford, Maydensole, Stonehall, Wingham and Woodnesborough) were abandoned in the early years of the field. Transport problems on mainly unmetalled roads led to the construction of the East Kent Light Railway between (mainly) 1911 and 1916.

10.4 There were no experienced miners in Kent when coal was first discovered in the 1890s. Workers had to be imported from traditional mining areas such as Wales, Scotland, Northern England and the Midlands. At a time when the industry was booming, Kent had to pay high wages to attract workers to work in pits which had relatively poor working conditions and old fashioned practices compared to the pits in the established fields.

10.5 One of the biggest problems facing the early mines was where to house the influx of new workers. Those at Shakespeare Colliery all lived in Dover and others were expected to also live there by the town council. Arthur Burr preferred his workers to live closer to the pits and he leased Elvington court near Tilmanstone and fitted it out with dormitories. He then began to build small estates at Elvington, Woolage, Stonehall and Snowdown.

10.6 By the 1920s four mines had emerged as viable collieries. Three of these were in Dover District at Tilmanstone (started 1906) Snowdown (1907) and Betteshanger (1924) while the fourth was at Chislet (1913) near Canterbury. The pace of the coal production increased and unemployed miners from Wales and the north of England flocked to Kent to find work. Coal output increased from 368,000 tons in 1925 to over 2 million tons ten years later. The impetus was mainly due to the investment of the Middlesbrough steel company Dorman and Long, which developed Betteshanger Colliery and redeveloped Snowdown after its purchase in 1924. There was also an ambition for a major iron and steel industry at this time and anticipation of a major industrial region.

10.7 In 1925 the East Kent local authorities commissioned a report which envisaged that 18 mines would eventually be opened and that the population of East Kent would almost double. To avoid urban sprawl, the report proposed the construction of eight new towns and limited expansion of the existing towns. In the event the Kent coalfield failed to match the high expectations and the population growth did not occur to the extent expected.

10.8 Nonetheless many miners did escape unemployment and poverty in their home areas to work in Kent, and in particular many blacklisted miners travelled to Kent after the General Strike of 1926. This influx initially horrified the local population. Towns like Deal, where large numbers of the Betteshanger miners lived, experienced large groups of blackened labourers marching to and from the colliery through their streets. Tensions increased and signs stating 'No Miners' appeared in the shops and pubs in the town. To try and reduce this hostility Kent mines were amongst the first to establish pit head baths to allow the miners to go home clean. Pit villages were developed at Elvington, Aylesham, Hersden and Mill Hill to house the miners from the four collieries.

10.9 The East Kent Light Railway also did not achieve its planned success and planned lines such as that from Wingham to Canterbury were never built. By the 1950s only a short section serving Tilmanstone Colliery survived. An aerial ropeway linking Tilmanstone colliery with Dover Harbour was built in 1930.

10.10 The economic conditions of the late 1930s caused a decline in the Kent coalfields. The coalfields had a reputation as difficult and unprofitable workings, the coal being some of the most expensive in Britain and the whole industry was always close to failing. In 1947 the entire coal industry was nationalised and the National Coal Board had it in mind to close the Kent mines from as early as 1960. Chislet which provided coal for steam locomotives lost out to electrification of the railways and closed in 1969. By 1975 the three remaining Kent pits employed just 3000 miners and produced a million tons of coal per annum, virtually all of which was used by the steel industry. The 1980s saw the government closing uneconomic pits and the resulting national miners strike in 1984. Snowdown and Tilmanstone closed in 1987 and Betteshanger closed in 1989, only 99 years after the first discovery of coal in Kent.

Description of the Heritage Assets

10.11 The heritage assets of the East Kent Coalfield are a diminishing resource of the former colliery workings and the early attempts to establish the coalfield, its supporting infrastructure, the settlements that housed the miners and the coalfield communities and memories that survive today. These are described briefly in turn below.

Colliery Workings

10.12 Shakespeare (aka Dover) Colliery was the first coal mine in Kent started in 1896 following the discovery of coal on the site six years earlier. The mine suffered from serious flooding in its first years and it was not until 1903 that the problem was overcome. The first commercial coal was extracted in 1907 but it proved to be uneconomical to mine and was of poor quality. The colliery finally closed in 1915 and was sold for scrap in 1918. Nothing remains of the colliery today.

10.13 In the first twenty five years following the discovery of coal in the boring at Shakespeare Cliff, more than 45 boreholes were sunk across East Kent, many funded through entrepreneur Arthur Burr, who created a number of syndicates to invest in colliery developments. It is possible that evidence of the **borings** survives however none have been identified within the present study. Eventually nine collieries developed although the difficulties in extracting coal in East Kent meant that it was not until 1912 that the first coal was productively mined. Of the nine collieries, five failed in the early years without producing coal. These were the four Burr collieries at Guilford, Wingham, Woodnesborough and Maydensole and the fifth at Stonehall which are described below:

10.14 Guilford (aka Waldeshare) Colliery was started in 1906 by Arthur Burr's Foncage Syndicate. Three shafts were sunk but flooding stopped work in 1910. A French company bought the site and tried but failed to use the cementation process to seal the shafts and the colliery was abandoned in 1921. Two buildings remain from the original workings including the winding house that has been spectacularly converted to a prestigious residential property.

10.15 Burr's **Wingham Colliery** commenced in 1910 and two shafts were sunk and buildings erected. These hit water and the colliery was mothballed until it was sold to a grain miller in 1924. Three buildings survive on the site, which is presently occupied by a grain processing and storage depot. These include the former manager's house and workshops.

10.16 Woodnesborough (aka Hammill) Colliery was started in 1910 by another of Arthur Burr's syndicates. It was mothballed in 1914 and was relatively complete when sold to Pearson & Dorman Long in 1923. They sold the colliery on to the Hammill Brick Company who developed the site as brickworks. Examination of the historic maps of the site indicates that an important collection of four of the original colliery buildings survive on the site and incorporated into the early brickworks.

10.17 Another Burr syndicate started **Maydensole Colliery** in 1910. Buildings were erected and boreholes drilled but no shafts were sunk. Two of the buildings survive on the site, presently sitting isolated in a field. They were later used to help drive the Tilmanstone to Dover Aerial Ropeway that passed through the colliery and are marked on the present Ordnance Survey as 'Old Engine Shed'.

10.18 **Stonehall Colliery** was started by two French brothers in 1913 and a range of buildings erected. The owners returned to France on the outbreak of the war in 1914. Following the war, the derelict site was purchased by a French company but it was abandoned again in 1921 and partially demolished. Three of the colliery buildings survive on the site today.

10.19 Four collieries operated commercially in East Kent. Three of these were in Dover District at Snowdown, Tilmanstone and Betteshanger. The fourth in Chislet near Canterbury is not dealt with in this strategy but worked between 1914 and 1969.

10.20 **Snowdown Colliery** was the first commercial pit in Kent. Started in 1907 by Burr's Foncage Syndicate the first coal was brought to the surface in 1912 and a year later 800 tons per week was being mined from the 5' 6" (1.68 m.) Beresford Seam. The company went into receivership following a strike in 1921 and was closed and mothballed a year later. It was purchased in 1924 by Pearson & Dorman Long who had also started a new colliery in the same year at Betteshanger, The new owners modernised the colliery, replacing the steam winding plant with one of electric. Land was purchased and Aylesham village built to house the mining families who had hitherto lived mainly in Dover.

10.21 At 3,000 foot deep (about 915 m.), Snowdown Colliery was the deepest in Kent, hot and humid it was considered one of the worst to work in Britain. Snowdown closed in 1987. Today it represents the best survival of the collieries with sixteen of the original buildings still surviving on the site. Other later buildings also survive on the site. The buildings include stores, offices, repair and specialist workshops, the lamp room, a locomotive shed, a powerhouse and the No. 3 Winder House. Also on the site is the one coalfield heritage asset protected by designation in the District, the Fan House and No 2 Winder House, which is a Grade II Listed Building. The remains of other buildings will survive as buried archaeology on the site. The buildings are presently lying empty and derelict on the former colliery site awaiting plans for its redevelopment and regeneration.

10.22 **Tilmanstone (aka East Kent Colliery)** was started in 1906 by the Foncage Syndicate near the village of Eythorne. Through its early years the colliery suffered accidents and flooding which slowed sinking of the shaft. Coal was eventually reached in 1912 and the rich Beresford Seam in 1913 bringing a start to commercial production. The company suffered financially and went into receivership in 1926 whereupon it was purchased by Richard Tilden Smith and his Tilmanstone (Kent) Colliery Ltd. The rich Milyard Seam was hit in 1930.

10.23 Smith's aim was to export coal from Dover. The only method of transport available was rail which was expensive. His solution was to construct an **aerial ropeway** from the colliery to a bunker on the eastern arm of Dover harbour. The ropeway was capable of moving 120 tons of coal per hour in buckets that let the colliery at intervals of 21 seconds. The first section of the ropeway was opened in 1929 between the colliery and East Langdon and the first vessel loaded in 1930.

10.24 The colliery was extensively modernised after nationalisation in 1947 but was considered as uneconomic by the NCB. It survived until its closure 1986 whereupon it was demolished. Today none of the Tilmanstone buildings survive and the only visible remains of the site is the elevated land of the extensive spoil heap. Part of the site is now partially occupied by the Pike Road Industrial Estate. The ropeway to the Eastern docks has mostly disappeared though visible remains survive on the harbour arm, the opening of the tunnel where it emerges from the Langdon cliffs and the engine house that was converted from one of the Maydensole Colliery buildings. The aerial ropeway, seen in operation, has been preserved on film by British Pathé.

<http://www.britishpathe.com/video/coal-cable-car>

10.25 Betteshanger Colliery was the biggest of Kent's collieries and was founded by Pearson & Dorman Long who had bought up mineral rights to large areas of land in the Deal area in the hope of starting a considerable steel industry. They constructed a railway to their new mine and started to sink the first shaft in 1924. The flooding of the site was successfully kept under control by the cementation process and the sinking of the shafts progressed quickly, reaching coal by 1927. In a short space of time a large workforce of miners came to the area causing tensions with the local populous in the nearest town to the pit Deal where many of them lived. Pit head baths were opened in 1934 to allow miners to return home reasonably clean. Deputies houses were constructed in an area close to the pit and in 1929 the farmland at Mill Hill, Deal was acquired to construct an estate for the Betteshanger miners.

10.26 Betteshanger Colliery attracted a lot of blacklisted hard line miners fresh from the General Strike of 1926 and consequently developed a reputation as a militant colliery. Several strikes occurred at the colliery including the only one in the Second World War and Betteshanger was the last pit to return to work after the 1984 miners strike. The colliery was the last operational pit in Kent and closed in 1989. The majority of the site has now been cleared save for one building, an office, ahead of its regeneration by SEEDA. The former spoil tip has been transformed into Fowlmead Country Park. Archaeological investigations carried out during the clearance of the site by SEEDA exposed and recorded the buried remains of 'sinkers huts' demonstrating the potential for archaeological remains on the colliery sites.

East Kent Light Railway

10.27 The East Kent Light Railway, built mainly between 1911 and 1916 principally to serve the coalfields ran from Wingham in the north, south to Shepherdswell with a branch to Richborough Port from Eastry and short branches to Guilford and

Tilmanstone. There were plans to extend the railway in the 1920s but these were not realised and the railway never really achieved its intended success. By the 1950s only the part of the line between the colliery at Tilmanstone and the main rail line at Shepherdswell remained in commercial use, finally closing in the 1980s.

10.28 While the railway may not have had a significant impact on the economy of the coalfield, its remains are a distinctive part of the rural landscape extending across the District. Much of the former rail corridor survives with areas of cutting, embankment, trackbed in places with surviving rail and sleepers, the occasional remains of platforms and the piers of bridges. The track between Shepherdswell and Eyethorne has been preserved and is operated as a small heritage railway, the East Kent Railway, by enthusiastic volunteers (see also Theme 4.2).

Miner's settlements

10.29 The huge influx of miners into Kent established the need for new accommodation to house them and their families. At first miners resided in Dover and travelled to the pit at Shakespeare Cliffe and the other early colliery sites. Arthur Burr preferred to see his miners living close to the pits at which they worked. He leased **Elvington Court** near Tilmanstone and fitted it out with dormitories. Analysis of historic maps suggests that Burr's work at Elvington Court did not involve the construction of new buildings and was probably limited to conversion of what was already there. Today the main court has been demolished and only three smaller buildings of the complex survive to the west of the main building and are known as Woodpecker Court. Whether traces of the original miner's dormitories survive within these buildings or as archaeological remains on the site of Elvington Court is not known.

10.30 Burr then started to construct small estates at Elvington, Woolage, Stonehall and Snowdown. Within the present study it has not been possible to distinguish these early estate elements from later estate development of the 1920s in the mining villages of Elvington and Snowdown (see below). The settlements at Stonehall and Woolage have been mapped from the Fourth Edition Ordnance Survey.

10.31 The estate at **Woolage** involved the construction a new village on farmland. The Fourth Edition Ordnance Survey map shows a triangular estate of over 60 semi-detached houses that survive today. To the east of the village an area was set aside for a septic tank presumably intended for the site of a future sewage works on expansion of the village. To the west a village green was provided and nearby but detached from the estate a hall and post office. The hall has been lost however the post office may survive within the present building on the site.

10.32 The miner's estate at **Stonehall** expanded eastwards from the earlier village and farm, south of the railway and the colliery site alongside the main Roman road from Dover. The estate comprised detached and semi-detached properties, some of which were bungalows, flanking two main roads. Allotments were provided in one

area of the estate. A Methodist church and an Apostilic Church were established within the village as was a post office. An Apostilic Church still occupies the site of the original though this appears to be a later building.

10.33 With the influx of miners in the 1920s new and expanded miner's settlements were built. A comparison of the Third and Fourth Editions of the Ordnance Survey illustrates the expansion of villages such as at **Eythorne** and the construction of new miner's settlements at Elvington, Betteshanger, Snowdown, Mill Hill and Aylesham. Fourteen areas of settlement have been mapped as part of this study; other smaller areas of miner's settlement may exist but have not been identified and mapped.

10.34 The colliery village of **Elvington** was built through the Tilmanstone Miners Dwellings Syndicate. This was a village of 230 houses built on farmland to the west of Tilmanstone Colliery. The village comprises mainly semi-detached and terraced houses. The street layout included the semi-circular wheel arrangement that it is characteristic of a number of the mining settlements in the area. At the core of the village was a club fronting onto a green and a hall and post office were also provided. The club has recently been demolished and the site redeveloped for housing. The post office building survives, but the original hall structure has been replaced by a modern community centre. A Congregational Church and a Roman Catholic Church were established in the village; the Congregational Church survives and presently continues to be used as a church. A recreational ground was provided at the northern part of the village and this survives as open space. A sewage works was also constructed to the north east of the village.

10.35 At **Betteshanger** a new colliery village was built immediately to the north of the mine to house the colliery deputies. The village consisted of over 50 semi-detached houses, principally arranged around a circular road. A club and baths were provided adjacent to the colliery (the baths now demolished). A gatehouse to the colliery still stands at the entrance to the former mine.

10.36 The majority of the miners working at Betteshanger lived in Deal amongst the local populous, a situation that, as has been described, caused significant tension in the town. It was not until 1929 that a purpose built estate of 950 houses was built for the miners on the outskirts of Deal when the Snowdown & Betteshanger Tenants Ltd purchased farmland at **Mill Hill**. An extensive estate was built complete with facilities such as schools, clubs, halls and public houses, churches, a cemetery, sports grounds and allotments. A new hospital (Victoria Hospital) was also constructed close by. Many of the main features of the estate survive and retain their original use today. No buildings within the Mill Hill estate area are Listed Buildings.

10.37 At **Snowdown**, the miner's village next to the colliery comprised mainly semidetached houses and two terraces to the west of the main rail line to Dover. A miner's club and tennis courts were provided at the west end of the village and pit head baths for the miner's on the opposite side of the railway outside the colliery gate. A sewage works was also constructed on the east side of the railway. None of the public buildings survive and the west end of the village has been completely lost.

10.38 Most of the miners at Snowdown lived in Dover until the Aylesham Tenants built a completely new village to the west called **Aylesham**. Originally meant to serve a prospective mine at Adisham as well as Snowdown, Aylesham was an ambitious project designed to accommodate 3,000 families with all the facilities to make it self sufficient including shops, social clubs, schools, churches and sports and leisure facilities. The town was designed by Sir Patrick Abercrombie to an imaginative formal plan designed to reflect the shape of a pit head winding frame. In the end the full plan was not realised and only 650 houses were built. Many of the original features of the settlement survive though the town has expanded to about 1,800 houses, mainly to the north and west in a manner that is unsympathetic to the original planned intentions.

10.39 As part of the study emphasis has been on mapping the extent of the coalfield villages and estates and the feature buildings and open space that served the mining communities within their settlements. Many of these feature buildings survive today, some in fact retaining their original use by the miner's institutions that remain part of the modern-day communities. Together these buildings are an important element of the coalfield and mining history of the District. It is worthwhile noting that none of the buildings has any form of protection from demolition or change.

Mining Communities and Memories

10.40 When the coalfields closed in the 1980's, the industry not only left behind its colliery landscape to dereliction but also the mining communities to poverty and deprivation. Not only had most of the miners lost their livelihoods but the communities also lost their means to support the social clubs and sports facilities that had been subsidised through levies.

10.41 The communities themselves have a distinct identity and a pride in their mining heritage. Institutions such as the collieries' brass bands, male voice choirs, welfare societies and sports clubs still play an active role in the communities. Many of the mining communities in the District have distinctive accents developed from the incoming miners from Wales and the North.

10.42 Since the mines have closed various government agencies and charitable trusts have worked towards redevelopment of the coalfields, assisting the communities to learn new skills, providing job opportunities and maintaining the facilities within the communities. Some of the major projects have included the Aylesham Community Centre in the former village school, the Betteshanger Social Welfare Scheme Sports Club and the redevelopment of the colliery sites at Betteshanger and Tilmanstone. At Betteshanger the colliery is being redeveloped with a mixed industrial and leisure use by SEEDA. The former tip has been opened as Fowlmead Country Park. The Tilmanstone site has been developed with the Pike Road Industrial Estate which has brought much needed employment to the area. SEEDA have also purchased the Snowdown site with its important collection of surviving buildings. Plans for the colliery have not yet been finalised.

10.43 With the regeneration of the coalfields, the remains of the industry are gradually being lost. To address this, the Coalfields Heritage Initiative in Kent (CHIK) project alongside Dover Museum has worked hard to record the heritage of the coalfield, including capturing the memories of the miners, their families and the communities. A large resource has been made available digitally on the internet and for use in schools (<http://www.dover.gov.uk/kentcoal/intro.asp>). Volunteers have been trained to lead guided walks, maintain footpaths and research the history of the coalfields.

10.44 The rich heritage and landscape of the former coalfield can be explored through a new walking and cycling trail 'The Miner's Way'. The 28 mile long trail has been developed by the White Cliffs Countryside Partnership in partnership with CHIK and Dover Museum. The trail links the collieries, the mining communities, the East Kent Light Railway across the otherwise rural landscape of the District.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Shakespeare Colliery	Landscape feature	None	Samphire Hoe open space	? Samphire Hoe
Borings	Archaeology	None	unknown	None
Guilford Colliery	Historic Buildings Archaeology	None	PrivateLand	None
Wingham Colliery	Historic Buildings Archaeology	None	PrivateLand	None
Woodnesborough Colliery	Historic Buildings Archaeology	None	PrivateLand	None
Maydensole Colliery	Historic Buildings Archaeology	None	PrivateLand	None
Stonehall Colliery	Historic Buildings Archaeology	None	PrivateLand	None
Tilmanstone Colliery	Archaeology Landscape feature	None	PrivateLand	None

Tilmanstone to Dover Aerial Ropeway	Historic Structures Archaeology	None	Private Land Dover Harbour Farmland	None
Betteshanger Colliery	Historic Building Archaeology Landscape feature	None	Fowling Park & Private Land	None
Snowdown Colliery	Historic Buildings Archaeology	Listed Building	Private Land	None
Elvington Courtminers dormitories	Historic Building Archaeology	None	Private	None
East Kent Light Railway	Earthworks Historic structures Archaeology Working Railway	None	Farmland, Private Land Public footpaths Heritage Railway	Heritage Railway – East Kent Railway
Woolage Village	Historic Buildings Historic planned settlement	None	Private Land Public Space	None
Stonehall Village	Historic Buildings Historic planned settlement Archaeology	None	Private Land	None
Eythorne	Historic Buildings	None	Private Land	None
Elvington Village	Historic Buildings Historic planned settlement	None	Private Land Public Space	None
Betteshanger Village	Historic Buildings Archaeology Historic planned settlement	None	Private Land Public Space	None

Mill Hill	Historic Buildings Archaeology Historic planned settlement	None	PrivateLand Public Space	None
Snowdown	Historic Buildings Archaeology Historic planned settlement	None	PrivateLand Public Space	None
Aylesham	Historic Buildings Archaeology Historic planned settlement	None	PrivateLand Public Space	None
Mining Communities	Oral history Documentary Institutions Archaeology	None	n/a	CHIK and other digital sources Oral history collection Events

Table 10.1

Statement of Significance

10.45 The heritage assets of the East Kent Coal Fields, which represent the remains of the only major industry that has transformed parts of the otherwise rural landscape of the District, are of **considerable significance**. The remains illustrate a short lived but intensive industry which has left its mark in the landscape, generated new areas of settlement and incoming communities with a distinctive character which has lasted beyond the closure of the collieries.

Evidential Value

10.46 The industrial archaeology and the remains of the miner's settlements have considerable potential to illustrate the endeavours to establish and expand a coal industry in East Kent and the considerable hurdles that the coalfield presented. Evidence of the early borings, the failed collieries and the development of the commercial collieries will help to evidence the struggle to exploit the coal resources of east Kent in what was one of the most challenging coal fields in the country. Archaeological evidence and evidence in the fabric of the settlements could provide important evidence on the lives of the miners, where they came from and the activities

of the mining communities. The evidential value of the memories of the former miners, their families and the communities is also considerable in providing very personal experiences of working and living in the East Kent Coalfields.

Historical Illustrative Value

10.47 The historic assets of the East Kent Coalfields illustrate the entrepreneurial spirit of the early twentieth century and the push to generate a substantial industry in rural east Kent. It is a good illustration of the attempts to establish a coal industry and the considerable obstacles that the deep, flooded workings presented. The coal fields also illustrate the social tensions that the influx of new labour had on the indigenous populous and the attempts to control this through the development of new settlement and facilities such as pit head baths.

Historical Associative Value

10.48 The coal field has strong historic associations with the industrial unrest of the coal industry in the twentieth century, from the General Strike of the 1920s which saw mining communities flock to the expanding Kent coalfield to the Miners Strike of the 1980s which saw Betteshanger as the last colliery to return to work.

Aesthetic Value

10.49 The former East Kent Coalfield was set within a rural landscape that had seen little change since at least Saxon times. The coming of the coal industry in the early part of the twentieth century transformed areas into a hive of industrial activity. Today these surviving remains of the collieries, the light railway and the miner's settlements stand as stark monuments to the industry though their visual impact at a landscape scale has been somewhat reduced by the clearance and regeneration of the colliery sites and landscaping of the colliery spoil heaps.

10.50 While the housing stock of the mining settlements has limited aesthetic value, there is some value within the planned form of the settlements and in particular the Abercrombie master plan for Aylesham. Within the collieries the aesthetic qualities of the pit buildings are limited by their functional designs though that being said many of them stand as powerful, imposing structures setting them apart from other buildings within the landscape. Many of the industrial buildings and structures have deliberate architectural detailing which adds to their aesthetic quality and illustrates a sense of pride in their original construction; brick plinths, round headed windows, circular fanlights, stepped brick eaves, contrasting plinths, recessed window bays are all in evidence. Similar detailing can be seen in some of the public and office buildings associated with the coal fields. The detailing is most evident in the earlier buildings within the coalfield while those later are more functional in their appearance. This possibly illustrates the change from initial optimism of the early coal field visionaries to the struggle of those who had to develop the industry against the odds.

10.51 The spoil heaps and the former route of the East Kent Light Railway have in places reverted back to nature, both informally and formally such as the Fowlmead Country Park near Betteshanger which is based upon the former colliery tip and stands out as a distinctive landmark feature in the otherwise flat Lydden Valley.

Communal Value

10.52 The heritage assets of the East Kent Coalfield have a strong communal value. The former mining communities have a strong sense of identity within the former industry and an interest in their origins. The coalfield remains provide both a means of commemorating the industry and providing the community with a physical link with its past. Projects focusing on the communities and the history of the coalfield have had considerable support and success as can be illustrated by the CHIK initiative. Many of the institutions that were founded by the early mining communities such as the colliery bands, choirs, clubs and sports clubs are highly valued by the communities today. The assets themselves have potential to tell the story of the coalfield and act as a focus for trails, interpretation, education and celebration.

Vulnerabilities

10.53 The coalfield heritage assets are highly vulnerable to change as new uses are sought for the former colliery sites and the mining communities disperse into new areas of employment. It is worth noting that of all the assets of the East Kent Coalfield the only one that is protected by designation is the Fan House and No 2 Winder House at Snowdown Colliery which is a Grade II Listed Building.

10.54 Of the early failed collieries, Shakespeare has been completely lost but important buildings survive at Guilford, Wingham, Woodnesborough, Maydensole and Stonehall. The Winding House at Guilford has been converted into a prestigious residence but several of the others survive in a semi-derelict condition and are vulnerable to gradual decay. The buildings at Woodnesborough Colliery are particularly vulnerable since the closure of the Hammill Brickworks and may be lost if redevelopment of the site comes forward in a form that does not make use of the assets.

10.55 Other than at Snowdown, the remains of the commercial collieries have fared little better. Tilmanstone has been completely lost through the redevelopment of the site for the Pike Road Industrial Estate and the buildings at Betteshanger, other than the former gate house and an office building have been cleared away for the regeneration of that site. The building remains at Snowdown are a regionally important group of surviving buildings which have so far, to a degree, survived the closure of the pit. The buildings however stand empty, vulnerable to the elements and have so far withstood at least one regeneration proposal that promoted their demolition. Until a viable reuse of the buildings can be found they will remain in a semi-derelict form and seeking such a solution should be a priority.

10.56 The housing stock of the coalfield settlements is likely to survive better than the former collieries though detail of the buildings and the regular nature of the street character are likely to be lost through change to individual properties. The public and community buildings will be more vulnerable to change as their former uses vanish and they become redundant and subject to redevelopment. The coherence of the plan form of the mining settlements is vulnerable to being lost in the expansion of the villages. Already at Aylesham the intention of the Abercrombie design has been ignored in the development to the north and west of the village and the proposed future expansion of the village needs to pay particular attention to this to ensure that the mistake is not compounded.

10.57 The communities themselves are subject to change as their mining times, now more than twenty years past, become more distant in memory. As populations become ever more mobile, former mining families are moving out of the area to follow new employment opportunities and with the proposed expansion of settlements such as Aylesham there is considerable potential for the mining communities to dilute. The importance of projects such as CHIK can not be overstated in their importance of capturing the memories of the mining communities while they are still readily available

Opportunities

10.58 The coal field heritage assets in Dover District are an important link between the present communities and their recent past, providing a considerable opportunity to focus and strengthen social cohesion and a source of community pride. The assets provide an opportunity for the community to present and engage with their heritage. Support for projects such as Coalfield Heritage Initiative in Kent should continue and opportunities provided to the communities to continue to be involved. Likewise support for the mining institutions that have survived the closure of the pits will ensure a continued link between the communities and their mining past.

10.59 The potential to develop trails through the points of interest in the coalfield is to some extent limited by the present accessibility of the main assets. Much of the industrial resource is on private land and inaccessible. Regeneration of the colliery land at Snowdown should seek to redress this. The important group of surviving buildings could potentially provide a strong focus for the presentation of the history of the coalfields and potential for better public access to the assets. A priority must be finding a beneficial use for the buildings which both ensures their conservation and realises their potential for illustrating the history of the East Kent Coalfield.

10.60 Emphasis should be given to conservation of the remaining assets of the coal field and in particular the remains of the colliery buildings and those buildings in the settlement areas that provided a focus for the community. Good examples of reuse that has helped to preserve the historic buildings can be demonstrated for example the community buildings at Aylesham and the Winding House at Guilford. With only the single Listed Building at Snowdown protected through designation there is considerable risk that the remaining assets will be lost through lack of adequate control over the process. Consideration should be given to widening the

national designation of key heritage assets within this theme and to the development of a local list and/or Conservation Areas for those assets that do not meet national criteria but are none the less important at a District or regional level.

10.61 With the expansion of Aylesham there is an opportunity to create a master plan for the new development that is sympathetic to the original intentions for the village in the Abercrombie design.

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10.2 Dour Mills & Industries

Summary

10.62 The River Dour has provided power and a water supply for a wide range of industries that sprang up along its banks. Corn mills produced flour for the domestic market as well as serving the large number of troops often garrisoned in the town; paper mills made use of the high quality waters of the Dour to produce paper for the London market; and breweries used the fine hard water, filtered through the chalk geology to produce high quality pale ales. Whilst the industries on the Dour have largely closed they have left a number of historic mill buildings, mill races and evidence for water management along the length of the Dour. The Dour and its heritage assets contribute significantly to the character of Dover, particularly by preserving the line of the river that gave the town its origin.

Introduction

10.63 The river Dour, which probably gave its name to the town of Dover, is a relatively short spring-fed chalk stream only c. 6.5 km. in length. It rises at Temple Ewell in the vicinity of Watersend although in earlier times there may have been other sources including in the Alkham valley. Today, the only sign of this westerly source are the lakes at Bushy Ruff. From Kearsney Abbey the river runs south-east until it reaches Pencester Gardens in Dover where it turns due south to empty into the Wellington Dock.

10.64 Despite its short and narrow flow, the Dour has played a considerable role in the industrial development of Dover. In AD 762 a mill, the first recorded corn mill in Britain, was recorded on the Dour, probably at Buckland. Further mills were created during the medieval period and by the seventeenth century paper was being made on the Dour. During the eighteenth and nineteenth century more than a dozen mills were established for paper-making and grinding corn.

10.65 *'The river which runs through the valley of Dover is remarkable for the quantity of water it discharged after so short a course, it being three miles from the sea to the head of the spring, in which short distance it drives several capital corn and paper mills.'* (Horne 1817:79)

Corn-milling

10.66 The Domesday Book recorded that Kent had over 300 watermills in 1066. As noted above, the earliest was recorded at Buckland in AD 762 and numerous corn mills were built along the Dour during the medieval and early post-medieval periods. Demand for corn in the area fluctuated, often rising significantly when the army moved into Dover. During the Napoleonic Wars the army ordered a series of large flourmills to be built along the Dour. The new mills included Crabble Corn Mill, built in 1812, Stembrook Mill, Lower Buckland Mill, Charlton Mill and Dover Town Mill. At other times demand could fall steeply and several corn mills were forced to cease operating during downturns.

10.67 Moving from north to south, there were two corn mills at Temple Ewell with a watermill and a steam mill. There were two more mills at Kearsney, one within the Kearsney Abbey grounds and a second, slightly to the north, part of Kearsney Manor. The mill within the grounds of Kearsney Abbey seems to have been the remains of the town mill, relocated between 1820 and 1822 to pump water to the house.

10.68 There has been a corn mill at Crabble since at least 1227. The current mill, built by Pilchers, dates from 1812 and operated commercially until 1893 when, unable to compete with modern steam powered mills, it was closed. The family who purchased the mill in 1845, the Mannerings, closed it to consolidate all their activities into a single mill, Lower Buckland Mill. This latter was built in c. 1815 and then converted to steam power in 1876. It finally closed in 1957. Charlton Corn Mill, another of the Napoleonic mills, was located further to the south. Stembrook Mill was built close to Castle Street and the southernmost mill, Town Mill, on Mill Lane.

Paper-making

10.69 Paper-making was first introduced into England at the end of the fifteenth century and the first commercially successful paper mill established at Dartford in 1588. Exactly when the industry appeared on the Dour is unknown but a marriage record of 1638 refers to a paper-maker from Buckland. The main attraction of the Dour for paper-makers was its relatively fast flow and clean water. The flow drove the mills while the water quality improved the effectiveness of the process. Paper was originally made from fibres extracted from rags so the proximity of a major settlement was another requirement. The road network of east Kent and the harbour facilities would also have been helpful in transportation of both raw materials and the finished product.

10.70 Six paper mills were constructed along the Dour. Some were built as paper mills but others were converted from corn mills. There was an early paper mill at River where a paper mill was certainly in existence by 1689. Mills were established at Buckland (built as a corn mill and converted to a paper mill by 1638), Lower Buckland (c. 1755), Crabble (1788), Bushy Ruff (c.1791) and Charlton (c.1825). As time progressed most were updated with steam power (from c. 1830s) and, periodically, with new paper-making machines.

10.71 The fortunes of the mills seem to have been variable. Buckland Mill suffered two significant fires, one in 1750 and another in 1814. On both occasions the mill was rebuilt and enlarged. By contrast, Lower Buckland was converted to a brewery after only 90 years operation and Charlton Mill survived for less than 30 years, closing in the mid-1850s. The same decade saw the closure of Bushy Ruff although Crabble Mill survived as a paper mill until 1894 and River until 1918. Buckland Mill was the last to close in 2000 after a continuous history of paper making of almost 300 years.

Brewing

10.72 The fine quality of the Dour's water, moderately hard and filtered through chalk, was highly suitable for brewing, producing particularly fine pale ales. The heritage of the brewing industry along the Dour falls into two main areas – malthouses, dating primarily from the post-medieval period, and breweries, in which the principles of malting were developed on an industrial scale, in the eighteenth century and onwards.

10.73 There are at least four known malthouses along the Dour, though others may well have existed. A malthouse by the Biggin Gate dated back to medieval times. By 1874 a maltings at Biggin Street, Dover, was owned by T. Huntley whose family retained it until 1892. A second malthouse operated at the corner of Castle Street and Dolphin Passage. It was in use by the 1860s and was probably associated with the nearby Phoenix Brewery. A short distance to the east a malthouse was located on the site of the Castle Brewery. Further up the Dour a windmill is known to have been processing malt by 1798 at the site that later became Buckland Brewery.

10.74 The Maison Dieu brewery was leased from the crown in 1535, and became a brewery for the victualling yard in 1588. The Phoenix Brewery on Dolphin Lane operated from c. 1740, being improved with the installation of a steam engine in 1808. The brewery continued to thrive, owning some 160 public houses in east Kent and Sussex by the early twentieth century. In 1927 the owners, Messrs Leney & Co amalgamated with Fremilins of Maidstone and brewing ceased though some operations such as bottling continued at the Dover site for some years. Most of the buildings were eventually demolished in the 1960s, but the brewery offices still stand on Dolphin Lane.

10.75 Buckland (Kingsford Windmill) Brewery on Union Road (now Coombe Valley Road) began brewing in c. 1832 and continued until late in the century, finally ceasing operation in around 1889. Wellington Brewery on London Road was established in c. 1846 in buildings formerly used as the Lower Buckland Paper Mill. It too ceased operating before the end of the century, closing sometime around 1890. Poulter's Castle Brewery on Russell Street was established in c. 1859. It operated into the twentieth century, closing by the 1930s.

Iron Working and Saw Mills

10.76 In addition to the most notable industries, the Dour provided power for a range of smaller-scale industrial activities. There were at least two ironworking sites along the river at the Dover Iron Foundry and the Buckland ironworks. At least three saw mills were also established together with Dover Tannery immediately south of Pencester Gardens.

Water Management features

10.77 The development of the range of industrial uses of the Dour required considerable modification of the Dour itself. The Dour is a relatively shallow river for such intense industrial use and although swift flowing, to develop its potential for industry, significant improvements needed to be made. Millponds, millraces and sluices were constructed throughout its length. Many of these are still visible and are identified below. However, in addition to modifications made for industrial purposes, the Dour has been modified for ornamental reasons in the vicinity of Bushy Ruff and Kearsney and modifications may have been made for other purposes (e.g. flow regulation or flood prevention).

Description of the Heritage Assets

Corn Mills

10.78 Both of the two mill buildings at **Temple Ewell** survive substantially. 'Stanley's Mill' is a fine weather-boarded private house with an intact waterwheel while the Steam Mill directly across the lane is the home of Dover Operatic & Dramatic Society. Upstream of the watermill is a substantial millpond. Neither building is Listed though both lie in the Temple Ewell Conservation Area.

10.79 It is not thought that there are any above ground surviving remains of either of the buildings of **Kearsney Abbey Corn Mill** (located next to the car-park opposite Russell Gardens) or **Kearsney Manor Corn Mill** (located immediately south of Kearsney Pond) although for both mills the original millraces survive, as might buried archaeological remains.

10.80 **Crabble Corn Mill** and its related water management structures including a millpond and weir survive largely intact and are accessible to the public as part of Dover's tourism offer. It is an exceptionally fine breast-shot mill built during the Napoleonic Wars at the turn of the eighteenth/nineteenth centuries. There are three weather-boarded storeys, with lucam (a projecting structure containing a winch that allowed loads to be lifted clear of the building), above three brick storeys, with a breast-shot wheel. Inside are five pairs of stones with governors and extensive auxiliary machinery. Crabble Corn Mill is a Grade II* Listed Building.

10.81 A complex of mill buildings developed at Lower Buckland, these include an eighteenth century paper mill (discussed below) on the north bank of the Dour and a Flour Mill built c. 1814 on the opposite bank. **Buckland Flour Mill** was one of several mills built on the Dour during a period of heightened demand associated with the Napoleonic Wars. The mill was a five storey rectangular building, with brick on the ground floor and weatherboard above. As with Crabble Mill it features had a lucam for raising and lowering materials and featured an over-shot wheel (subsequently removed). Following the end of the Napoleonic Wars the mill seems to have fallen into a period of decline and the mill passed through a number of hands in the mid-nineteenth century. In the 1870s substantial improvements were made to the mill and between 1865 and c. 1874 the mill complex was expanded and in 1876 a five storey brick extension was constructed containing a new steam powered mill. The mill finally closed in 1957. The surviving buildings of the mill complex, which include the original 1814 watermill and later steam mill, are Grade II Listed and have been converted to residential use.

10.82 **Neither Stembrook Corn Mill** nor **Charlton Corn Mill** appear to have surviving visible remains although archaeological remains of Charlton Corn Mill are likely to lie buried beneath the car park of the superstore on Granville Street. The Dour appears to have been modified in the area, both upstream and downstream of the mill and this was presumably related to milling activities. Similarly, the **Town Mill**, located on Mill Lane, was rebuilt in 1803, ceased milling in 1899 and was demolished in 1953. Remains of the mill may survive in the riverbed adjacent to Mill Lane.

Paper Mills

10.83 The layout of **Bushy Ruff** paper mill is unknown although a diagram is available from 1825. It was located on the Dour about 1.6 km. upstream from River Mill. The only surviving buildings that relate to the mill are part of a complex now known as 'The Stables' and in private ownership. Bushy Ruff House, a Grade II Listed Building on Alkham Road, was built by William Knocker, once owner of the mill. It is possible that further mill buildings survive in archaeological form. The millpond

survives in more or less its original form upstream of The Stables and the millstream flows past the building. Downstream of The Stables the millstream has been much altered as part of the Kearsney Court gardens (a Registered Park and Garden).

10.84 River Paper Mill was located on Minnis Lane at the junction with Lower Road. The site is located within Kearsney Abbey gardens and although all the buildings have been demolished the footings of the old mill can still be explored. The Dour continues on the east side of Minnis Lane and it is possible that River Cottage, which straddles the stream, may be associated with the former paper mill.

10.85 The remains of **Crabble Paper Mill** are among the most extensive remains of the paper-making industry along the Dour. Although the original mill occupied ground both north and south of the Dour, the site was re-modelled after a fire in 1906 such that the buildings were predominantly located north of the river. The two main buildings that survive today, 'Riverside' and 'Mill House' have been converted to residential use. Neither is Listed but both are prominent buildings and integral to the River Conservation Area. There are also two ponds at the site, one of which may represent a former millstream.

10.86 Buckland Paper Mill closed in 2000. The complex once occupied *around four hectares* and although most of the site has now been cleared substantial buildings still survive in the form of a range of late nineteenth century buildings that front London Road to the south east of the site. To the north of the mill complex, Buckland House, a Grade II Listed Building, was built in 1820 by the Horn family who operated the mill. As with Crabble Mill the Dour is extensively modified in the vicinity of Buckland Paper Mill with millraces and sluices controlling the direction and flow of the river. Water management features may survive at the site, indicated by a straightening and widening of the river.

10.87 The Lower Buckland mill complex stood on both banks of the river Dour. The **Lower Buckland Paper Mill** stood on the northern bank of the Dour and is understood to date to the eighteenth century. On the opposite bank of the river was the Flour Mill (described above), with the two mills being in shared ownership in the early part of the nineteenth century. The Paper Mill was sold sometime around 1846 after which it was converted into a brewery. At the same time as its sale the older paper mill also lost its right to draw power from the river. The buildings of the old paper mill continued to be used as the Wellington Brewery until its closure in the mid-twentieth century. The brewery complex, including the paper mill buildings were demolished in 1963 and only limited elements survive as footings.

Breweries

10.88 It is not thought that anything survives of either the **Castle Street Maltings** or the **Biggin Street Maltings**. The **Dolphin Passage Maltings** has been largely demolished with the High Street end portion replaced by an office building of early twentieth century date. The rest of the building has been gutted and refronted with a flint-clad office building, probably earlier in date than that at the Castle Street end. The north and east walls have been retained, preserving a four bay section of the

maltings which appears to have three or four storeys high. Blocked windows can be seen in the east wall, some low enough to suggest a basement level. The division of the three buildings that replace the maltings could suggest the kiln having been at the west (Castle Street) end or in the middle of the building. The **Buckland Malthouse** appears to survive largely intact. The building is currently used as a social club 'Rowleys'.

10.89 The **Phoenix Brewery** on Dolphin Lane was largely demolished in the 1960s and given the scale of the buildings now on the site it is unlikely that much survives. It is possible that some buried archaeological remains associated with the brewery may survive. **Poulter's Castle Brewery** has been entirely demolished and no buildings remain. The **Maison Dieu**, dating in parts from the thirteenth century, still stands and is a Scheduled Monument. **Buckland Brewery** was eventually converted to a coachbuilder and has now been entirely demolished. **Wellington Brewery** (formerly used as a paper mill) was also demolished in the 1960s and none of its original buildings survive.

Iron Works

10.90 The **Dover Iron Foundry** has now been entirely demolished and replaced with a superstore. The **Buckland Iron Works** appears to have been extensively cleared and although it survives as an industrial plot in an otherwise residential area and it is not thought that any historic structures survive.

Saw Mills

10.91 **Charlton Saw Mill**, formerly on the site of Charlton Paper Mill, has been replaced with a car park and it is unlikely that any historic remains survive. It is also unlikely that any remains of the **Maison Dieu Saw Mill** survive.

Dover Tannery

10.92 The **Dover tannery** was located immediately south of Dieu Stone Lane. It seems to have ceased operation during the early twentieth century and the site is now occupied by the Pencerter Court residential development. It is unlikely any structures survive at the site.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Bushy Ruff Paper Mill	Buildings and archaeology	None	None (Private)	None
Bushy Ruff House	Building	Grade II Listed Building	None (Private)	None
River Paper Mill	Archaeology	None	Public access within Kearsley Abbey Gardens	None

Crabble Paper Mill	Buildings ('Riverside' and 'Mill House')	Conservation Area	None (Private)	None
Buckland Paper Mill	Buildings	None	None (Private)	None
Buckland House	Building	Grade II Listed Building	None (Private)	None
Lower Buckland Mill	Building , archaeology	Grade II Listed Building	None (Private)	None
Templewell Corn Mill	Buildings ('Stanley's Mill' and 'Steam Mill')	Conservation Area	None (Private)	None
Crabble Corn Mill	Building	Grade II* Listed Building , Conservation Area	Public access	Yes
Town Mill	Archaeology	None	None	None
Dolphin Passage maltings	Building	None	None	None
B u c k l a n d Malthouse	Building	None	None	None
Maison Dieu victualling office	Building	Scheduled Monument , Grade II* Listed Building , Conservation Area	None	None
River Dour	W a t e r management structures	None	Occasional along route	Yes

Table 10.2

Statement of Significance

10.93 The River Dour, and the industries that sprang up along its banks, have had a significant effect on the development of Dover town, providing employment for its people and shaping the expansion of the settlement area in the post medieval and industrial periods. The Dour is also of major amenity value for Dover providing an attractive heritage focus in the north of the town and offering potential for improving the environment of the town in the area close to the sea front. The heritage assets associated with the Dour Mills and Industries are considered to be of **moderate significance**.

Evidential Value

10.94 At many of the sites, including those with no standing structures, there is the potential for archaeological remains that will provide evidence for the development of industrial uses of the river Dour. Although little is known archaeologically of the early mills on the Dour many of the sites of later mills have the potential to contain buried evidence for earlier incarnations. Documentary evidence associated with the Dour Mills and Industries are held in a number of locations, some of which remains un-catalogued and this could provide important information on the history and development of the individuals mills as well as evidence for the development of the Dour industries as a whole.

Historical Illustrative Value

10.95 At most of the sites along the Dour only components of the original sites remain. At Crabble Corn Mill and Temple Ewell mills in particular, however, substantial proportions of the original complexes remain that illustrate how mills were established in the early nineteenth century. Many of the surviving buildings still stand in a close relationship with the Dour with its millraces and water management features thus demonstrating the combination of factors that underpinned the industries and the developments and modifications needed to support them. The number of mills located on the short length of river illustrates the nature and scale of activities along the Dour.

Historical Associative Value

10.96 The development of industry along the Dour and its gradual evolution and improvement was associated with the growth of industrial technologies and improved communications in the Dover area including water transport between Dover and London. It is also associated with the international political situation, particularly the changing role of Dover as a garrison town. The need to supply soldiers with food during the Napoleonic Wars was the driver for the construction of a number of mills on the Dour, including Crabble and Lower Buckland Corn Mills. Lower Buckland Mill also provides a good illustration of the development of new technologies, with the buildings of the watermill and steam mill lying side-by-side.

Aesthetic Value

10.97 In the northern part of its route the Dour is a relatively open landscape set within what is in most places a densely occupied urban area. The relationships between the industrial structures and the river are visually apparent and provide an attractive contrast with the residential streets that surround them. Several buildings have been attractively converted to residential use and the mill buildings in particular are aesthetically pleasing, especially those with extant waterwheels. Further south, in the heart of Dover, the Dour is increasingly culverted and often invisible, and the aesthetic benefits are greatly reduced.

Communal Value

10.98 The main communal value of the Dour industrial sites is as an aesthetically pleasing landscape running directly into the heart of Dover that is, in places, publicly accessible. Individual elements of the heritage can also be accessed such as the footings of River Paper Mill, Crabble Corn Mill and the Maison Dieu. Crabble Corn Mill in particular is a fully-fledged element with Dover's tourism landscape. Several of the buildings also play a wider role in the community such as at Temple Ewell (Dover Operatic & Dramatic Society), Crabble Mill (music venue and talks), Buckland Malthouse (social club) and Maison Dieu.

10.99 It is also intended to create a walking and cycle path along the Dour from Buckland to the town centre. This will further enhance the area and bring its industrial heritage to new prominence.

Vulnerabilities

10.100 The industrial heritage of the River Dour includes some structures that are protected by Scheduling or Listing and others that are given some protection by being located within Conservation Areas. Numerous other buildings and features have no protection at all. In part this stems from a lack of detailed assessment of the Dour and its features for although major mill buildings have been identified it is possible that other as yet unidentified ancillary structures may survive. In particular, the water management features along the Dour may be vulnerable, as these have not been assessed for their heritage importance and are subject to a separate management regime. Buried archaeological remains associated with the Dour Mills and Industries are also vulnerable, particularly to new development. Detailed assessment of the water management features as well as the remaining structures and archaeological remains along the Dour is required.

Opportunities

10.101 The role of the Dour as a semi-natural routeway into the heart of Dover is well appreciated and developments such as the new cycle and walking route will continue this. To develop the potential of the industrial heritage, however, additional research and assessment will be needed so that the relationships between the water management features, industrial features, buildings and archaeology can be properly understood and effectively conserved, developed and presented.

Sources Used & Additional Information

Lawson, T. & Killingray, D. (eds.), 2004: *An Historical Atlas of Kent*. Chichester: Phillimore.

The Dover Kent Archives website (breweries section) available at <http://www.dover-kent.com/Breweries/Brewers.html#Leneys-Phoenix-Brewery>

The River Dour Website available at <http://www.technologyenterprise.co.uk/rdp/rivertrail.html>

The Kent Historic Environment Record available at www.kent.gov.uk/HER

10.3 Quarrying

Summary

10.102 Quarrying activity in the District has been relatively localised in nature and sites are often small scale and largely below ground. Nevertheless there are some sites, such as Stonar Pit and the former Hammill Brickworks which are particularly visible and offer significant challenges and opportunities. Even smaller scale quarries can provide local markers of Dover's historic past.

Introduction

10.103 People have extracted minerals from the earth in Dover District for many centuries. In prehistoric times the minerals could be used for flint tools (although no flint mines have been found in Kent and the needed flint nodules were probably collected from the surface). More recently, minerals have been extracted for fertilizer (chalk), fuel (coal) and construction (stone, chalk, clay, sand and gravel). It is likely that the process began during the Roman period, if not before, but within the District there is no clear evidence of mineral extraction prior to the medieval period.

Chalk extraction

10.104 It is probable that the earliest of the extractive industries practiced in Dover District was chalk extraction. Chalk is particularly common in east Kent and has a range of uses. In north and west Kent, chalk was extracted on a large scale for cement manufacture but this was not a significant feature in Dover. In Dover the major use was for fertilizer through lime burning but it was also used as part of the construction industry. More than 270 chalk pits are known from the District, indicated on the 1st edition Ordnance Survey map of the 1860s. There were three main types of extraction site. The most common was a simple shallow quarry. Where the chalk was easily accessible on the surface it was simply dug out of the ground. The quarry might be accompanied by ancillary buildings, often including a limekiln where the chalk was reduced to lime for fertilizer. The second site type was a true mine where the chalk was extracted from the ground in galleries below the ground. The third type was the 'denehole' where chalk was quarried by sinking a short shaft into the ground with usually two or three excavation chambers radiating off to the side.

10.105 As might be expected all the chalk extraction sites are located south of the Wingham – Worth line which marks the northern extent of the chalk geology in Dover District. **Chalk pits** vary greatly in size with some being over 150 m. in their longest axis and others only 15-20 m. There are a few groups of particularly large pits at Dover, Deal, Eastry and Staple. By contrast all the pits in the area south of Knowlton, west of Ripple and north of Whitfield are uniformly small. In the case of the smaller pits this is probably explained by the intended use of the pits – to serve the agricultural needs of small rural communities. The larger pits close to Dover and Deal were industrial scale operations that produced chalk needed for the rapidly expanding

towns and their infrastructure. The working life of a pit would depend on the size of the pit and the intensity of use. Some smaller rural pits may only have been in use for a few years. Others may have lasted for generations, but were perhaps only worked seasonally. The larger industrial pits, by contrast, were often exploited for many years. Few of the pits have been studied and most are only known from historic Ordnance Survey maps. For most, therefore, the date of first extraction and date of closing are unknown, as are the circumstances of their operation.

10.106 The largest pits in the Dover area all lie north of the Folkestone Road and west of the High Street. They include the Winchelsea Road pit, which also includes important Second World War air-raid shelters (see Themes 3.6 and 3.7), three large pits south of Tower Hamlets and two large pits to the north of Tower Hamlets at Anstee Road and High Meadow (the latter not established until the end of the nineteenth century).

10.107 The most substantial pit in Deal was at Pope's Hole, Mongeham Road. It was noted on the 1st edition OS map as an 'Old Chalk Pit' so probably pre-dates the map by some time. It may date to the early nineteenth century. A second large pit was excavated at what is now Fairview Gardens, Walmer. It consisted of a large 'C' shaped pit around a series of limekilns. It existed by the 1839 tithe map and was one of a series of quarries excavated on the Mill Hill chalk ridge. The quarries have now been infilled.

10.108 A series of moderately large quarries (by Dover's standards) existed between Staple and Eastry at the northernmost extent of the chalk. The largest was south of Barnsole at Chalk Farm. In common with many of the larger pits it included at least one limekiln. The site is now given over to gardens. A second site existed to the south east near Hammill at Green Lane. It also included a limekiln, now believed lost. A third pit was at Little Tickenhurst Farm. Here a single limekiln was built in an elongated quarry by 1868. A small part of the kiln pot and the draw arch remain, recently damaged by the collapse of a mature yew growing on top of the kiln. The kiln itself was set into a rough platform of chalk rubble. The largest chalk pits near Eastry were at the junction of Herondon Road and Thornton Lane where two large pits were constructed, both of which contained ancillary buildings, possibly including limekilns.

10.109 The dimensions of **chalk mines** were often impressive. Passages could be up to 8 m. high and 5 m. wide tapering at the top. Pillars of chalk might be left for support. The chalk itself was excavated by pick and shovel. The usual mining technique was to cut 'benches' into the chalk that allowed several men to work at the same time. The excavated chalk was thrown back onto the lower benches for collection. The only substantial chalk mine in Dover was at Eastry Chalk Mine (at the corner of Gore Road and Woodnesborough Lane, Eastry), which operated from 1811 to 1914. In Dover, a number of chalk pits in the Winchelsea Road/Priory Hill area are now connected by tunnels but these were mostly excavated during the First and Second World Wars.

10.110 Deneholes are very small chalk mines where a central shaft was dug vertically into the ground, often 15-30 m. deep and 1 m. wide, depending on the depth of the chalk below the ground. At the bottom the shaft would be widened into a number of caves radiating away from the central shaft. The majority of deneholes date to the medieval period and later but some may date back to prehistoric times though none of this age is known for certain in Dover District. Ten locations in the District have produced evidence of deneholes, mostly in the west of the District but also a distinct group around Woodnesborough. A double trefoil type denehole exists at Hammill, near Eastry. Another group of three deneholes were discovered at Lydden in 1906.

10.111 Limekilns were once very numerous in Kent. The Kent Historic Environment Record lists 123 records of these structures but historic OS maps suggest that there must once have been many hundreds in the county. They were used to convert chalk to quicklime (for use as fertilizer) or, with the addition of water to the process, slaked lime (in which form it can also be used for mortar). Limekilns found in rural context were generally used for quicklime and those in urban pits are more likely to have been used for producing slaked lime for construction. The lime kiln, in its most basic form, consists of a chamber in which the chalk or limestone was placed and one or more draw holes below where the fire was lit and lime extracted.

10.112 In Dover District, the Kent Historic Environment Record records ten limekilns – certainly an underestimate of the original total. Of these, however, only one is known to survive in any substantial form, this being at Little Tickenhurst Farm (see above).

Gravel extraction

10.113 Gravel extraction appears to have played only a minor role in the historic economy of East Kent, though little research has been conducted into this niche of Kent's industrial heritage. Gravel is primarily extracted for use in the construction industry, notably as a construction aggregate in concrete. Within Dover District there are three sites of notable size: Stonar, Preston, and Ripple. There are also a number of smaller extraction pits, whose small size suggests small scale local use only.

10.114 Gravel was being extracted at Stonar before 1894, with one small pit and one larger, apparently disused pit, shown on the 1st Edition Ordnance Survey map. The gravel of the Stonar Bank became a much sought after resource for use in the massive construction of the naval harbour at Dover in 1898. The main contractor for the harbour works were S. Pearson & Son Ltd who constructed a mineral railway from the mainline at Richborough to the Stonar Bank and started excavation works for the quarry that today is left as Stonar Lake.

10.115 The two World Wars led to massive demand for gravel, in particular for use by the nearby Port and Supply Depot of Richborough, and the Stonar site expanded greatly. Despite much of the site being flooded in the 1950s when the River Stour burst its banks, extraction continued. By the 1960s the smaller gravel had been exhausted, leaving just larger 'blue stones', which were utilised in the

Staffordshire potteries until the 1970s. The mineral railway sidings in the quarry were used for the storage of locomotives after the Second World War and with the flooding of the quarry in the 1950s it is rumoured that some locomotives were lost under the water and were never recovered.

10.116 Gravel was extracted at Preston at two sites, on a moderate scale. The sites appear to have been active from before the 1st Edition Ordnance Survey map to the 1940s, but are shown as disused by the time of the 1956 Ordnance Survey map. A similar sized site is located at Ripple, which appears from the Ordnance Survey maps to have operated from the mid-nineteenth century onwards. About a dozen other small sites are scattered across the District; their small size suggests local use of the gravel or perhaps short-lived cottage industries.

Brickearth & Clay extraction

10.117 Brickearth is a wind-blown dust deposited under extremely cold, dry, peri- or post-glacial conditions. It is a superficial deposit of loam or silt and requires little or no mixing with other materials to render it suitable for the manufacture of 'stock bricks', hence its name. Brickearth typically occurs in spreads, about two to four meters thick, overlying chalk, Thanet Beds or London Clay. There are extensive Brickearth deposits in Kent, particularly on the North Downs dip slope and on the Hoo peninsula, and along sections of the Medway and Stour valleys. The mineral content of Brickearth is critical for brickmaking which requires precise proportions of chalk, clay, and iron.

10.118 Clay is formed from the deposition of extremely fine particles which have been worn away from earlier rock structures. Its plasticity and chemical composition are the properties of most economic interest. There is, however, relatively little suitable clay within Dover District.

Brickworks

10.119 The weight of the materials involved and the corresponding transport costs meant that historically bricks tended to be manufactured close to the raw material. The extraction sites are therefore often accompanied by kilns and associated structures. During the post medieval and industrial periods the growing towns of Dover needed a continual supply of bricks and so both Dover and particularly Deal have several brick pits in the vicinity. The Construction of the Western Heights would have required vast quantities of bricks and may have acted as a stimulus to local brickmaking.

10.120 At Deal, the furthest brickfield from the centre was located at Manor Farm in Little Mongeham. The pit covered an area of some 150 m. x 50 m. and was accompanied by at least four kilns and ancillary buildings. Coldblow Farm, Upper Walmer, was significantly larger. An area of about two hectares of Brickearth was excavated in the early years of the twentieth century. A complex of surface buildings was laid out that included four kilns. At Church Meadows towards Sholden an area of c. 120 m. x 150 m. was excavated in the first half of the twentieth century. Some

service buildings were constructed although it is not known if these included kilns. The largest pits in Deal, however, were along Mill Road. To the south west, two large pits stood along either side of Mill Road at what are now Milldale Road and the South Deal Primary School. Extraction began before the 1st edition Ordnance Survey map of the 1860s but had ceased by the time the 3rd edition map was published in the early twentieth century. Although a large building was built within the pit now occupied by the school, it has long since been demolished and no structures are thought to survive on either site. A hundred metres to the east, immediately north of the cemetery, another large pit was opened in the latter part of the nineteenth century. It was extended by the time of the 3rd edition Ordnance Survey map and still stands open today as part of Castle Community School although no structures relating to the brickworks exist. A short distance to the south, immediately adjacent to the cemetery, a relatively small and short-lived pit was opened in the early twentieth century. The site remains open today as allotments though the only structure that was constructed has been demolished.

10.121 The largest extraction pits in Deal stood closer to the centre of the town, either side of the junction of Mill Road and Park Avenue. The largest pit, Dennes Pit, occupied the whole of what is now Victoria Park and even included part of the leisure centre site. It was already a substantial operation by the time of the 2nd edition Ordnance Survey map (1897-1900) being excavated in three discrete compartments and accompanied by a number of buildings including a kiln. The three compartments had been unified by the 3rd edition map and the pit was still operating in 1921 when some prehistoric flints were discovered but the site was identified as a recreation ground by the mid twentieth century. All the structures on the site have been demolished. On the west side of the Park Avenue / Mill road junction stood another early pit. It was established by the 1st edition Ordnance Survey map of the 1860s. By the end of the nineteenth century structures and an access road had been constructed within the pit which had grown significantly. By the 3rd edition map the site had contracted and the western part was given over to orchards and by the mid twentieth century extraction had ended, the buildings were demolished and the entire site was occupied by orchards. Today the western half of the site is under housing along Lister Close but the eastern half remains open as allotments.

10.122 The pits at Dover were significantly smaller and fewer than in Deal. The largest area of extraction was between Cowper Road and Common Lane in River, west of the Dour. By the end of the nineteenth century a substantial brickworks and a large pit (c. 160 m. x 80 m.) had been constructed close to some old limekilns. By the 3rd edition map the pit had been substantially extended to the south, but by the mid twentieth century the site had closed and all the structures demolished. The only other pit at Dover was at Farthingloe Close along the Folkestone Road where a small brickworks with a probable kiln was established. It expanded between 1900 and c. 1930 but by the mid twentieth century had been abandoned and the buildings demolished.

10.123 The largest brickworks in Dover district was undoubtedly at Hammill 1.7 km. north-west of Eastry. Hammill brickworks are sited on the former Woodnesborough Colliery site. Works associated with the coal mining started at the site in 1910, but

the colliery operation never progressed beyond the sinking of two test shafts and the construction of surface buildings including an engine house, workshops and a chimney. In 1923, after the First World War, the mine was sold to Pearson & Dorman Long, owners of Betteshanger Colliery. In due course the site was sold on to the Hammill Brick Co. who built a brickworks on the site using some of the old colliery buildings and working clay extracted from a nearby clay seam within the Thanet Beds geology. The brickworks opened in June 1927 and continued in operation until 2006 when they were wound down. When the brickworks opened a two foot gauge line was built parallel to the East Kent Light Railway standard gauge line and ran between the brickworks and a clay pit around 500 m. to the north-east of the brickworks (another clay pit is indicated c. 800 m. to the north-west). Despite attempts to keep the site working the brickworks finally shut in 2008.

Description of the Heritage Assets

Chalk extraction

10.124 Winchelsea Road Chalk Pit in Dover was established before the 1st edition Ordnance Survey map of the 1860s. It was gradually expanded until by the early twentieth century it was more than 1.1ha. in size and contained at least two works buildings. It is not likely that any traces of the structures still survive although the outline of the quarry is still preserved in form. The main heritage interest lies in its later use as air-raid tunnel shelters during the Second World War. A network of tunnels were excavated leading east from the quarry, under the land north of the Westmount Centre and linking with the quarry that now forms The Abbots residential street. The tunnels consisted of four parallel corridors with two connecting passages. There were entrances in the quarry and two more at the far end of the tunnel network. The quarry entrances are now used as workshops and the other two entrances have been sealed. One was located behind the Westmount building and the other was located in the chalk pit where The Abbots is now located. According to ARP records of the time, the shelter was designed to accommodate just over 1,000 people. Some wartime photos still remain of people sheltering in these tunnels as well as many dated etchings on the chalk walls (see also Themes 3.6 and 3.7).

10.125 The chalk pit at **Barnsole** is a good example of a small rural pit, presumably excavated to serve the building and agricultural needs of the local community. It was probably excavated well before the 1860s as the 1st edition OS map describes it as an 'Old Chalk Pit' and shows it to have been half reclaimed by vegetation. It also shows the pit with a limekiln in the centre. There was no expansion in the pit after the 1st edition map and it retained its original size of around 160 m. x 60 m. Today, the pit retains its original form although it is not known if any traces of the limekiln survive.

10.126 A lime burning business was carried on by the Foord family at Eastry from 1811 -1914. Beneath their house, 'Beckets' at the corner of Belmont Terrace and Woodnesborough Lane, **Eastry Chalk Mine** was developed on several levels. Access was originally by shaft but an inclined tunnel was later driven to the surface to emerge by a limekiln. The lateral extent of the mine is unknown but it was finally abandoned

following pressure from villagers who were worried that their houses were being undermined. It was subsequently turned into a folly and village festivities were held underground. During the Second World War the long gallery was used by the Home Guard as a rifle range and the workings were later opened to the public as a show cave for a short time. It was during this period that two elaborate paintings resembling stained glass windows were placed on the walls. The mine is now on private property and access is strictly controlled but the owners have preserved the workings.

10.127 A double trefoil type denehole was discovered in 1935 at **Hammill**, near Eastry, by employees of the Hammill Brick Co. Ltd. during Brickearth operations. Antler pick markings are said to have been found on the vaults of the bays. The denehole has now been filled in.

10.128 The **Lydden deneholes** were near the top of the hillside north-east of the village. They are sunk through about 0.7 m. of clay-with-flints into the chalk. The first consisted of a shaft about 8.0 m. in depth and 1.5 m. in diameter with chambers visible at the bottom. The second was a collapsed double-trefoil chambered denehole consisting of a shaft, 1.5 m. in diameter and 4.5 m. in depth, the south side of which has been destroyed by a partial collapse of two of the chambers. In 1906 the depth from the surface to the bottom of the shaft was given as 7-8 m. A third, collapsed denehole has also been noted but not investigated.

Gravel extraction

10.129 The first gravel extraction at Stonar was already taking place by the time of the 1st edition Ordnance Survey map in the 1860s. Two sites were being excavated. To the north was a long linear pit of 100 m. x 15 m. dimensions while a smaller pit to the south was only 10 m. square. Over the next 100 years the pit expanded enormously until it occupied an area of some 1200 m. from north to south by around 300 m. east-west. This area included much of the former medieval town of Stonar that was destroyed by the sea in 1345-6 (see Theme 2.1). The gravel pit is now divided in two. The Pfizer's complex now lies over the northern third of the site and it is not likely that much of the old quarry survives. The southern two-thirds of the site, by contrast, were flooded in the 1950s. It is not likely that many historic features related to the extraction period survive at the site but the lake provides a dramatic representation of the scale of extraction that took place here and the landscape before the construction of the Pfizer's site. It is worth noting however that there are accounts of locomotives and quarrying plant surviving in the bottom of the lake that were lost at the time of its flooding.

Brickearth & clay extraction

10.130 The brickworks at Hammill are located about 1.6 km. south-west of Woodnesborough. It was originally sited to take advantage of the Woodnesborough Colliery buildings which were suited to its purposes, local communications including the East Kent Light Railway and nearby clay resources. The site itself occupies a roughly rectangular site c. 400 m. x 130 m. with the long side fronting Hammill Road. By 1914 at least 6 colliery buildings had been constructed, mostly to the south of the

site, including an engine house, chimney (later demolished) and workshops. Development at the site then paused until after the First World War by which time the colliery project had been abandoned. When the brickworks were established, opening in 1927, it re-used the colliery buildings. Today a number of buildings of heritage interest survive at the site. The original colliery engine house was later used by the brickworks to house the brick kiln. It is still in good condition as are two long (40 m. x 10 m.) brick sheds in the centre of the site. Other buildings may be of heritage interest though without proper assessment it is difficult to be definitive. At the southern end of the site are a group of six Nissen huts which possibly relate to military occupation of the site.

10.131 The largest building at the site is the 200 m. x 50 m. main building, which is shown on the 4th edition Ordnance Survey map. There are also two circular structures at the southernmost extent of the site. Each is about 10 m. diameter and they are placed next to each other. They are now water-filled. Their original function is unknown although it has been suggested that they may be open shafts from the colliery experiment. Finally, there is a brick building close to the road at the northern end of the site, probably originally built as an office or administration building and present on the 4th edition Ordnance Survey map. There are no surviving traces of the East Kent Light Railway connection, the two foot gauge railway or the clay pit to the north east although all may survive archaeologically.

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Winchelsea Roadchalk pit (includes WW2 tunnels)	Pit Archaeology	None	Private	Unknown
Chalk Farm Pit, Barnsole	Pit Archaeology	None	Private	None
Little Tickenhurst Farm chalk pit and limekiln remains	Pit Archaeology	None	Private?	None
Eastray Chalk Mine	Mine Archaeology	None though building above is a Listed Building and entrance in a Conservation Area	Private	Unknown
Hammill deneholes	Denehole	None	None	None

Lydden deneholes (Chalk Walls Farm)	Denehole	None	None	None
Stonar Gravel Pit	Lake (Landscape feature) Archaeology	None (although the site lies adjacent to the Stonar Monument)	Yes	Unknown
Hammill Brickworks	Buildings Archaeology	None	Private	None

Table 10.3

Statement of Significance

10.132 The extraction industry of Dover is important evidence of both agricultural practices in the region and of the industrial growth of urban centres and the corresponding need for chalk, lime, gravel and brick for building purposes. The extraction sites can often be key features in the landscape as at Stonar gravel pit and many of the local chalk extraction sites. Nevertheless, with the exception of Hammill Brickworks, very few of the original industrial buildings survive. Many of the sites have been heavily landscaped and re-developed. As such the extraction industry in Dover District is considered to be of only of **low to moderate significance**.

Evidential Value

10.133 The industrial archaeological sites relating to the extraction industries of Dover provide evidence of agricultural and industrial practices during the medieval, post medieval and industrial periods. They evidence the techniques used to improve the fertility of fields and efficiency of agriculture. They demonstrate the range of techniques and technologies available to small rural communities. The sites also evidence the resources required by urban centres that still depended on local sites for brick manufacture and the production of mortar and building chalk, as well as the techniques used to produce these resources.

Historical Illustrative Value

10.134 The heritage assets illustrate the extractive processes for chalk, gravel, Brickearth and clay, and through associated structures such as limekilns and brick kilns, the means by which the raw material was converted into a useful product. They illustrate how these processes were integrated into both small local communities and, through sites such as Hammill Brickworks into regional and national supply networks.

Historical Associative Value

10.135 The extraction industry of Dover is also associated with a range of other industries such as the construction industry, agriculture and road and rail communications. The industry is therefore also linked with the process of urban growth and has key associations with military and civil defence due to the use of several quarries as shelters, whether for defence from air attack or as cover for other military activities or defence points.

Aesthetic Value

10.136 Heritage assets related to the extraction industry rarely have much aesthetic value until a considerable period has passed. Time gradually softens the edges of quarries as well as allowing the re-colonisation by flora and fauna. This can make them attractive semi-natural assets. In the case of Stonar gravel pit the flooding of the pit has created an attractive lake.

Communal Value

10.137 The assets will be of mixed communal value. Stonar gravel pit is now mostly a lake and a valued local asset for its wildlife and scenery. A public footpath also runs alongside the lake. Many of the smaller rural chalk pits will also be assets to local communities because of the wildlife that they attract. Some of the sites are, however, quite dangerous. Deneholes can be dangerous for those who enter them but can also open up suddenly causing subsidence. Other extraction pits will have steep or hidden sides and will be hazardous.

Vulnerabilities

10.138 The quarrying assets are vulnerable in a variety of ways. Many of the quarries in Dover district were small operations of no great depth. It is easy for their outlines to be eroded over time, particularly during large-scale redevelopment. The industrial structures that accompanied the quarries such as kilns, workshops and limekilns were often ephemeral and utilitarian. Many sites need proper assessment but it seems that other than at Hammill Brickworks virtually no original quarrying industry structures survive in Dover. Any structures that are discovered, therefore, are particularly rare and worthy of appropriate recording and/or conservation.

10.139 The exact nature of any re-use of the sites can also greatly affect the survival of historic features. The lake at Stonar for example, has secured the survival of the outline of much of the gravel pit but the flooding has destroyed any remaining structures or other features within the pit. Elsewhere in the UK quarries have been used as landfill sites which would probably obliterate all traces of the former industrial activity. The re-use of quarrying sites should be for purposes that are sympathetic to their needs as heritage assets.

Opportunities

10.140 The quarrying assets have significant potential for the local community. Where accompanying structures survive they can be conserved to help tell the story of the district, particularly during the industrial age. Quarries sites have a

multi-disciplinary value, acting as both heritage assets and as biodiversity assets. For example, in other parts of the south-east deneholes have been conserved as bat roosts while at sites such as the Oare Gunpowder works an industrial site has been conserved as much for its biodiversity as much as its heritage value.

10.141 The Winchelsea Road quarry, linked as it is to a network of tunnels, has significant potential to contribute to the understanding of Dover during the Second World War. It is doubtful whether the site would benefit from being opened as a tourist attraction but if it could be opened on an occasional basis it would be useful to help link the military and industrial heritage of the area.

10.142 Hammill Brickworks is an important example of a twentieth century colliery and brickworks and still contains a number of historic buildings in good condition. Any development at the site should be preceded by appropriate desk-based and field assessment and should seek to find sustainable alternative uses for the historic buildings at the site.

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The Dover – Lock and Key of the Kingdom website available at <http://www.dover-kent.co.uk/>



11 Archaeology

Summary

11.1 Dover District contains a wealth of archaeological sites and monuments from early prehistory to the twentieth century. The archaeological remains reflect the District's gateway position linking Britain and the continent. Remains associated with trade, movement of people, new cultures and ideas as well relating to the District's role as a frontline of defence dominate the area's archaeological record. Exceptionally well preserved archaeological remains are known in the District from both rural and urban contexts. The District's outstanding archaeological remains help to provide people with a direct physical link to the past and bring to life stories and events occurring at an international, national, regional and local level.

Introduction

11.2 Dover District has an incredibly rich and varied archaeological resource. The richness is in part due to the location of the district so close to the European mainland and its ancient and historic role as a gateway and conduit to new peoples, ideas and trade into Britain and its role as the frontline of the nation's defence.

11.3 The archaeological record of the District comes in many shapes and forms. It includes remains buried beneath the towns, villages, fields and marshlands, it includes buildings and other structures, earthworks, ditches and historic features and it includes the sediments and environmental evidence that help us understand the ancient topography, processes and environments that influenced human habitation and use of the landscape. Archaeology is a theme which runs through all of the other theme papers in this study and it is not the intention of this paper to repeat those matters. The archaeological remains within the district cover the entire period of human habitation from the traces of the hunter-gatherer peoples of the Palaeolithic landscapes, to the structures of the Cold War sites and the remains of the mining communities of the twentieth century.

Designation and Protection of Archaeological Remains

11.4 There is statutory protection for nationally important archaeological remains through the Ancient Monuments and Archaeological Areas Act 1979 where they are designated as Scheduled Monuments (formerly Scheduled Ancient Monuments). That is not to say that all nationally important archaeological remains are Scheduled and protected in this way, they are not. There are cases of known nationally important remains which have not been protected and areas where they have only been partially Scheduled principally for land use and management reasons. There are many more cases where important archaeological remains lie buried and where their full importance has not been sufficiently identified to allow Scheduling and many, many more nationally important remains, or even internationally important remains, will lie hidden awaiting discovery. Archaeological remains also contribute to and are protected by other forms of historic environment designation such as Listed Buildings, Conservation Areas, Registered Parks and Gardens, Registered Battlefields, Protected

Wrecks and Military Crash Sites. While the greatest emphasis is on the protection and preservation of nationally important remains, there are numerous remains that are significant at a regional and local level which merit protection. The emphasis of government planning policy set out in the NPPF (and previously in PPS5 and PPG16) is for the preferred preservation of archaeological remains. The framework recognises that archaeological remains are an irreplaceable resource and that Local Planning Authorities should seek to conserve them in a manner appropriate to their significance.

Archaeological Discovery and Investigation in the District

11.5 Not surprisingly given the considerable wealth of archaeology there has been a long history of antiquarian interest and archaeological discovery and investigation in Dover District. The first documented excavation in Kent occurred close to the District when William Digges excavated a barrow and Saxon graves at nearby Barham for King Henry VIII some time before 1542. The same century saw various travels and surveys of the nation's antiquities starting with John Leland appointed by Henry as the Kings Antiquary in 1533 and continuing with a survey of Roman remains across Britain by William Camden and a more detailed account of the counties' topography published by William Lambarde in his *Perambulation* in 1576. The knowledge of these early antiquarians was severely limited and they had difficulty in understanding the dates of many of the features they saw, and in particular the pre-Saxon remains. In the District, monuments such as the fort at Richborough, and the pharos on the Western Heights were identified as Roman but the pharos that still stands today at Dover Castle was thought to be medieval, perhaps an easy mistake given its reuse for a bell tower linked to the Church of St Mary Castro.

11.6 The late seventeenth and eighteenth centuries saw an upsurge in antiquarian scholarship with particular emphasis on collecting and recording the past at a very local level. At first the main source for these antiquarians were written documents and they focused by and large on standing medieval buildings, landed estates and the civil and ecclesiastical authority. By the end of the eighteenth century sites and objects became better appreciated and the focus was broadened and stretched further back in time.

11.7 Of relevance to the archaeology of the District, William Somner published a posthumous account of the Roman forts in 1693, whilst John Battely recorded inscriptions from Richborough and wrote a detailed account of the site in 1711. William Stukeley, the antiquarian best known for his work at Avebury and Stonehenge, visited Kent in the 1720s and recorded a number of sites including Richborough and the Device Forts at Deal. An important work focused on the history of Sandwich was published by William Boys in 1792 which described sites outside the town including the remains of the temple at Worth. While the Roman archaeology was best understood by these early antiquarians others started to explore the burial mounds of the Anglo-Saxon cemeteries in East Kent. In particular Bryan Faussett excavated nearly 800 graves in East Kent between 1759 and 1773 including cemeteries at Guilton and elsewhere in the District. He kept meticulous records and collected artefacts that stand today as a prime resource for Anglo-Saxon studies. By the end of the eighteenth century significant progress had been made in investigating and

recording the early archaeology of Kent. Edward Hasted published an extensive account of the knowledge of that time in his *History and Topographical Survey of the County of Kent* (1797-1801).

11.8 The nineteenth century saw an explosion of industrial development, urban expansion and an increase in quarrying for new building materials. Many sites were destroyed by the new development with often the only record being objects purchased for local collections from the workmen who discovered them during their endeavours. In East Kent, William Rolfe, the grandson of William Boys formed a large collection including from his excavations at Richborough. By the mid nineteenth century a better appreciation of the length of human existence and a prehistoric chronology were developed. The early antiquarianism gave way to a more professional discipline of archaeology. National and local organisations were formed, institutions carried out research, journals were published and conferences held. The Archaeological Association was formed at Canterbury in 1844 and the Kent Archaeological Society in 1857. They provided an institutional basis for the promotion of archaeology across the county, brought a wide range of interests together and the Kent Archaeological Society published its own journal *Archaeologia Cantiana*. At around the same time museums started to develop as it became accepted that the collection and curation of the past was a public function. Several towns in Kent set up their own museums, the first being Dover Museum opened in 1836.

11.9 The excavations of the late nineteenth century followed the earlier interests in Roman and Saxon archaeology. Charles Roach Smith published a review of the Roman forts in 1850. Interest in prehistory developed more slowly though an important Bronze Age barrow excavation took place at Ringwould in the 1870s. One of the most active archaeologists in Kent in the late 19th century was George Payne. Though he worked mostly outside the Dover District area, an initiative of his to map and list the archaeological find spots and sites of Kent was ahead of its time. His work, published in 1888, can be pointed to as the first county sites and monuments record. By the end of the 19th century, the archaeological record of Kent compared favourably with any where else in the country. The progress made through the century since the time of Hasted is well illustrated in the summaries of the *Victoria County History*.

11.10 Prior to the Second World War there was a general lack of large-scale investigation in the District until the major campaign of excavation at Richborough in the 1920s by J.P Bushe Fox, an archaeologist from the Office of Works. These excavations, which took place over a number of years, focused on the ruins of the Roman Shore Fort and involved the excavation of a large part of the internal area of the fort. The remains of features excavated by Bushe Fox are preserved for display at the Richborough site. Another significant step forward in understanding the archaeology of the District came through the collation of the Roman evidence and discoveries for the town of Dover by Mortimer Wheeler in 1929 which paved the way for future research and discovery in the town. The Second World War saw an almost complete cessation of archaeological work though some carried on with the development of military sites for example at Manston Airfield to the north of the District on Thanet. In 1945 works concentrated on investigation of the bombed areas of Dover.

11.11 Following the Second World War there was limited funding available for archaeological work and much still depended on the efforts of enthusiastic amateurs, local groups and societies. Groups such as the Dover Archaeology Group (founded in 1971) and the CIB team led by Brian Philp (with a full-time team set up in 1971) were active in the District. By the 1970s the need for a more concerted approach to rescue the archaeology threatened by increasing development led to the formation of a number of units within East Kent with a core of full time professional staff such as the Kent Archaeological Rescue Unit (developed from the CIB team), the Canterbury Archaeological Trust (1975) and the Trust for Thanet Archaeology (developed from the Isle of Thanet Archaeological Unit which was founded in 1979). The Kent Archaeological Rescue Unit was formed in response to the major redevelopment works, particularly the construction of the York Street By-pass in Dover. There followed a huge amount of work through the 1970s by the unit and many volunteers in Dover which resulted in the discovery and excavation of many key sites and in particular the Roman forts of the *Classis Britannica*, the Saxon Shore Fort, the military bath house and the 'Painted House'. The Painted House was preserved and opened to the public in a purpose built museum by the Kent Archaeological Rescue Unit.

11.12 A number of major excavations took place in the in Dover District during the 1970s and 1980s as local authorities began to recognise their responsibility for archaeology. As well as the work by KARU at Dover, notable sites include the excavation of the Saxon cemetery during construction of the Eastry By-Pass in the 1980s and the excavation of an extensive Iron Age settlement and burial site at Mill Hill in Deal by the Dover Archaeological Group (between 1982 and 1989). Other investigations included the excavation of a Roman villa on the Sandwich By-pass (by the Canterbury Archaeological Trust and Dover Archaeological Group in 1978).

11.13 In 1989 Kent followed the example of other counties and appointed its first County Archaeologist to advise planning authorities in the county and maintain a Sites and Monuments Record. The publication of Planning Policy Guidance Note 16 in November 1990 provided a much firmer basis for the conservation and investigation of archaeological sites affected by development. With increasing development pressure and such a richness of archaeology, the District saw a number of key excavations and discoveries. In 1992, work on an underpass on Town Wall Street in Dover led to the discovery of the Dover Bronze Age Boat, part of which was lifted and is the focus of a gallery at the nearby Dover Museum. Townwall Street again saw major excavations in 1996 when the remains of a medieval fishing settlement were excavated in advance of the construction of a petrol station. Archaeological works have also taken place in connection with the Whitfield Eastry By-pass, the establishment of a business park and housing at Old Park Barracks, the excavation of a major Saxon cemetery at Buckland (1994) and a number of investigations within the centre of Sandwich.

11.14 A feature of archaeological work in the county over the past decade has been the development of an approach of strip, map and sample investigation where large areas of development have been stripped of their topsoil and archaeological investigation then targeted at sampling key areas. This approach has transformed

the understanding of the archaeology of Kent and particularly in areas of north Kent, Thanet, Holmesdale and around Ashford where large scale development has taken place. Dover District, due to the character of its developments over the last ten years has seen less use of this approach. Instead the District has seen more targeted excavation on known remains within smaller scale development sites chiefly within urban and village confines. In the future the development of new areas of housing extending from the present settlements confines, combined with the adoption of strip, map and sample investigation techniques has the potential to transform our knowledge of the archaeology of Dover District.

11.15 An indication of the wealth of archaeology that remains to be discovered across the rural parts of the District is evident from two particular sources. Aerial photography has confirmed that there are extensive buried archaeological landscapes across the District that are especially visible on the chalk of the North Downs. Transcription of aerial photographs was undertaken by the Royal Commission for Historic Monuments in England (RCHME) in the 1990s as a pilot study. This mapped a substantial number of features within Dover District. Recent re-evaluation of the aerial photographs in the area around Richborough has demonstrated that there is a considerable amount more within existing collections that has not yet been discovered. At Richborough the aerial photography has helped to illustrate the layout of the Roman town and complemented a geophysical survey at the site.

11.16 The other important source of information are the finds being made by metal detecting enthusiasts on the farmland of the District. In recent years the Portable Antiquities Scheme has encouraged the voluntary recording of such finds and this leading to a wider appreciation of the distribution of finds across the landscape as well as identifying particular sites. In excess of 4,000 finds have been recorded by the scheme in the District. The District's most notable metal-detecting find is the Bronze Age gold cup discovered at Ringlemere Farm in 1991. The site was subsequently excavated and a large Late Neolithic / Early Bronze Age monument found as well as a Saxon cemetery. Ringlemere is a good example of a nationally important site whose significance had not been hitherto recognised, despite being visible on earlier aerial photographs and it demonstrates the value of both further transcription programmes and liaison with detectorists. Of the finds from Kent recorded in the Portable Antiquities Scheme database more than a fifth (22%) come from Dover District.

11.17 Another area of progress over the last two decades has been the development of projects to map or gather information on various heritage themes. Gazetteers of military sites have been compiled through projects such as the Defence of Britain and more locally the Defence of Kent. Since the closure of the coalfields the Coalfield Heritage Initiative in Kent project has gathered the history and recollections of the mining communities. Three of the District's towns (Deal, Sandwich and Wingham) were included in the Kent Historic Towns Survey carried out to improve advice on dealing with the urban archaeology of those towns. Dover is a notable exclusion from the survey as it was recognised that a more comprehensive assessment was, and is still, needed. Other surveys, led by local interest groups, include a study of the archaeology, buildings and documentary history of the medieval

town of Sandwich and a survey of the historic landscapes of the Lydden Valley. A project examining the environs of Richborough was started with work undertaken on the area immediately around the fort but this has yet to expand through the Wantsum Channel area as was originally intended. Other recent projects include a rapid assessment of the District's coastal zone.

Description of the Heritage Assets

11.18 For the purposes of this paper, the approach has been not to describe in detail the archaeological assets of the District which are a huge and in many cases unknown resource. Instead the following sections describe those assets which are afforded protection as Scheduled Monuments and then deals with the larger resource of undesignated archaeology through consideration of the different types that may be encountered.

Scheduled Monuments

Size

11.19 There are 48 Scheduled Monuments in Dover District covering an area of approximately 222 hectares. They range in size from the extensive fortifications of the Western Heights (c.70 hectares), the Roman port at Richborough (c. 41 hectares) and medieval Dover Castle (c. 29 hectares) down to the medieval Fisher Gate and the Round House, Sandwich (21 m.2 and 47 m.2 respectively) and a crane on Wellington Dock (51 m.2).

Periods covered

11.20 Accepting that most of the Scheduled Monuments may include archaeological remains of a number of periods, the following table provides a quantification of the main periods covered by the named special interest of the Scheduled Monuments in the District.

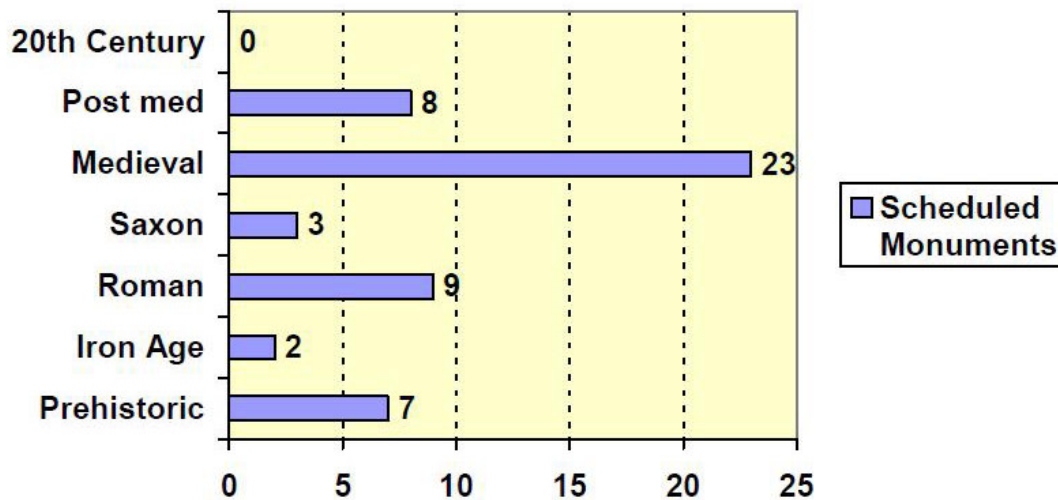


Figure 11.1 Main periods of the Scheduled Monuments in the District.

11.21 As is clear from the graph above medieval monuments with standing structural remains dominate the Schedule for Dover District. Of the 23 monuments the majority fall within either the medieval defences theme: eight monuments are parts of the Sandwich town walls and two are the castles at Coldred and Dover or the Church theme: four churches, three abbeys and the Maison Dieu in Dover. The remaining five include three manor sites, an earthwork in Shingleton Wood and the remains of the medieval port of Stonar.

11.22 The Roman period is represented by nine Scheduled Monuments. The port, fort and other features at Richborough are well covered by the extensive designated area though there are further remains extending out from the Scheduled area. The Roman remains at Dover have a number of discrete Scheduled Monuments rather than one large area designation. This is due to the management issues that would result from a broad area-based Monument and a lack of detailed understanding of the location, extent and condition of the principal features of the Roman town and port. The result is that the Roman archaeology in Dover includes separate designations for the Roman 'Painted House', the bath house, part of the fort of the *Classis Britannica* and a small part of the southern wall and a bastion of the Saxon Shore Fort. The *pharos* on the Western Heights is named in the Scheduling of that area though the *pharos* at Dover Castle is not (although it is mentioned in the more detailed description and is also designated separately as a Grade I Listed Building). Remains of the Saxon Shore Fort will also be protected as a result of the Scheduling of the remains of St Martin's le Grand Church. Areas of the *Classis Britannica* and the Saxon Shore Fort are known to survive in Dover but have not been Scheduled. The rural Roman resource is represented by three Scheduled sites: Wingham Villa, the temple at Worth and an enclosure noted as a cropmark considered and to be of Iron Age or Romano-British date. The latter two of these rural Roman sites account for the only named Scheduled Iron Age sites in the District though Iron Age remains are mentioned in a number of descriptions for example at Dover Castle.

11.23 The prehistoric period is covered by seven Scheduled Monuments, the majority being bowl barrows and ring ditches identified from cropmark sites although a Springfield style enclosure dated to the Bronze Age is included north of Langdon and another enclosure at Preston is also designated.

11.24 The three Saxon Scheduled Monuments are all cemeteries, those at Sangrados Wood, Ash (Gulston) and Great Mongeham.

11.25 The post medieval Scheduled Monuments are entirely connected with castles and fortifications of the various coastal defences. Three are artillery forts built by Henry VIII at Deal, Walmer and Sandown. The extensive fortifications of the Western Heights, Fort Burgoyne and Archcliffe Fort, the late nineteenth century gun turret on Admiralty Pier and the Fairburn Crane of 1868 account for the remainder. The District contains no Scheduled Monuments solely of twentieth century date, although Scheduled sites with a long history of use (such as Dover Castle or the Western Heights) may incorporate twentieth century elements as part of the wider Scheduled site.

Scheduled Monuments by Function

11.26 The 48 Scheduled Monuments in the District have been categorized as far as possible into the following functional types: Funerary, Religious, Fortification & Defence, Residence, Port/harbour, Industrial, Settlement, and Public Building. Several of the monuments fit into a number of categories. The following graph summarises the number of monuments per category:

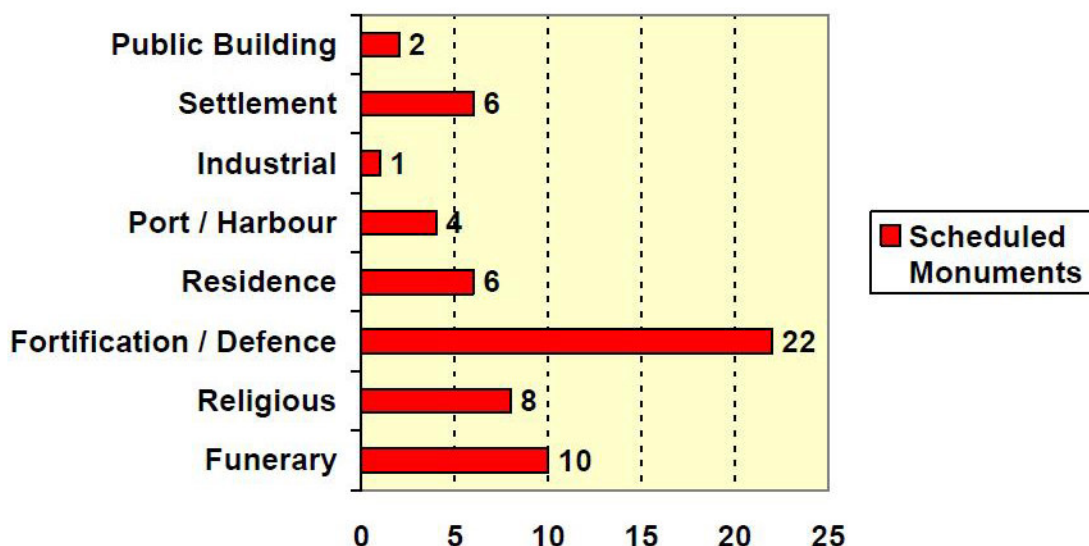


Figure 11.2 Number of Monuments per category

11.27 It is clear that the sites associated with fortification and defence are most prevalent amongst the District's Scheduled Monuments. These include the three Roman forts, the medieval castles and the town walls of Sandwich, the Henrician artillery forts, the post medieval defences of Dover and the 1870s gun turret on

Admiralty Pier. Funerary sites, mainly the prehistoric barrows and the Saxon cemeteries are next in quantity followed closely by the religious sites which in the main are the medieval churches and abbeys and the Roman temples. The residences include the medieval manorial sites, the Wingham Villa and Walmer Castle, the historic residence of the Lord Warden of the Cinque Ports. The settlements include prehistoric enclosures, the Iron Age settlement at Worth, the *vicus* at Richborough and the lost medieval town of Stonar. The four port or harbour related sites include the ports of Richborough and Stonar, the *pharos* on the Western Heights and the Fairburn Crane at Wellington Dock. The public buildings are debatable being the Roman monuments of the 'Painted House' and the bath house.

Distribution

11.28 The Scheduled Monuments are spread across Dover District with 21 in rural and village locations and 27 in the major towns of Deal/Walmer, Sandwich and Dover.

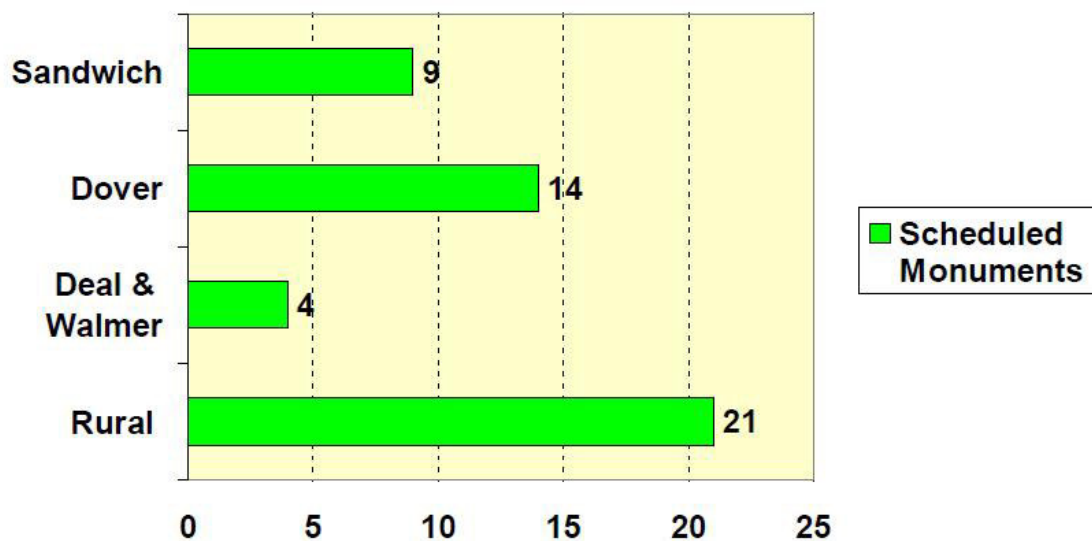


Figure 11.3 Distribution of Scheduled Monuments

Access

11.29 The Monuments have been quantified in terms of their accessibility and present land use:

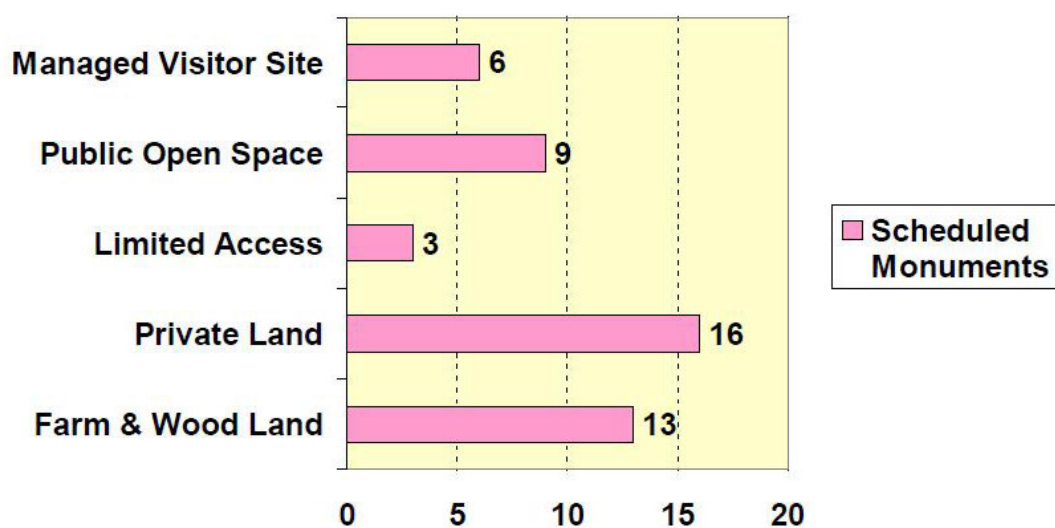


Figure 11.4 Accessibility and Present Land Use

11.30 The managed visitor sites are those of Walmer Castle, Deal Castle, Dover Castle, The Painted House, the Maison Dieu and Richborough. Four are managed by English Heritage.

11.31 The Monuments in public open space include parts of Sandwich town walls, Sandown Castle, St James Church and St Martin's le Grand Church in Dover, the buried bath house in Dover and parts of the fortifications of the Western Heights. A number of sites have limited access including the ringwork and bailey castle at Coldred which lies within the grounds of the present parish church and the gun turret on Admiralty Pier.

11.32 Private sites are in a number of uses. Some such as the manorial sites are private residences. St Martins Priory is used as a school, Archcliffe Fort is in private use (but is accessible) and Fort Burgoyne lies within an area of future development. The medieval port of Stonar lies within an industrial estate, St Radigunds and Langdon Abbey lie within farmsteads and St Nicholas Church within the grounds of Oxney Manor. Other monuments lie buried within various properties in town and rural locations.

11.33 All of the prehistoric and Saxon sites are found within farmland as is a large part of Roman Richborough and the temple at Worth. An enclosure at Shingleton is in woodland.

Heritage at Risk Register 2011

11.34 English Heritage maintains a register of those designated heritage assets that are most vulnerable and subject to decay. The *Heritage at Risk Register 2011* identified eight sites in Dover District of which seven include Scheduled Monuments.

Monument	Condition	Trend	Vulnerability	Occupancy
Western Heights	Poor	-	Lack of maintenance	Part Occupied - Government
Fort Burgoyne	Fair	-	Lack of maintenance – Invasive ivy growth	Vacant – Housing Association
St Radegunds Abbey (Listed Buildings)	Very bad	-	Heavily overgrown and ruinous fabric	Private
The Belvedere, Waldershare Park	Very bad	-	Derelict and in a ruinous state	Private
Gt Mongeham Anglo Saxon cemetery	Extensive significant problems	Declining	Arable Ploughing	Private
St Radegunds Abbey (Scheduled Monument)	Extensive significant problems	Declining	Collapse	Private
Ring ditch & enclosure east of Parsonage Farm	Extensive significant problems	Declining	Arable Ploughing	Private
Four ring ditches on Sutton Hill	Extensive significant problems	Declining	Arable Ploughing	Private
Romano-Celtic temple & Iron Age site, Worth	Extensive significant problems	Declining	Arable Ploughing	Private

Table 11.1 Source: *Heritage at Risk Register* 2011

11.35 The *Heritage at Risk Register* has highlighted a number of vulnerabilities on these seven Scheduled sites which probably apply to a lesser extent at other Scheduled Monuments in similar land use. Ploughing is having a significant effect on four of the sites and with a total of 15 monuments on agricultural land in the District the problem may be more widespread. The remaining vulnerabilities apply to the structural remains at the four sites. At St Radegunds Abbey, ruinous historic buildings are heavily overgrown and significant fabric is in danger of collapse. Historic buildings that are in use at the farm are in better condition as would be expected. The extensive fortifications at the Western Heights in Dover are in poor condition, with no established programme for maintenance or even funding for condition surveys to inform conservation management. Fort Burgoyne once part of the Connaught Barracks is now vacant and owned by the Homes and Communities Agency. The future of the site will lie with the redevelopment of the wider barracks site. Structures on the site are at risk from lack of maintenance and invasive vegetation growth.

Non-designated Archaeological Remains

Kent Historic Environment Record & Archaeological Assets

11.36 The Kent Historic Environment Record (HER), maintained by Kent County Council is the principal inventory of archaeological assets in the county. The HER developed from the old County Sites and Monuments Record. It needs to be recognised that the HER is not a complete inventory; it is an evolving record with many new assets recognised and added to it every day both by dedicated Historic Environment Record officers and by volunteers under their guidance. Thematic studies such as the Defence of Kent Survey or the Rapid Coastal Zone Assessment or area based projects such as this present study have and will identify large numbers of new sites for inclusion and generally increase the records in detail within particular themes and for particular locations. On occasion the HER will import records from separate databases maintained by other organisations or schemes. For example the HER has seen the recent incorporation of the English Heritage Listed Building record which catalogues around 20,000 buildings in the county. The Portable Antiquities Scheme also maintains a database of thousands of detectorists finds which is regularly updated into the HER.

11.37 Within Dover District the HER (as at August 2011) included the records of:

- 5904 archaeological sites, monuments and finds
- 138 standing buildings that are not Listed Buildings
- 6 maritime features excluding the thousands of wrecks off the coast of Dover
- 1 crash site excluding those off the coast.

11.38 The Kent HER is linked to a geographical information system (GIS) which allows the mapping of the records against the county's topography, geology, modern and historic maps, aerial photographs and other geographical information. The HER is available in a shortened version online through the Exploring Kent's Past web pages:

www.kent.gov.uk/exploringkentspast

Character of the archaeological resource

11.39 The character of the buried archaeological resource is complex but can be broadly divided between sites in rural locations and those in the towns and urban centres.

11.40 Rural archaeology – archaeology in rural areas tends to be found at shallow depth often just beneath, or indeed within, the plough line on agricultural land. In some areas, particularly in valley bottoms, the archaeology may be found buried beneath and sometimes within deeper soil deposits that have been washed or eroded off the higher slopes and ridges. These deposits are known as colluvium.

11.41 The remains on rural sites often only survive as infilled features that have been cut into the natural ground. Therefore a typical rural site could include for example the remains of infilled ditches, pits, posts, burials, foundations of buildings

and sunken features such as hollow ways, sunken buildings, hearths, etc. Occasionally, particularly in areas of colluvium, pasture or woodland above ground structures and floors have escaped the erosion of the plough and survive to a better degree. In some cases sites will survive with complex stratigraphy, sometimes from a succession of uses.

11.42 Despite truncation by ploughing often enough survives on a site to provide a coherent understanding of the archaeology of the site and many such sites are designated as nationally important. An advantage that rural archaeology has over the deeply buried archaeology of the town and urban areas is that a fuller, more coherent and wider plan of archaeological sites and the buried archaeological landscape can often be recorded and understood. Modern approaches to archaeological investigation, such as the strip, map and sample methodology, are increasingly enabling this bigger picture to be recorded and sites which have hitherto been too ephemeral and less visible to be detected and investigated in the past are now being found and this is transforming our knowledge of the rural archaeology in Kent.

11.43 Many of the archaeological assets on agricultural land in the rural areas of the District can be traced as **cropmarks** which are visible on aerial photographs. As noted above, the Royal Commission for the Historic Monuments in England (RCHME) carried out a pilot transcription of cropmarks in Kent in the 1980s and identified many in the District. The plotting of these is available as a GIS layer within the Kent HER.

11.44 The conditions that influence whether archaeology can be seen as a cropmark are complex. As well as the form and size of the archaeological features themselves, the depth of covering soils, the underlying geology, the weather conditions during the growth of the crop and at the time of survey as well as the type of crop grown are all factors which can influence whether or not an archaeological site will be visible. Rarely if ever is all the archaeology of even a well displayed site visible on a single aerial photograph. As conditions change different elements of the archaeology of a site become more visible and aerial photography of a site over a number of years can provide a more detailed composite plan of the site than from a single photograph.

11.45 A good illustration of the value of examining a large number of aerial photographs, taken over several years is from the Roman port of Richborough. The figure below shows a transcription of the area around the Roman fort from the RCHME and the second image a transcription by English Heritage following detailed analysis of aerial photographs in 2001.

11.46 As can be clearly seen in the above figure, the re-examination of the aerial photographs has provided a much more detailed picture of the archaeology lying beneath the agricultural land at Richborough. Combined with the results of geophysical survey at the site, which complemented the aerial photographic transcription and identified additional features, the work has transformed what we know about the layout of the Roman settlement around the fort.

11.47 The cropmarks identified by the RCHME in the District tend to be focused on the chalk areas of the North Downs which provide better conditions for cropmarks than the geology elsewhere in the District. Even in these areas the influence of soil depth is immediately apparent as the cropmarks tend to be visible on the higher ridges of the downs and less so in the numerous dry valleys that run between where presumably deeper soils gathered through colluviation may mask archaeological sites.

11.48 The last two decades has seen an increase in **metal detecting** on agricultural land in Kent. As metal detectors become more sophisticated and sensitive, important finds are being made which if recorded can add to our understanding of the use of the landscape and help us to identify the location of hitherto unknown sites. To that end, the Portable Antiquities Scheme was developed and over the last decade it has encouraged and assisted metal detectorists to record their finds as part of a national database, which is then fed as appropriate into the Kent Historic Environment Record.

11.49 The majority of metal detectorists carry out their activities responsibly. They detect with the permission of the land owners and users, avoid detecting on protected sites and generally recover finds from disturbed ploughsoil rather than excavating through stratified archaeological deposits. Where significant discoveries are made the detectorists will often work with archaeologists to properly excavate and record their finds. Many detectorists belong to clubs which engage with the Portable Antiquities Scheme and some assist on archaeological excavations. Within the District a remarkable find and site was discovered by detecting at Ringlemere Farm, Woodnesborough in 2001. There a detectorist recovered a Bronze Age gold cup, a unique find in Kent and rare even at a European scale. The Ringlemere Cup was subsequently purchased by the British Museum where it is now on display. Following its discovery the site was excavated by the Dover Archaeological Group, the Canterbury Archaeological Trust and the British Museum. These excavations identified a substantial Late Neolithic/Early Bronze Age monument, one of a number seen on aerial photographs within the same field which had not been identified or recorded in the HER before the discovery of the Ringlemere Cup.

11.50 Urban Archaeology – archaeology within towns, in particular those with a long history of urban development, can be extremely complex and deep. Often new buildings are built on top of the remains of the older ones with buried demolition deposits, walls, floors and surfaces in many cases raising the contemporary ground level with each successive period of occupation. Earlier structures can sometimes be found incorporated into the newer buildings on a site or materials may be salvaged and reused. Up until the nineteenth century when organised rubbish disposal became more commonplace, people in urban areas generally threw rubbish from their windows or buried it within their gardens. As a consequence urban archaeology is characterised by material rich deposits. The foundations of the new buildings, drainage trenches and the pits cut to dispose of rubbish may all cut through earlier deposits leaving only a patchwork of surviving earlier remains. These sequences of the fragmentary remains of layers and structures, the excavations for and later filling of features such as pits and ditches are referred to by archaeologists as stratigraphy.

11.51 Stratigraphy is the principle foundation for a modern day archaeologist's basic understanding of the phasing and development of archaeological sites. Techniques have been developed which enable today's archaeologists to unravel the sequence of events on a site by recording each event and its relationship to other events in detail. Historically issues of stratigraphy were poorly understood before the twentieth century and hence earlier excavations tended to focus on rural sites rather than those of the towns.

11.52 Urban archaeology has its own constraints. Sites are often split between several modern properties and can not be investigated and interpreted as a single entity. Even where they are able to be investigated in whole, they are often found surviving only as fragments which need a significant amount of post excavation analysis to pull together an understanding of the site. Deposits can often be very deeply buried and covered by later archaeology which has a significance that needs to be recorded before earlier structures or deposits can be reached. Urban sites are often restricted in area which can constrain excavation approaches and matters such as access, safety, management of spoil, location of services and adjoining buildings all have to be factored into the management of an urban archaeological investigation.

11.53 Within Dover District the three towns of Dover, Deal and Sandwich will contain rich stratified urban deposits and to a lesser extent the other settlements and villages could contain stratified deposits at their longest occupied central parts.

11.54 Archaeological excavation in Dover has proved that deep stratified deposits are present over much of the historic core of the town, with archaeological remains in the former estuary area being up to eight metres in depth. On the settled land either side of the former ancient harbour up to three metres of stratified archaeology is known. Dover's urban archaeology is as complex and substantial as any other historic town or city in the country including London. Dover town has been the subject of extensive archaeological excavations, most notably those of the Kent Archaeological Rescue Unit in the 1970s and 1980s where substantial areas of the Roman fortifications, town and harbour and the later Saxon settlement were investigated in advance of major redevelopment of the town. Other significant investigations include the excavation of medieval dwellings of the Cinque Port's fishermen at Townwall Street by the Canterbury Archaeological Trust in 1996 and the discovery of the Dover Bronze Age Boat in the prehistoric silts of the Dour estuary during works to widen the A20 in 1992. As well as these highlights, the town has seen many other investigations, a number of which remain to be fully reported on. These provide the basis for developing a complex model of the archaeology of the town. Other than the reporting of the individual sites, there is much still to be done in drawing together the data into such a model that can then be used to manage the urban archaeological resource. In 1990 Dover District Council commissioned the Oxford Archaeological Unit to publish an archaeological implications report for the town. The report briefly summarised the archaeological resource and identified a number of archaeological zones within the town and outlined the priorities for future investigation and study of those zones. Further work has been done in the last decade to model part of the town centre in advance of the proposed redevelopment known as the Dover Town Investment Zone. While both studies have their specific value,

there is an urgent need for the creation of an Urban Archaeological Database for Dover which would model the known and potential archaeology of the town. Given the wider historic environment significance of Dover with its Listed Buildings and Conservation Areas, a model that combines all elements of the historic environment would be of even greater value.

11.55 The archaeology of Sandwich is also known to include complex stratified remains though not on the scale or depth as those in Dover. The town, which developed its historic core from the eleventh century, therefore much later than Dover, is one of the best preserved medieval towns in the country. Many of the buildings in the town survive within their medieval plots meaning that the town has not seen widespread change. The stratification in the town is characterised by shallower sequences of fine grained archaeological layers up to a metre deep and lying virtually immediately under the present ground surface. Commonly archaeology is found less than 15 cm. from the present ground surface in Sandwich. Archaeological work in Sandwich is generally carried out in conjunction with small scale development in the confined spaces of the individual medieval property plots. Given the vulnerability and complexity of the remains in the town, even small scale new works, such as extensions to properties, will warrant archaeological investigation of the significant deposits that are affected. A particular opportunity that the archaeology of the town provides is to link the buried remains with the extant historic buildings of the town.

11.56 Sandwich's archaeology benefits from two key publications. The town was one of those studied for the Kent Historic Towns Survey which provided an overview of the urban form and heritage assets of the town and provided Supplementary Planning Guidance to assist in the management of the urban archaeology. Sandwich has also been the subject of a comprehensive survey and analysis of its medieval origins, its archaeology, its historic buildings and documentary sources. This work has resulted in the publication of a detailed account of medieval Sandwich along with a shorter popular account of the history of the town. These studies have done much to further our understanding of the town and its development as well as to promote the archaeology and history of the place. The nature of the archaeological resource and priorities for archaeological work are set out in Chapter 17 of the book. A complete list of the archaeological investigations that have taken place in the town is also included.

11.57 The historic core of Deal has yet to see significant archaeological investigation on the scale of Dover or even Sandwich. Like Sandwich those investigations that have taken place have tended to be of a small scale. The town was established in the sixteenth century on the shingle bank behind the defences of the Castles of The Downs (see Themes 2.2 and 3.4). The town then saw significant expansion as it served the anchorage of The Downs until the mid early nineteenth century and much of its historic core survives from this time and is afforded Conservation Area protection.

11.58 The later date and relatively unchanged layout of the town's historic core means that the stratification of archaeological deposits is likely to be more limited in Deal than in Sandwich or Dover. In places there may have been more considerable change, particularly in the areas of the former naval yards, and structural deposits

are likely to survive on vacant plots in the core of the town. Like Sandwich, Deal has benefitted from its inclusion in the Kent Historic Towns Survey, but the town has seen less systematic study than either Dover or Sandwich and this has limited our detailed understanding of the town's archaeology.

11.59 Archaeology of Buildings – archaeology does not just relate to buried deposits and structures but also is concerned with the existing fabric of buildings, their features and fittings which provide important information on how they were built, their date, form and use. Although the District's built heritage is the subject of a separate theme paper within this heritage strategy (see Theme 12), there is a considerable overlap between the two. Much can be gained from the appropriate recording and investigation of the fabric of historic buildings as the study of Sandwich has demonstrated so well.

11.60 Landscape Archaeology – landscape archaeology is concerned with understanding the historic development and use of the landscape. The archaeology and built heritage contributes to an understanding of the landscape as does the surviving grain of the landscape, its topography, land use, sediments and environmental deposits. The District includes a number of particularly important historic landscapes. The medieval innings of the former Wantsum Sea Channel and the Lydden Valley are of regional importance (see Theme 1). Several historic parklands and estates are amongst the assets of the District (see Theme 7.1). More recent landscapes, for example those of the East Kent Coalfield, the industrial sites of the Dour valley or the coastal military defences are an important element of the District's heritage.

11.61 As well as the specific landscapes mentioned above, the District contains numerous features that contribute to its distinctive rural character and an understanding of how the landscape developed. The field boundaries, enclosures, pattern of settlement and farmsteads, lanes and roads all survive. The extensive crop mark complexes visible on aerial photographs illustrate the presence of widespread buried archaeological landscapes that can be understood from analysis of the photography, historic maps and from archaeological excavation. In some instances, particularly within woodland or areas of pasture the archaeological remains may survive as earthworks. The Scheduled Monument at Shingleton Wood is a nationally important example in Dover District.

11.62 Wrecks and Aircraft Crash Sites – the Strait of Dover was, and is, one of the busiest shipping lanes in the world. The Channel has seen the arrival of invasion and raiding vessels and has been the scene of many naval conflicts. In times of peace it has acted as an important trade route, both for vessels visiting the District's ports, as well as those passing by en-route to other destinations across the world. In the past it included the important naval anchorage of The Downs. The busyness of the Channel along with the presence of the hazardous Goodwin Sands has resulted in an immense number of wrecks off the coast of Dover. The Kent Historic Environment Record details around 1,500 known wrecks within 15 kilometres of the Dover coast. These are covered in more detail in Theme 5.3 of the Strategy. They range from the site of a Bronze Age wreck at Langdon Bay represented solely by

350 bronze objects considered to be part of the vessel's cargo to the many vessels lost in the conflicts of the twentieth century. As well as the recorded wrecks there are likely to be the remains of many more presently unknown examples resulting from the navigation of the strait and the crossing of the Channel from prehistoric times to the present day.

11.63 Wrecks may also be found in-land, in areas that have since been reclaimed from the sea. The Wantsum Channel, for example, was an important navigable sea route until medieval times and is likely to have ancient wrecks amongst its buried archaeological assets. Other areas such as the Lydden Valley and the mouth of the Dour may also have buried wreck sites. Indeed nineteenth century workmen refer to the discovery of an apparent Roman wreck during gravel extraction at Stonar in the mouth of the Stour though this has not been verified.

11.64 The District's archaeological remains will also include many vessels which have been abandoned and left to the elements as 'hulks'. The earliest known vessel of this type and one of the District's most notable heritage assets is the Dover Bronze Age boat, found in the silts of the Dour estuary during construction works in 1996. While half of the boat was excavated and lifted to form the centrepiece of a gallery at Dover Museum, a substantial part of the boat remains buried beneath Dover. The likelihood of similar boats surviving elsewhere in the Dour, Wantsum and Lydden Valley alluvium is strong. Later hulks are also likely to survive in these alluvial deposits. Accounts of the two landings by Julius Caesar refer to the wrecking, salvage and repair works to his fleet. The anchorages around the Roman port of Richborough and that at Dover, the medieval ports of Sandwich and Stonar are likely to be the focus of abandoned vessels. In Sandwich the rare remains of a late fourteenth century merchant vessel were found during sewer works in 1973. The 'Sandwich Boat', as it has come to be known, appears to have been laid up in a small creek to the east of the town walls and is an important example of a vessel of the period. Perhaps the latest abandoned hulk in the district of any heritage significance can be found in Stonar Cut. Here a German 'Raumboot', a fast mine sweeping vessel dating to the Second World War was abandoned in the 1980s and can be seen mostly submerged in mud at low water

11.65 There are 47 known aircraft crash sites in the coastal waters of the District. Dating to the Second World War, many were lost during the Battle of Britain and include both Allied and German losses. One aircraft, a Dornier 17 shot down by fighters of No. 264 Squadron in August 1940, has recently been discovered in extremely good condition on the Goodwin Sands and is due to be raised for display in the RAF Museum at Cosford in spring 2012

11.66 Palaeolithic archaeology – the Palaeolithic is the earliest period of human history and covers an immensely long period. In Britain it generally dates from the first colonisation by early hominids around 800,000 years ago to the end of the last ice age around 10,000 years ago. The peoples of this period were generally transient hunter-gatherers who moved around the countryside searching for and taking advantage of the natural resources available. These Palaeolithic peoples generally left little trace of their presence other than the stone tools they made and used.

11.67 The Palaeolithic in Britain coincides with the later half of the geological period known as the Pleistocene. The Pleistocene was a time of great climatic changes oscillating between severe cold periods known as glacials and warm periods known as interglacials. In Britain, the coldest periods saw much of the land become uninhabitable while the interglacials were at times warmer than what we experience today. The Pleistocene also saw great changes in the landscape. During the coldest times great glaciers would carve out new valleys, pushing sediments in front of them and caused sea levels to drop. As the climate warmed the ice melted, dropping its carried sediments and causing sea levels to rise, sometimes submerging valleys.

11.68 Evidence for Palaeolithic peoples is therefore most often found in the sediments that have been deposited in the Pleistocene. While in some places these are found close to the surface, more commonly they are found buried at varying depths within the Pleistocene geological deposits. Given the highly mobile nature of the landscape of the period, the artefacts from the period are often found to have been transported a considerable distance in the sediments.

11.69 In Dover District Palaeolithic artefacts have been found mainly dating from the Lower Palaeolithic, the period to about 250,000 years ago. No evidence dating to the later periods of the Palaeolithic have yet been identified. Many of the artefacts have been found buried in the Head Brickearth deposits of the northern part of the District, sediments that have been laid down through mainly aeolian processes (windblown). Other artefacts have been found associated with the residual capping deposit known as clay-with-flints and are mostly surface finds, though some shallow incorporation into the geology has been noted at Whitfield. The District seems to lack artefacts from the alluvium of the river valleys, a common characteristic of other areas of Kent. This may be a product of a lack of quarrying and discovery rather than a true reflection and the major submerged tributary valleys of the Wantsum and Lydden may offer particular potential for Palaeolithic remains.

11.70 Geoarchaeology & palaeo-environmental remains – archaeology is not solely concerned with the residues of human activities. It is also important to understand the landscapes and environmental conditions that formed the template and context for that human activity. Studies of the geological and sedimentary sequences (geoarchaeology) can provide important information to help archaeologists understand the way in which the landscape has evolved at different times and how it has influenced and been used by humans.

11.71 Theme 1 of the Heritage Strategy explains the significance of coastal landscapes and processes and their contribution to the District's character. The sediments in the former Wantsum Sea Channel, the Lydden Valley and the Dour Valley were highlighted. As well as the alluvial deposits associated with these river valleys and sea channels important sediments may survive in the inland landscapes of Dover District, for example sequences of colluvium and aeolian deposits which may seal early archaeological remains.

11.72 As well as information about the natural and human processes that have helped to shape the landscape, the sediments of the District have a potential to contain a wealth of information about the environmental history of the area, enabling reconstruction of the vegetation, land use and climate through time. In particular the waterlogged conditions of the former marshlands in the north of the district and the valley of the Dour have a particularly high potential for well preserved environmental remains. The lower reaches of the Dour are considered to have the potential to contain one of the most important sedimentary contexts for understanding landscape development and human activity in the south east region.

Archaeological capacity

11.73 Government policy, since the publication in 1990 of Planning Policy Guidance Note 16 (PPG16) concerning archaeology has been to give material consideration to safeguarding archaeological remains in planning decisions. Since 1989 the District Council has received planning advice on archaeology from the County Archaeologist and a database of archaeological sites, monuments and finds is maintained in the County Historic Environment Record, a summary form of which can be accessed online through the Exploring Kent's Past website:

www.kent.gov.uk/exploringkentspast

11.74 While the policy at national, regional and local level has been to seek the preservation of important archaeological remains *in situ*, especially nationally important remains, there are many cases where archaeological remains of lesser significance have been investigated and recorded in advance of development and where previously unrecorded, but nationally important, remains have been discovered during archaeological works.

11.75 The archaeological work that has been undertaken in the District has resulted in a substantial archaeological archive. This archive includes not only the recovered artefacts, but also all the paper, written, photographic and digital records, which need to be organised, stored and managed for the future generations to use, exhibit and study. Much of the archaeological archive from the District is deposited with Dover Museum although important collections of material from early excavations are housed in museums outside the District and English Heritage have an important collection of the assemblages from Richborough housed in their own archive at Dover Castle.

11.76 With the increasing amount of archaeological work that has taken place over the last four decades in the District, the capacity of the present archives to receive and curate new material has reduced considerably. The space for storage and the costs associated with the perpetual maintenance of the archive, some of which requires specialist conditions has become, in common with museums and archives across the county, an increasing pressure on Dover Museum. Recognising the need for improved capacity in the county for the storage of and making access to archaeological archives a long term solution to the appropriate and accessible storage of archaeological archives is being sought through the creation of an archaeological resource centre.

11.77 Archaeological work in Dover District is presently carried out by a number of archaeological contractors and in some cases by local groups and individuals. The District has two professional archaeological units based within it: the Kent Archaeological Rescue Unit which carried out the majority of the work in Dover town centre in the 1970s is based in and manages the Roman Painted House in Dover; the Canterbury Archaeological Trust also have an office in Dover and have been involved in many of the major excavations in the District in the last twenty years. Other units such as Oxford Archaeology, the Trust for Thanet Archaeology, Archaeology South East and SWAT Archaeology have also carried out a significant level of fieldwork in the District.

11.78 The District is fortunate in the presence of the Dover Archaeological Group (DAG), a well established, active and highly respected volunteer archaeological group. DAG have in the past carried out investigations on many important archaeological sites in the District such as those at Mill Hill, Deal, and the villas at Sholden and Sandwich. The group has also provided assistance to professional archaeologists on many sites including at Ringlemere where the Bronze Age gold cup was found. The group are often involved in monitoring small scale development works across the District and in particular those sites where household extensions might affect archaeological sites.

11.79 The capacity for public involvement in archaeology within the District remains high. The 1970's saw an enormous communal effort and public interest in the archaeological rescue excavations in the centre of Dover. As well as the work of Dover Archaeological Group, involvement of volunteers and societies with professional archaeologist on survey projects such as the Sandwich Project and the Lydden Valley project illustrate the value of such an approach.

Statement of Significance

11.80 The archaeological assets in Dover District, which include 48 Scheduled Monuments cover the entire period of human habitation from traces of the hunter gathers of the Palaeolithic through to the remains of the twentieth century. The proximity of the European mainland has seen the District as the gateway between Britain and the continent since ancient times. The archaeological record reflects this gateway role providing evidence of the movement of peoples, new cultures and ideas and trade; it demonstrates the frontline role the District played in first invasion and later defence of the nation; it illustrates the key role that the District and the Dover Strait played in the maritime history of the nation; and it shows how the distinctive landscape and character of the District has developed through time.

11.81 The archaeological assets of Dover District are of **outstanding significance**.

Evidential Value

11.82 The evidential value of the Districts archaeological record is outstanding. The understanding of many of the themes covered by the Heritage Strategy can be considerably enhanced through study of the archaeological resources of the District.

Study of the soils and earthworks of the Wantsum, Lydden Valley and Dour can help us to understand how the coastal landscapes have formed and influenced the District's settlement patterns and maritime activities. Important information on the development and character of the nationally important ports of Richborough, Dover, Deal, Sandwich and Stonar can be derived from a study of the buried archaeology, historical documentation and where present their historic built fabric. The story of the District's key role in the early invasion of the nation and later its fortification and defence can be informed through the archaeological record, study of historic documents and the analysis of the associated monuments and structures.

11.83 The archaeology of Dover District can provide considerable evidence for the District's gateway role and the arrival of new peoples and ideas from and as a point of embarkation to the continent. Important evidence of Britain's maritime links, trade and history and the use of the Dover Strait is contained in the numerous wrecks lying off the coast, in its ports and coastal features and within the archaeological resources of the inland areas of the District.

11.84 The cropmark evidence of the District illustrates the enormous potential to understand the ancient landscapes of the rural areas of Dover District, the development of the settlement patterns, communication networks and the rural landscape and farming. The industrial archaeology of the District can provide important evidence on the struggle to develop a viable coal field in East Kent, the industrial development of the Dour and the exploitation of the natural resources of the District. The District has considerable potential to provide important evidence for the arrival of Christianity, the establishment of the church in England and its influence on the Saxon and medieval peoples and the rural and coastal landscape.

11.85 With the key role that the District has played in many nationally significant historical events, there is considerable potential for the archaeological record to both verify and contribute to a more detailed understanding of those events. In particular the arrival and departure of the Romans would benefit from more detailed analysis and investigation of the District's archaeology.

Historical Illustrative Value

11.86 The early archaeology of the District illustrates the formation of Britain as an island as sea levels rose to submerge the ancient landscape and create the Dover Strait. The subsequent development of England as a maritime nation, the role of the district as a point of arrival and embarkation from and to mainland Europe, and as a frontier to invasion can all be illustrated through the archaeology of Dover District.

11.87 The District's association with Roman Britain is outstanding, having played a key role in the arrival of the Romans, the development of a gateway to the new Roman province through the two great ports of entry at Richborough and Dover and in the eventual abandonment and collapse of Roman administration. The archaeological remains at both Richborough and Dover have considerable potential to illustrate the story of Roman Britain.

11.88 Likewise the District has played a key role in the arrival of Christianity and the development of the church in England after the arrival and settlement of the Anglo-Saxons. The archaeology of the district can be used to illustrate these historically important transformations of the country. The archaeological assets of the district can play an important role in illustrating the development of coastal fortifications and defences, from the Roman forts of the Classis Britannica and the Saxon Shore, through the post medieval defences in Deal and Dover to those of the First and Second World Wars.

Historical Associative Value

11.89 The archaeology of the District can be associated with a number of the most significant events in British history. The separation of Britain from the continent around 8,000 years ago can be seen in the coastal landscapes of the District. The District is associated with a number of the key events and figures in the story of Roman Britain: the landing of Julius Caesar with his armies at Deal in 55 and 54 BC; the arrival of Claudius' invasion forces at Richborough in AD 43 led by Aulus Plautius and the future emperor Vespasian; the construction of the great arch at Richborough by Domitian to celebrate the final conquest of Britain and the role of Richborough and East Kent in general at the abandonment of the province by the Roman administration and military in AD 407. The Anglo Saxon period saw the arrival of new settlers and in AD 597 the arrival of St Augustine and his mission through Ebbsfleet and Richborough as Pope Gregory I sought to re-establish the church in England.

11.90 The medieval, post medieval and twentieth century defences in the District have strong historical associations with many of the conflicts and threats that have afflicted the nation over the last millennium. Duke William and his Norman army occupied Dover in 1066. Between 1216 and 1217 Dover Castle was the scene of one of the greatest medieval sieges in Britain during the civil war between King John and his barons. Both Sandwich and Dover saw a number of raids through the thirteenth and fourteenth centuries and played an important role in disembarkation of forces to France for the Hundred Years War. The Henrician fortifications at Deal reflect the emerging threat to Tudor England by the catholic European powers and the construction of the eighteenth and nineteenth century fortifications at Dover's Western Heights again reflect the threat of invasion by France including under Napoleon I. The District played an important role in the Great War including the supply of the Western Front and again in the Second World War as a front line of defence for the country and a role in many of the engagements in the Channel and the recovery of the British and French forces from Dunkirk.

Aesthetic Value

11.91 While much of the buried archaeology of the District has limited aesthetic value there are remains of considerable aesthetic merit. The Painted House at Dover with its Bacchic murals is one of the finest examples of Roman art in the country. Many of the artefacts recovered during excavations have reflected the artisan values

and craftsmanship of their makers, for example the Bronze Age gold cup discovered at Ringlemere Farm and the many Anglo Saxon brooches recovered from the cemeteries found throughout the District.

11.92 The archaeology of the District contributes much to the aesthetic value of the themes described elsewhere in this Strategy. For example the earthwork remains of the sea walls of the Lydden Valley and the former Wantsum Channel contribute to the aesthetic value of these important historic landscapes. The fabric of the District's built heritage contributes much to its aesthetic value for example the imposing flint walls of the Shore Fort at Richborough or the medieval streets of nearby Sandwich. The partially visible wrecks of the Goodwin Sands, ruined churches such as Oxney and the remains of the East Kent collieries are a few of the evocative reminders of the District's rich history.

Communal Value

11.93 The association of the District's archaeology with some of the most significant events and peoples of British history provides a tremendous potential to tell stories that connect with the public at large and add significantly to visitor interest. Many of the major archaeological discoveries in the District have inspired considerable interest both at local and national scale and have helped to promote the District's rich history. In particular the Dover Bronze Age Boat and the Roman 'Painted House' have both become visitor attractions in their own right.

11.94 The archaeology in the District has considerable potential to engage the community with their past and increase their appreciation of their heritage and sense of place. Survey projects such as those at Lydden and Sandwich have shown the value of community involvement in discovering their past and the archaeology of the District has plenty more to offer. There are considerable opportunities for the archaeology of Dover District to connect more with education and learning with many aspects directly relevant to the national curriculum.

Vulnerabilities

11.95 The archaeology of Dover District is a fragile, finite and non-renewable resource that is highly vulnerable to change.

11.96 Natural processes such as coastal erosion, sea level change and flooding may have a significant impact on archaeological assets within the coastal areas. The retreating chalk cliffs of the southern area of the District may see important archaeological sites, and in particular the remains of twentieth century cliff top defences vulnerable to collapse into the sea. The castles at Deal and Sandown and the archaeology of the Lydden Valley and Wantsum Channel are particularly vulnerable to rising sea level change. Alteration in the hydrology of sites whether through natural changes in the water table or through human agency may have a significant effect on the preservation of important buried organic remains.

11.97 Aerial photography has demonstrated the presence of extensive archaeological remains buried throughout the rural landscape of the District and in particular on chalk downland. These remains, many of which will be found buried at shallow depth, are particularly vulnerable to ploughing. Changes in farming regimes, intensification of agriculture and the introduction of new methods of cultivation and machinery could also impact archaeology.

11.98 The District's archaeology, particularly that in the towns and villages is generally vulnerable to development. Analysis of the proposed sites for allocation illustrate that the vast majority have some level of archaeological sensitivity. The archaeological remains in Dover are only partially protected through designation, but the vast majority of the town's archaeological remains are offered no protection. The archaeology of the town is complex, in places deeply buried and variable in its level of preservation. Management of this important resource is inhibited by the lack of a coherent model of the town's archaeology. The development of an Urban Archaeological Database, as in other historic towns with such complexity, would assist decision makers and developers in understanding the potential impacts of development proposals.

11.99 Even small scale development such as house extensions can have an impact on buried archaeology. Historic towns such as Sandwich are particularly vulnerable to small scale development which may have a relatively significant impact on the preserved deposits within the town's small garden's, yards and open areas. The extension of the District's settlements into adjacent farmland is likely to have a significant impact on archaeology. Settlements which are proposed for significant growth such as Whitfield, Deal and Aylesham are all surrounded by farmland rich in archaeology.

11.100 The District's archaeology is vulnerable to the development of new infrastructure such as road construction, water and gas pipelines, electricity generation and cabling and the erection of flood defences. While the more significant impact of these will be from development of infrastructure in rural areas where archaeology is likely to be shallowly buried and vulnerable to plant operations as well as trenching, excavations in the streets of the historic towns and villages could also have a significant effect. Although in recent years a number of the utilities providers have developed good systems of consultation on their proposed works, others have still to develop a robust system.

11.101 Although mineral extraction is not a major activity at present in the District compared to other areas of Kent, where it does occur in the future there is likely to be a significant effect on archaeology. A number of the District's significant archaeological discoveries have been made during quarrying in the past.

11.102 The alteration of historic buildings and structures and changes in use can affect the archaeology of a building as the evidential value of fixtures, fittings, use of space and fabric is removed or concealed. The archaeological recording of historic buildings and structures before alteration is sporadic and much information about the history, development and use of the building can be potentially lost.

11.103 Planning policy and guidance emphasises the need for consideration of the effects of development on archaeology at an early stage so that appropriate measures can be taken in the design of proposals to safeguard or realise benefit from the assets. In practice there is a need for improved systems to ensure that archaeological potential is recognised and understood by developers and planners by the time an application is made. The validation of planning applications can require that a Heritage Statement be included with the planning application. In many cases, where the potential for archaeology on a site is not apparent to a developer, statements are not being produced. Where Heritage Statements are being produced they vary greatly in quality, often producing information that is not relevant to the case and overlooking that which is. There is a clear need for better identification of areas of archaeological potential and making this readily accessible to developers and others. Guidance on the content and quality of Heritage Statements and clearer direction to where developers can obtain advice, support and information is needed.

11.104 With decreasing space for and increasing costs of storage of archaeological archives the capacity to secure a long term future for the curation of District's archaeological finds and records is limited and is an urgent issue which needs to be tackled.

11.105 Archaeological remains are vulnerable to criminal activity such as illicit metal detecting and removal of remains from wrecks. The archaeology of the District is particularly sensitive to these activities given its wealth in Anglo Saxon burial grounds with rich grave goods and the large number of wreck sites off the coast of Deal. Earthwork remains are also vulnerable to erosion from activities such as dirt biking.

11.106 Archaeological investigation in Dover District, particularly that undertaken in connection with development, is being undertaken by a widening range of archaeological bodies and individuals, some of whom have limited familiarity with the archaeology of the District. There is a risk that with an increasingly fragmented record an overall picture of the archaeology will become more difficult to maintain inhibiting understanding, interpretation and robust decision making. The need to maintain sufficient levels of local knowledge, to encourage local engagement, to prompt reporting, publication and dissemination of the results of archaeological work and to promote common practices and standards of archaeological work will become increasingly important.

11.107 The contribution that local archaeological societies and groups such as the Dover Archaeological Group have made to the District's archaeology is considerable. It is important that these groups continue to be properly engaged with by archaeologists working in the District and that they are encouraged and supported to ensure that they grow and remain active.

Opportunities

11.108 The archaeology of the District has considerable potential to bring to life many nationally important stories that connect with the public and bring attention to and promote the rich heritage value of the District. Many major archaeological discoveries in the District have been generated national and even international interest, for example the discoveries of the Ringlemere Cup and the Dover Bronze Age Boat. In some cases archaeological discovery can contribute to visitor numbers in their own right. The Roman 'Painted House' is today preserved as an important attraction in the town of Dover that is visited by both tourists and schools. The Bronze Age Dover Boat provides a central exhibit in its own gallery at Dover Museum and a focus for promotion of the museum. Where important discoveries are made in the District opportunities should be taken to publicise these and where possible provide the public opportunity to see archaeological investigations that take place in their communities. The redevelopment of Dover Town Centre, where important archaeological remains are likely to be discovered, is a particular opportunity where archaeology can be presented to the public during investigation works.

11.109 Many of the District's communities have tremendous pride in their past. Archaeology has the potential to offer these communities an opportunity to engage with that past and increase their understanding of their area's history. Existing survey projects in the District, such as those of the Lydden Valley and of Sandwich, have demonstrated the value of community involvement in discovering their past. Increased engagement with the past can provide communities with better appreciation and understanding and improve their sense of place and local pride. There are many areas of the District where such surveys can be carried out, on individual land holdings, at parish and town level or in landscapes such as the Wantsum or coalfields.

11.110 There is considerable opportunity to put in place programmes of mapping and survey that would enhance our understanding of the district's archaeological assets and improve their management. A particular priority is a programme of mapping the cropmarks visible on aerial photography which would help to identify, illustrate and better understand the archaeology that is buried beneath the district's rural landscape. In the past such mapping has been mainly only possible with specialist expertise. Today with access to digital aerial photography and GIS software there is considerable potential for the community to deliver at least in part such mapping.

11.111 The development of an Urban Archaeological Database to model the archaeology of the port and town of Dover would help greatly in the management of the rich archaeological resource in the town. Enhancing that model with the inclusion of the wider historic environment assets and characterisation of areas of the town would be an even greater resource which could be used to help shape the regeneration of the town.

11.112 There are considerable opportunities for the archaeology of the District to connect more with education and learning with many aspects directly relevant to the national curriculum. Archaeology often provides information about the past that is not visible in other sources. It deals with everybody, from Kings and Queens to

everyday people and their lives. It is not just limited in its focus to nationally important events and figures and can be used to question written accounts that may be biased in their origins. Handling archaeological material helps to provide people with a direct physical link to the past. Archaeological excavations and their finds can be used to inspire and stimulate learning. It is easier to understand how past people lived and how past technologies worked when real life objects can be touched and handled. As such archaeological remains and collections provide a vital and tangible link to the past. Opportunities that allow people to access and experience archaeological excavations and finds should be sought. This might for example be achieved through an Archaeological Resource Centre, visits to archaeological excavations or through handling kits or visits to archaeological collections in the District's museums.

11.113 The Sandwich survey has illustrated the considerable value of an integrated approach between archaeology, historic buildings analysis and documentary research to better understand the development of the town and the history and use of individual properties. Where the District's historic buildings come forward for conversion or alteration consideration should be given to whether an integrated approach will add value.

11.114 A long term solution to the appropriate and accessible storage of archaeological archives is being sought through the creation of an archaeological resource centre. This would not only help secure the curation of the District's archaeological archives, it would also provide considerable opportunities for local engagement, learning and display of the archaeology of the District.

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12 Built Heritage

Summary

12.1 The built heritage of Dover District is an outstanding resource that stands as a visible reminder of the area's rich history. The District contains important standing remains ranging in date from the Roman period to the modern-day. Many of the District's Historic Buildings are celebrated for their aesthetic qualities and are imbued with a patina of age. The Built Heritage of the District makes a major contribution to local character and distinctiveness through the varied use of materials and the way that buildings of different dates and types relate to each other as well as to the surrounding landscape and settlement. The District's built heritage has an important role to play in future regeneration proposals, the promotion of sustainable development and for the economic future of the District.

Introduction

12.2 Dover District possesses an extraordinary wealth of historic buildings, structures and features that today stand as visible reminders of the rich history of the area. Grouped together for the purposes of the present study as 'Built Heritage' the assets include numerous spectacular and prominent sites.

12.3 Examples include the ruins of the Roman Shore fort at Richborough or the Pharos at Dover, which stands as the tallest building from Roman Britain; numerous Saxon and medieval churches, many of which are in use today; fortifications such as Dover Castle, Deal Castle, the extensive post medieval fortifications at Dover Western Heights and medieval town walls at Sandwich; country houses and manors including estate buildings such as the Belvedere at Waldeshare Park; maritime features such as the South Foreland Lighthouse, the Time Ball Tower in Deal and the harbour works at Dover; the streetscapes and historic buildings of medieval Sandwich, and the eighteenth and nineteenth century port of Deal.

12.4 While these and other prominent buildings and structures stand out, the District also contains many, many more assets that contribute to the distinct character of its towns, villages, coast and rural areas. These may include the remains of the collieries and settlements of the East Kent coalfields, historic farmsteads and agricultural buildings, bridges, milestones, the remains of the coastal defences of the First and Second World War, memorials and monuments, civic buildings, street features and public parks and gardens. Many of the themes covered in the Heritage Strategy include Built Heritage assets that make an important contribution to the significance of each theme. Likewise there are many significant built heritage assets that are not covered in the themes identified in the Heritage Strategy but is none-the-less important including, potentially, assets that are nationally important.

12.5 While there are many Built Heritage assets that have statutory protection there are far more that are not protected in any formal way but remain important to the District and its communities.

12.6 This theme paper after an introduction to designation and protection of Built Heritage assets, describes the District's Built Heritage. The description of Built Heritage deals firstly with those assets that are protected as Listed Buildings, then those that are not specifically protected through Listing and thirdly characteristics of the District's Built Heritage.

Designation and Protection of Built Heritage Assets

12.7 The interest in formally protecting the built heritage was first established with the Ancient Monuments Protection Act 1882 although initially the act only covered prehistoric monuments with Kits Coty the only site in Kent. Following the Ancient Monuments Consolidation and Amendment Act in 1913 the classification of Ancient Monuments broadened and by 1931 over 3,000 monuments had been Scheduled and 200 taken into public ownership. Even so many of the buildings protected as "Ancient Monuments" under the Act were limited to those as unoccupied to avoid the complexity of protection of a lived in property.

12.8 It was the damage caused by bombing during World War II that prompted a need to develop a List of Buildings of Architectural Merit which should be rebuilt. Three hundred members of the Royal Institute of British Architects and the Society for the Protection of Ancient Buildings were dispatched under the supervision of the Inspectorate of Ancient Monuments and funded by the Treasury to establish the List of Buildings of Architectural Merit requiring bomb damage repair. The list, which became known as the 'salvage scheme' was issued in 1941 to local authorities who were meant to protect buildings on the list from casual or needless demolition following bombing raids. The scheme had limited success and there is anecdotal evidence of the needless loss of historic buildings in cities such as Exeter and Canterbury which were specifically bombed as cultural targets by the Luftwaffe in the 'Baedeker Blitz' of 1942. A positive outcome of the scheme however was that it provided a sound basis for post-war Listed Building legislation and it focused attention on the need to protect historic buildings from uncontrolled demolition and alteration.

12.9 Shortly after the war, the Town and Country Planning Act 1947 established the basis for a comprehensive compilation of the first List of Buildings of Special Historical or Architectural Importance. This has developed through various amendments to the Act and the authority for Listing is today granted to the Secretary of State by the Planning (Listed Buildings and Conservation Areas) Act 1990. In England the Department for Culture, Media and Sport oversees policy on the protection of the country's heritage assets including its historic buildings. The decision on whether or not to list a building is made by the Secretary of State although the process is administered by English Heritage. Applications to alter or demolish a Listed Building are generally administered by the Local Planning Authority who normally retain the services of a specialist Conservation Officer and are required to consult with relevant statutory bodies such as English Heritage and the Society for the Protection of Ancient Buildings (SPAB). The National Planning Policy Framework sets out the Government's policy on how Listed Buildings should be treated in the planning process.

12.10 Today designated heritage assets have evolved in several individual categories: archaeological monuments (which can include buildings) are ‘Scheduled’; historic buildings and structures are ‘Listed’; historic parks and gardens and battlefields are ‘Registered’; and military remains and wrecks are ‘Protected’ through various legislations. In 2007 the government, to streamline the processes involved in protecting the historic environment, published a White Paper ‘*Heritage Protection for the 21st Century*’ and in 2008 a draft Heritage Protection Bill was consulted upon. The proposal included that the existing designation lists be merged into a single register of heritage assets which would explain the particular significance of each asset. Although there was strong support for the legislation, the Bill was abandoned.

The Listing of Buildings

12.11 The older a building is, the more likely it is to be Listed. Almost all buildings that were built before 1700 that survive in anything like their original condition are listed as are the majority of those up to 1840. The criteria is tighter for more recent buildings and any post war buildings have to be exceptionally important and normally at least 30 years old to be Listed. In England there are approximately 374,081 Listed Building entries, which represent over half a million individual buildings (as a number of buildings can be covered by an entry). This represents around 2% of England’s buildings.

12.12 Listed Buildings are graded into three categories:

- **Grade 1** - Buildings of exceptional interest, sometimes considered to be internationally important;
- **Grade II*** -: Buildings are particularly important buildings of more than special interest;
- **Grade II** - Buildings are nationally important and of special interest;

12.13 There was formerly a non-statutory Grade III which was abandoned in 1970 and Grades A, B and C (approximately equivalent to I, II* and II) at one time were used for Anglican churches in use (though a few buildings remain graded such).

Criteria for Listing

12.14 In order to be Listed, a historic building or structure must meet certain criteria. In March 2010 the Department for Culture Media and Sport published their paper ‘*Principles of Selection for Listing Buildings*’ which sets out the principles that the Secretary of State applies when deciding whether to add a building to the list. As well as setting out statutory criteria the Secretary of State will refer to a series of selection guides published by English Heritage.

12.15 The Secretary of State will consider whether a building or structure has:

12.16 Architectural Interest – important in terms of architectural design, decoration or craftsmanship, it may be a nationally important example of a particular building type or application of techniques or plan form.

12.17 Historic Interest – must illustrate important aspects of the nation's social, economic cultural or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building as well to justify designation.

12.18 Group Value – A building that may not be worthy in itself may contribute through its exterior appearance to the architectural or historic interest of a group of buildings which it forms a part of. If a building is Listed due to its group value the protection applies to it in its entirety.

12.19 Fixtures of Special Interest – Account can be taken of a man made feature or object fixed to a building which has particular interest in its own right. Examples could be a particular ceiling, panelling or fireplace. Items that are not fixtures such as furniture or paintings cannot be taken into account.

12.20 The Secretary of State will assess the special interest or significance of a building for the purposes of Listing against the following criteria:

12.21 Age and Rarity – The older a building is, and the fewer surviving examples of its kind, the more likely it is to have a special interest and be Listed.

12.22 Aesthetic Merits - The appearance of a building, both for its intrinsic architectural merit and any group value it may have, is a key consideration but buildings with little visual merit may qualify on other criteria.

12.23 Selectivity – A building may be Listed primarily because it is selected as representing a particular historical type in order to ensure that examples are preserved for posterity. These normally apply to selection from building types where a substantial number of similar types survive and policy is to select only the most representative or most significant examples of that type.

12.24 National interest – As well as buildings that have their own special interest on national terms, the most significant or distinctive regional buildings that together make a major contribution to the national historic stock may also be selected. For instance, the best examples of local vernacular buildings will normally be Listed because together they illustrate the importance of distinctive local and regional traditions. Similarly, for example, some buildings will be Listed because they represent a nationally important but localised industry.

12.25 State of repair: this is **not** deemed to be a relevant consideration for listing. A building can be Listed irrespective of its state of repair.

12.26 Although decisions to list a building can be made on the interest of a small part of a building, the protection applies to the whole of that building, its interior as well as exterior fabric, fixtures and fittings and objects within the curtilage of the

building even if they are not fixed. Any buildings or structures constructed before 1st July 1948 which fall within the curtilage of a Listed Building are treated as also Listed. Policy also seeks to preserve the setting of a Listed Building that is the surroundings within which the Listed Building is experienced.

12.27 De-listing of historic buildings which have lost their special interest is possible but is relatively rare. In an emergency a local planning authority can serve a temporary '*Building Preservation Notice*', if a building is in danger of demolition or alteration in such a way that its historic character may be affected. This can remain in force for up to six months allowing the Secretary of State to reach a decision on formal Listing. Developers can also apply to the Secretary of State for a '*Certificate of Immunity*' that helps to provide certainty for their proposals on buildings that may be eligible for Listing.

12.28 In England the local planning authority is responsible for management of Listed Building works. There is a general principle that Listed Buildings are put to appropriate and viable use and that this may involve re-use and modification of the building. Listed Building Consent from the local planning authority is required for any alterations or demolition. Carrying out any unauthorised works is a criminal offence and owners can be prosecuted and ordered to reverse the works at their own expense. Dover District Council's guidance on Listed Building applications can be found on the following link to their website:

http://www.dover.gov.uk/conservation/listed_buildings.aspx

Protection of Undesignated Built Heritage Assets

12.29 Heritage assets with a statutory designation are given the most protection, to reflect their relative significance. The majority of historic buildings and structures, however, have no statutory protection. In some cases the appearances of buildings and structures, for example street furniture can be protected through their falling within designated Conservation Areas. In these Conservation Areas controls can be put in place to protect the historic character and special interest of the area. Such controls may take the form of Article 4 and 4.2 directions. Conservation Areas are covered in a separate theme paper (Theme 13 Conservation Areas).

12.30 A number of local authorities maintain a list of Locally Listed Buildings. These are buildings within their area which are generally considered by the council to have local historic and architectural value. Canterbury City Council is an example of a local authority in Kent which maintains a list of Local Listed Buildings. The Local List was prepared by Government Listed Building Inspectors in the 1970s and 1980s and around twenty more buildings have been added since to reach the present list of 790 properties. Although not protected through statutory designation, some protection is afforded through the support of local plan policies that give regard to the special historic or architectural interest of the buildings in determining planning and other proposals. Canterbury City Council uses the following criteria as a basis for choosing buildings to be included on the Local List:

- *'Buildings possessing special architectural or historic interest but not currently enjoying Listed Building Status;*
- *Buildings of a definite and recognisable architectural interest (including originality of design and rarity);*
- *Buildings relating to traditional or historic 'industrial' processes in a reasonable state of preservation;*
- *Intact historic structures such as bridges*
- *Buildings of character acting as landmarks in the townscape or landscape;*
- *Buildings associated with unusual or significant events or personalities, or containing features of definite antiquity (i.e. pre-1800).*
- *Good quality modern architecture.'*

12.31 The National Planning Policy Framework provides the Government's policy support for the use of Local Lists and recognises that their use will strengthen the role of local heritage assets as a material consideration in deciding the outcome of planning decisions. English Heritage is developing non-statutory best practice guidance for local authorities, community representatives and other interested stakeholders for the identification and management of significant local heritage assets using a Local List. The production of guidance will fulfil a commitment made in the 2007 white paper *'Heritage Protection for the 21st Century'*. A consultation draft of the Good Practice Guide can be found at:

<http://www.english-heritage.org.uk/content/protected-docs/eng-heritage-good-practice-guide-for-built-heritage-consultation.pdf>

12.32 It is envisaged that the guidance will give local authorities and their communities confidence in introducing a list and preparing selection criteria, encourage a consistent approach to the identification and management of local heritage assets across the country, and that it will move away from just listing of buildings to a wider range of heritage assets.

Description of the Heritage Assets

12.33 The approach taken for this paper has been to first consider those assets which are formally recognised as being of national importance and therefore designated as Listed Buildings and then to consider the wider undesignated built heritage which as well as including some key buildings that may be considered for national designation, includes a wide range of assets that are of local and regional significance. Thirdly the paper will describe some of the characteristics common to the built heritage of the District.

Listed Buildings

12.34 At the time of writing this paper in February 2012, Dover District has 1,922 Listed Buildings (a further ten properties have been de-Listed). The following provides some analysis of the District's Listed Buildings based upon readily available information in the Kent Historic Environment Record.

Date of Designation of Built Heritage Assets

12.35 On the 1st of June 1949 the District designated its first 48 Listed Buildings. Since then 1,884 buildings and structures have been entered on to the List. The graph below illustrates firstly by decade and secondly by individual year the number of Listed Buildings designated in Dover District.

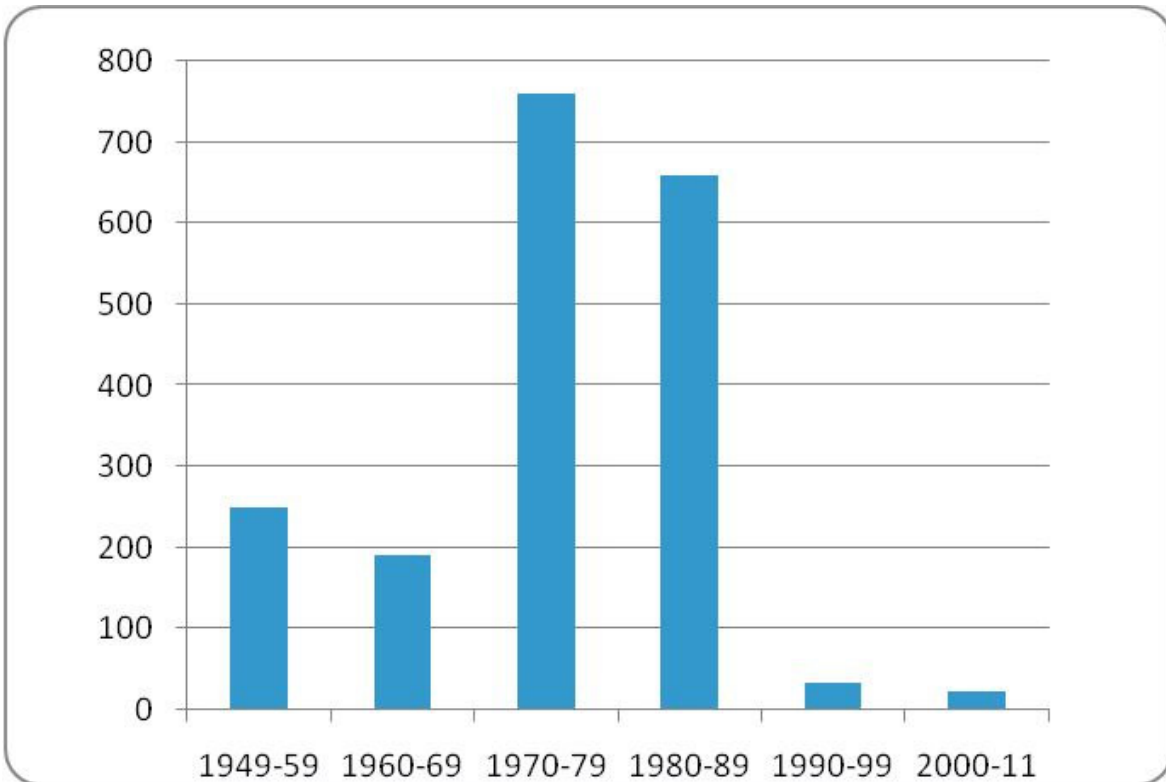


Figure 12.1 Listed Building entries in Dover District for each decade since inception

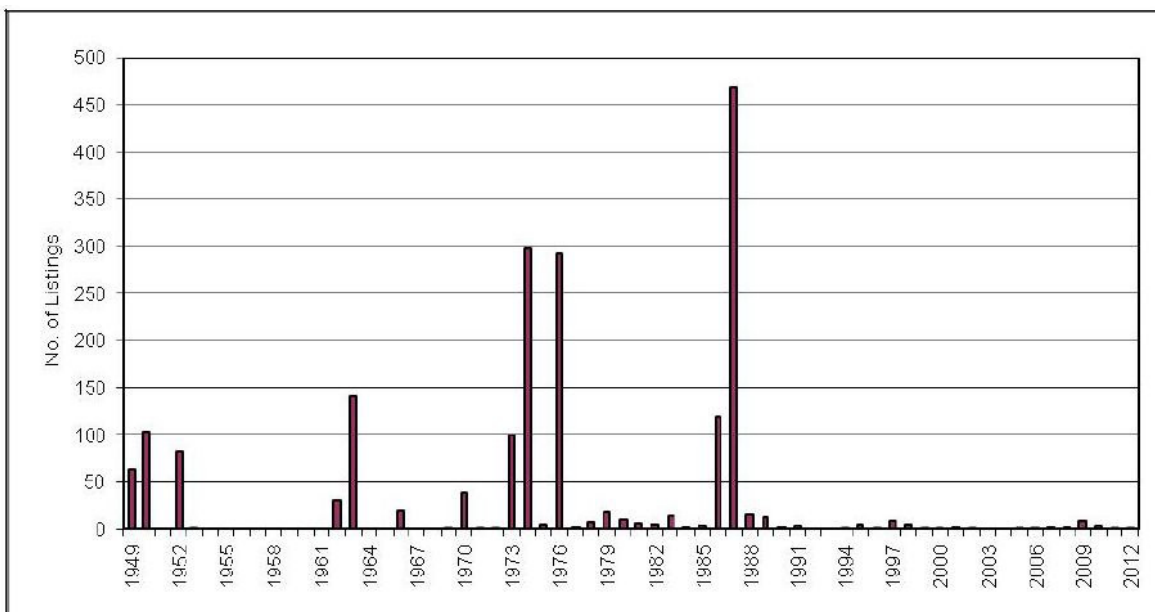


Figure 12.2 Listed Building entries in Dover District by year since 1949

12.36 From the above it is clear that the bulk of Listed Buildings were designated in the 1970's and 1980s with significant peaks in 1974, 1976 and 1987. More moderate peaks were also seen in 1949, 1950 1952, 1963, 1973 and 1986.

12.37 The first tranche of Listed Buildings in the District came on the 1st June 1949 when 48 properties were designated in and around Deal. Of these 5 were Grade II* Listed and the remainder Grade II. By the end of the same month another sixteen were added from Dover of which seven were Grade II* Listed. The following year saw a concentration in the Listing of Buildings in Sandwich and the District gained its first six Grade I Listed Buildings amongst the 103 new entries. These were St Mary's Church, the Church of St Clement, Church of St Peter, St Bartholomew's Chapel, The Barbican and The Salutation all designated on the 19th May 1950. 1952 saw the Listing of buildings in more rural areas and villages around the District. The map below provides an indication of the distribution of Listed Buildings in the District up to 1953.

12.38 There followed a hiatus in listing in the District until 1962 when 30 properties became Listed Buildings and the following year another 141 and 20 more in 1966. Amongst the Listings of the 1960s were the windmills at Chillenden and South Foreland, the Old St Margaret's Lighthouse, Waldashare Park and its Belvedere and many churches. The map above illustrates the mainly rural spread of the buildings that were Listed in the 1960s and clearly shows that the process of listing was taking place by areas of the District i.e. rural south west in 1962, rural north in 1963 and rural south east 1966.

12.39 The 1970s saw a big increase in the numbers of Listed Buildings, particularly in 1974 and 1976 which saw large numbers designated in Deal and Sandwich respectively. 1974 saw the listing of the Roman *Pharos* at Dover, the Saxon Church of St Mary Castro and Dover Castle itself, all at Grade I. These three were the last Grade I designations in the District.

12.40 1986 and 1987 saw substantial numbers of Listed Buildings designated across the District. Of the 588 Listed during this time all but five were designated Grade II and mainly derived from the rural villages and countryside.

12.41 Since 1988 a moderate number of buildings have been designated. These have mainly arisen as reviews of areas proposed for significant change such as the former barracks in Walmer and the Western Docks at Dover.

Quantification of Listed Buildings by Grade

12.42 Across England there are approximately 374,081 Listed Building entries of which 2.5% are Grade I buildings of exceptional interest, sometimes considered to be of international importance. Grade II* buildings are of particular importance and more than special interest, forming 5.5% of the list entries. The largest number of entries is made up of Grade II Listed Buildings of national importance and of special interest, making up 92% of the Listed entries. It is important to remember that a listing entry can sometimes include more than one building – such as a terrace. As of the

February 2012 there are 1,922 Listed Buildings in the District of which 38 (2%) are Grade I Listed, 105 (5.5%) are Grade II* Listed, and the remaining 1,779 (92.5%) are Grade II Listed. The proportions of District's listing entries by grade are therefore comparable with the national averages, with 0.5% fewer Grade I entries and 0.5% more Grade II entries than the overall national proportions.

Grade	District Count	District %	National %
I	38	2	2.5
II*	105	5.5	5.5
II	1779	92.5	92
Total	1922	-	-

Table 12.1 Quantification of Listed Buildings by Grade

The age range of Listed Buildings

12.43 As stated earlier, the older a building is, the more likely it is to be Listed. Almost all buildings that were built before 1700 that survive in anything like their original condition are Listed as are the majority of those up to 1840. The criteria is tighter for more recent buildings and any post war buildings have to be exceptionally important and normally at least 30 years old to be Listed. The table and bar chart below sets out the date range for the Listed Buildings in the District. Some caution has to be exercised in allocating the date of buildings without more detailed study as the descriptions relied upon are not always clear and many of the buildings fall through several periods. The date used is the date of the original construction of the building.

DateRange	No. Listed	% Listed	No. De-Listed
AD 43-410	2	0.1	0
410-1066	10	0.5	0
1066-1599	442	23.0	2
1600-1699	310	16.1	3
1700-1799	550	28.6	3
1800-1899	552	28.7	2
1900-1944	56	2.9	0
Post-1945	0	0.0	0
	1922	100.0	10

Table 12.2

12.44 The table illustrates that the district has a couple of Roman Listed buildings the Pharos at Dover and the walls of Richborough's Shore Fort.

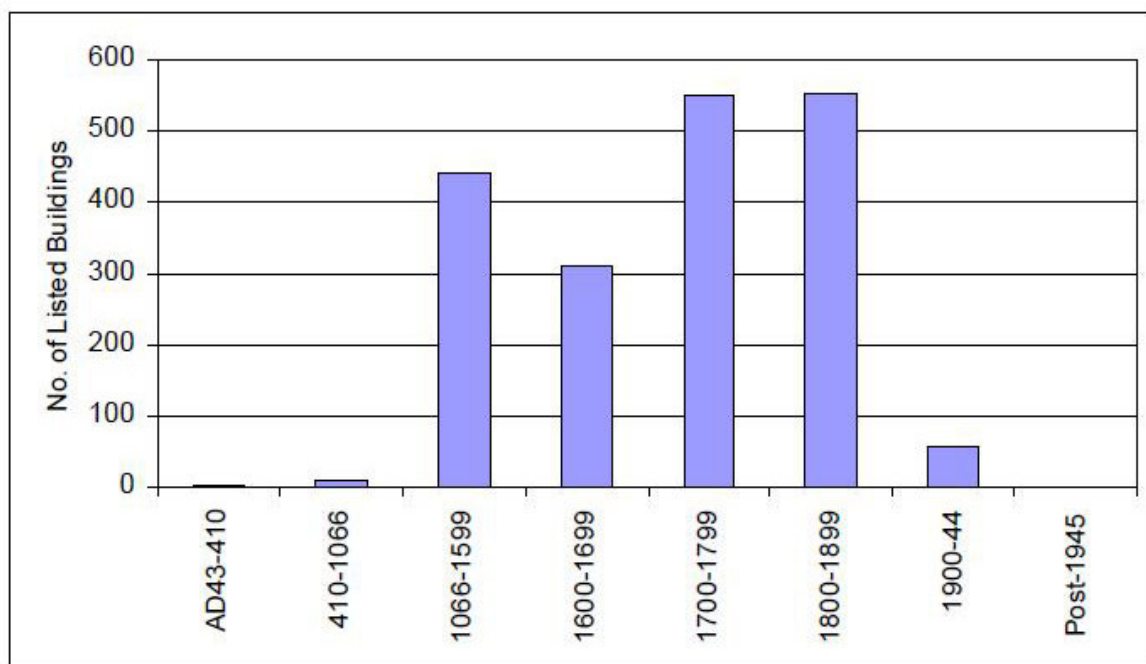


Figure 12.3 Number of Listed Buildings

12.45 Ten buildings, mainly churches were constructed or thought to originate in the Saxon period. The large numbers of buildings in the remarkably well preserved medieval port of Sandwich and the eighteenth and nineteenth century port of Deal account for many medieval and post medieval buildings in the District. Twentieth century buildings number only 56, none of which post date the Second World War. Prominent amongst the twentieth century Listed Buildings are harbour works at Dover, a number of barrack buildings and several telephone kiosks.

12.46 The charts below illustrate how the District's date range of Listed Buildings compares with the national picture. These illustrate a greater percentage of pre-1600 buildings in the District than nationally with resulting reduced percentages in the seventeenth, eighteenth and nineteenth centuries. Other than the complete absence of post war buildings the proportions of twentieth century buildings are almost identical.

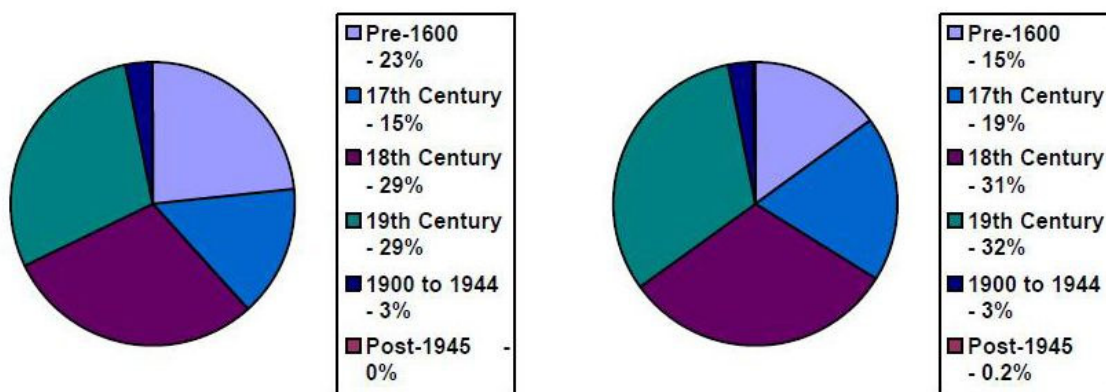


Figure 12.4 Pie charts detailing the age range of Listed Buildings in Dover District (left) and UK (right)

Types of Listed Buildings

12.47 Many of the building types have been covered in some detail throughout the Thematic Papers of this Heritage Strategy. As with archaeology, built heritage is a cross cutting theme within this document, which has referenced the primary historic asset types that give Dover District its distinctive character and identity. There are however other types of building that should be acknowledged as contributing to the general heritage of the District.

12.48 Civic functions, schools, leisure facilities and transportation all offer buildings of historic interest. Civic amenities, with parks and gardens containing bandstands, or fountains, and across the District the numerous historic wall structures and bridges, street furniture, such as, telephone kiosks/boxes, street lighting columns, cast iron bollards, signs and milestones all make small but not insignificant contributions to the character of the areas where they can be found. Memorials are a specific type of heritage asset that can take on many forms, either sculptural such as statues, tombs, and war memorials or functional in the form of lych gates, normally as entrances to church yards. Of the 1,922 Listed Buildings in the District over 200 fall into the above categories, with a large number of tombstones and headstones (68), walls (93) and bollards or street furniture (22) making up this category of Listed Buildings.

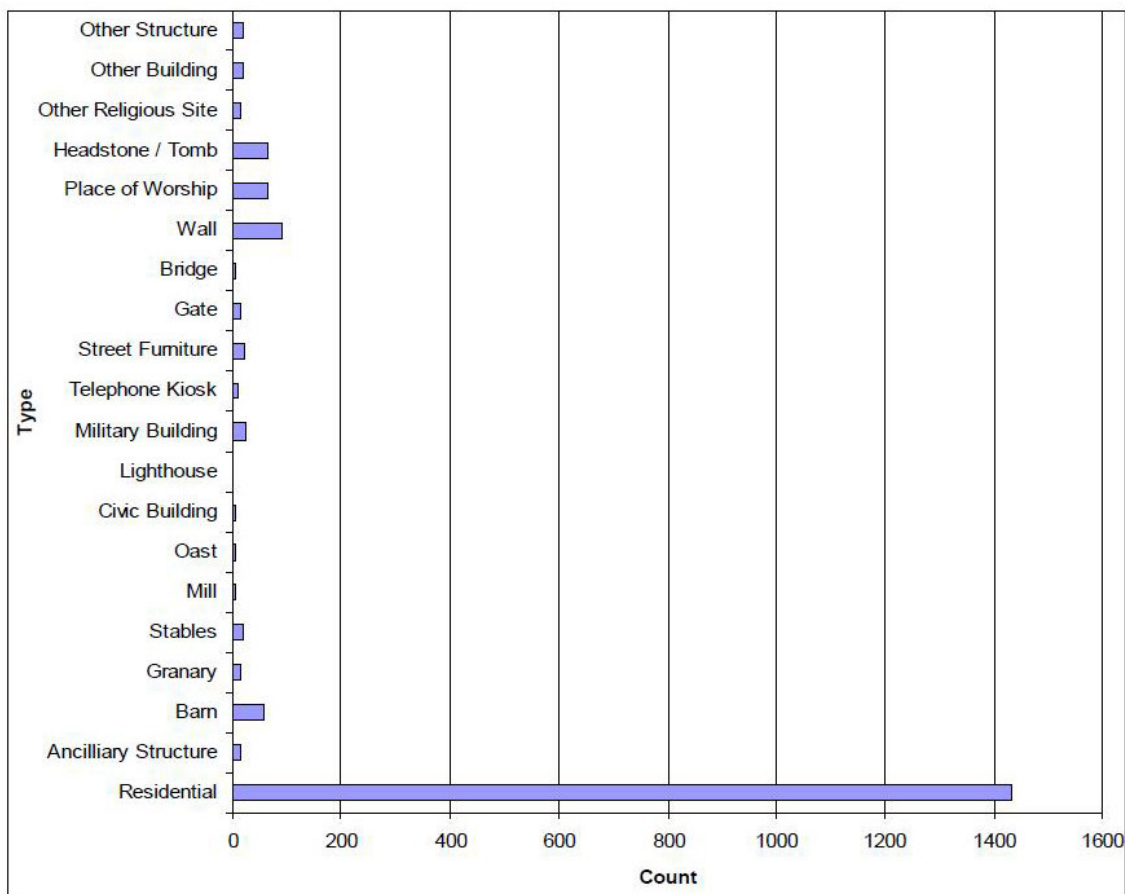


Figure 12.5 Types of Listed Buildings in the District

12.49 The bar chart and table above and below quantify the types of Listed Buildings found in the District.

Type	Count	Type	Count	Type	Count	Type	Count
Residential	1432	Mill	6	Telephone Kiosk	15	Place of Worship	64
Ancillary Structure	15	Oast	6	Street Furniture	22	Headstone / Tomb	68
Barn	56	Civic Building	5	Gate	13	Other Religious Site	15
Granary	15	Lighthouse	3	Bridge	6	Other Building	21
Stables	21	Military Building	25	Wall	93	Other Structure	20

Table 12.3

Written Guidance & Management

12.50 The primary source of local information and guidance for Listed Buildings is to be found on Dover District Council's website (http://www.dover.gov.uk/conservation/listed_buildings.aspx), where a dedicated web page sets out guidance to Listed Building owners and contact details for further information. A navigable map offers the web user a map illustrating Listed Buildings, Scheduled Monuments, Conservation Areas, and Parks and Gardens for the District. The District has one dedicated conservation specialist with responsibility for advising on Listed Building applications, as well as all other built heritage related matters.

Quantifying the Condition of the Built Heritage

12.51 Understanding the condition of the District's heritage assets is vital to managing resources and guidance for those responsible for the care and maintenance of these finite historic resources. Gauging the health of the District's heritage requires the compilation of a register to record known assets that are under threat from being lost forever. Such loss is usually attributed to neglect, decay or inappropriate change. The need to carefully target ever diminishing resources towards those assets most at risk is important in order to secure our heritage for future generations, for once they are lost they are lost forever. A register for heritage at risk is therefore an important management tool.

12.52 Since 1998 English Heritage has published the national Buildings at Risk Register for England's most important Grade I and II* Listed Buildings. In October 2011 English Heritage published the *Heritage at Risk Register* with the results of the largest ever research project into the condition of England's Industrial Heritage. The *Heritage at Risk Register 2011* offers statistical information on the condition of a

number of assets including Grade I & II* Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, Protected Wreck Sites and Conservation Areas.

12.53 The *Heritage at Risk Register 2011* identifies nine Listed Buildings or Scheduled Monuments at significant risk in Dover District. Four of these are assets which can be classed as Built Heritage. Two are Listed Buildings, being the standing remains of St Radigunds Abbey, Hougham Without (Grade II* and a Scheduled Monument) and The Belvedere at Waldershare Park (Grade I and part of a Grade II Registered Park). The other two are the fortifications of the Western Heights and the Connaught Barracks, both of which are protected as Scheduled Monuments.

12.54 Both the Listed Buildings are assessed as being in 'Very Bad' condition. The Belvedere at Waldeshare Park is an unoccupied building that has been derelict for many years and becoming ruinous.

12.55 The Thirteenth century monastic buildings at St Radegund's Abbey are also ruinous and suffering in particular from overgrowth of vegetation. Several buildings that are in occupation as farm buildings and a farm house have been preserved in a 'fair condition'. The Western Heights are identified as being in 'Poor' condition, mainly due to the condition of the moats and the western outworks which are unoccupied. The site suffers from lack of funding for maintenance and inspection. Fort Burgoyne, an 1860's polygonal fort and casemated barracks is identified as in 'Fair' condition, but being vacant is at risk from lack of maintenance and invasive ivy growth. The site is now owned by the Homes and Community Agency and a solution to its future is being sought.

12.56 There is no current register for any other heritage assets at risk within the District. Whilst there was once a co-ordinated county compilation of Listed Buildings at risk, this was discontinued a few years ago. Some Districts in Kent have continued to maintain a building at risk register, which enables a proactive and targeted approach to ensuring these assets are not forgotten and lost forever.

12.57 It is generally recognised that unoccupied buildings are more vulnerable and should be prioritised when undertaking condition survey work. The 330 plus Listed Buildings of a type that are unoccupied could form the start of a "Buildings at Risk Survey" for Dover District to be undertaken by local amenity groups using survey methodology developed by English Heritage.

Non Designated Built Heritage Assets

12.58 The sense of place and quality of life within the District benefits in many ways and one important contributing factor is its historic environment. The towns and villages that we live and work in, the places we visit all draw their identity and distinctiveness from the heritage buildings, sites, spaces and places within the District.

12.59 The number of Listed Buildings within the District is a relatively small proportion of the historic built environment. These, along with buildings protected through other designations such as Scheduled Monuments or Registered Parks are mostly offered protection, which with appropriate monitoring and management, should ensure their survival into the future. There are far more Built Heritage assets that are not designated in such a way and are vulnerable to change. These assets range from those which are significant at a local and regional level and therefore not eligible for statutory protection through Listing or Scheduling to assets that may be eligible following review of their significance.

12.60 It is beyond the scope of this paper to identify the quantity and range of non-designated built heritage assets in the District. As illustration the studies carried out for many of the theme papers has identified examples of significant Built Heritage assets that make a substantial contribution to the significance and special interest of each theme. The following section provides examples from the Theme papers.

Non-designated Built Heritage Assets by Theme

12.61 Theme 1 Coastal processes and landscapes – This theme included many important earthwork structures such as the medieval sea walls like the Monks Wall, droves into the Lydden and Wantsum valleys and structures associated with the draining of the marshlands and the supply of water to Sandwich. For the latter the inverted siphon on the Delf is likely to be a worthy candidate for statutory designation.

12.62 Theme 2 Coastal Ports – The built heritage assets of the medieval and post medieval port of Sandwich are generally well covered by statutory designation, the town walls are Scheduled and many of the buildings are Listed. Those assets which are not designated are afforded some protection through Conservation Area and Article 4/2 direction. Deal is similarly well covered with numerous Listed Buildings and Conservation Area status with some Article 4(2) Direction protection for the historic core. Key buildings associated with the later nineteenth century development of the town may be locally important but presently undesignated. The harbour works at Dover include a number of Listed Buildings including the Admiralty Pier and Prince of Wales Pier. Other structures are not covered by Listing for example the Outer Breakwater, Granville Dock, and the Eastern Harbour Arm.

12.63 Theme 3 Invasion and Defence – Built heritage features associated with the defence theme stretch back almost 2,000 years to the remains of the early Roman fortifications at Dover and Richborough. The District's early defences, Roman, Medieval and early post medieval are invariably protected through designation, mainly through Scheduling though Listed Buildings also occur). The most notable exception of pre-twentieth century standing fortification that is not protected in any way is the Sandwich No 2 Battery built at Sandwich Bay in the 1790s. The remains of the fortifications are readily discernible amidst residential buildings converted from the nineteenth century coast guard station on the site, themselves an important group of buildings from the maritime theme.

12.64 The twentieth century and in particular the onset of the Great War and the Second World War saw the construction of numerous coastal defences in the District. The remains of the Langdon Battery, built very early in the twentieth century survive undesignated at the present Coastguard Station. Great War searchlight positions associated with the battery, sound mirrors at Abbots Cliff and Fan Bay (latter buried) pillboxes at Farthingloe, a derelict administration block from the Dover Seaplane Station and air raid shelters at Winchelsea Road, Dover all survive as key undesignated built heritage assets from the Great War. North of Sandwich a number of buildings survive from the enormous military supply port at Richborough, including a cell block/guard house and buildings of the Haig and Kitchener camps.

12.65 Undesignated built heritage assets dating to the Second World War are even more plentiful. They include a remarkable collection of coastal defences such as coastal gun emplacements and batteries, anti-aircraft positions, pillboxes and machine gun positions, anti tank defences, flame traps, magazines, supply depots and radar stations. Civil defence sites such as communal and private air raid shelters are found throughout the District but particularly in heavily bombed and shelled Dover. Although many of the eighteenth, nineteenth and twentieth century barracks in the District include buildings which have been designated as Listed Buildings there are a significant number of, mainly twentieth century, barracks buildings which are not Listed. As highlighted in the analysis of the periods covered by Listed status in the District, no post war remains are Listed in their own right. The Cold War heritage of the District other than those sites incidental to earlier designations such as the Dover Regional Seat of Government is therefore not covered by designation. Built Heritage includes several radar sites, ROC posts and control centres and RAF stations at Ash and Sandwich.

12.66 Theme 4 Communications – Numerous Built Heritage Features associated with the roads and highways, the railways and cross-Channel travel survive within the District. Although some, such as the Dover Harbour, Dover Marine and Sandwich Stations, a number of milestones and a shelter for the Dover Tram system are Listed Buildings, the majority are not. Amongst these are road and rail bridges, the East Kent Light Railway's Golgotha Tunnel, signal boxes including a rare example at Deal, station platforms, former engine sheds, milestones, street furniture and signs and the remains of the cross channel hoverport in Dover.

12.67 Theme 5 Maritime – Although some of the key maritime coastal features in the District such as the South Foreland Lighthouse, the Time Ball Tower and the harbour works at Dover are Listed Buildings, there are many features that are not. Former coast guard watch houses including the well preserved collection of buildings at Sandwich Bay, and the remains of the train ferry berths at Port Richborough are good examples of undesignated built heritage from the maritime theme.

12.68 Theme 6 Church – The majority of surviving medieval churches and chapels in the district are protected as Listed Buildings, many at Grade I and II*. Churches and non-conformist chapels built in the eighteenth and nineteenth century are less

well covered by designation and many examples survive that are not Listed being considered to be of local interest rather than national. The majority of the remaining key assets identified in Theme 6 are also protected by Listing.

12.69 Theme 7 Country Houses and Estates – The majority of the District’s most significant country houses are afforded protection through Listing and some as Registered Parks and Gardens. Ancillary buildings, structures and features within estates are often included in the protections although not in every case. The former stable block and coach house at Wooton Court for example survive in residential use but are not designated. The same is true of the District’s medieval courts and manors. Many are now in private ownership and given their date many are covered by Listing status. Examples which have been heavily transformed or demolished may have significant features or ancillary structures that survive but are not protected.

12.70 Theme 8 Settlement – The core historic fabric of the three historic ports and towns of Sandwich, Deal and Dover contains many individually Listed Buildings and in places have their appearance and character protected through Conservation Area status. Similarly for the rural settlements, many of the historic village cores are covered by Conservation Area protection and contain Listed Buildings and structures. There are however potentially numerous built heritage assets which are locally important that contribute to the sense of place in the District’s towns and rural settlements and are valued by the communities that live there. As well as historic buildings, features in the public realm such as memorials, boundaries, lamp posts, signage may all be significant at a local level.

12.71 Theme 9 Agriculture and Farmsteads – Many of the District’s historic farmsteads have undesignated historic buildings and structures associated with them. The Kent Historic Farmsteads Survey identified that of the 460 surviving historic farm houses in the District 47% (215) are Listed Buildings. In addition to the main farmhouses, the farmstead may include barns, cart sheds, animal sheds, granaries, stables, oasts and miscellaneous historic outbuildings very few of which are individually Listed. Less than a quarter of the pre-1600 Listed Farm Houses have an associated Listed working building and later Listed farmhouses fare little better. Of the District’s historic outfarms (isolated groups of farm buildings, field barns, sheep pens etc), survey has indicated that 73% have been lost in the last 150 years and many of these that remain have no statutory protection and are vulnerable to change as modern farming practices no longer require their use. Of the 32 oast houses recorded in the District by the survey or on the Historic Environment Record seven are Grade II Listed Buildings.

12.72 Theme 10 Industry – The industrial built heritage of the District is poorly protected by designation. Of all the assets of the former East Kent Coalfield, a key feature in the twentieth century history of East Kent, only the Fan House and No 2 Winder House at the former Snowdon Colliery are Listed. None of the other colliery buildings, infrastructure such as the remains of the East Kent Light Railway nor the miner’s settlements and community buildings are Listed. Of the industrial buildings and structures on the Dour, Crabble Corn Mill is Grade II* Listed and Buckland House,

Lower Buckland Mill and Bushy Ruff House are all Grade II. The remaining industrial heritage which includes former corn mills, paper mills, breweries and malthouse and water management features on the Dour are not covered by listing.

12.73 Elsewhere the historic industrial buildings at the presently vacant former Hammill Brickworks are not covered by Listing. For these aspects of the District's industrial heritage, while the assets in the majority may have a significance that is at most regional and often local, they still provide an important contribution to the District's sense of place and local distinctiveness. Other industrial buildings and structures not covered by the theme papers are likely to occur.

Management of the District's undesignated Built Heritage assets

12.74 As illustrated in the above sections, there are many non designated built heritage assets in the District which provide an important contribution not only to each of the themes but also the character and sense of place in the District. These assets are highly vulnerable to unwitting and unmanaged change where such changes are likely to result in a loss of identity and character which will ultimately be to the loss of the District. As with any form of famine, the gradual loss of the historic environment through erosion based on poorly considered alterations and demolitions is difficult if not impossible to recover from.

12.75 There are opportunities for the community and Local Planning Authority to work together to secure its heritage and local distinctiveness for itself, future generations and all who live in, work in and visit the area. By identifying the heritage assets which have a local significance and contribute to the heritage and historic character of the District, communities can help to ensure that their heritage is more readily understood, appreciated and taken into account in decision making. The NPPF enables local planning authorities to identify and consider the significance of non-designated heritage assets through the process of Local Listing.

12.76 Identification through a Local List allows the Local Planning Authority to better understand the heritage assets in its area, their significance and their contribution to the character and distinctiveness of the area as a whole. This allows the strategic Local Planning Authority to take account of the desirability of conserving these assets and of utilising their contribution to communities and the area's sense of place. For those seeking to carry out development, identification through a Local List also provides clarity as to the constraints and opportunities that heritage assets present.

12.77 Local Lists can play an important part in recognising and celebrating the value of local heritage to people in the District. This can be achieved by encouraging them to identify important aspects of their local heritage that they consider should be protected through local listing and ensuring that local lists are subjected to an appropriate level of public consultation. Local Lists also improve access to clear, comprehensive and current information about the historic environment at a local level and can be included in the Kent Historic Environment Record.

12.78 As a starting point, the key heritage assets identified in the theme papers of the Heritage Strategy could form the basis of a Local List and could be developed through community participation and monitoring of the condition of assets.

Characteristics of Dover District's Built Heritage

Dover Districts Historic Building Materials and Built Heritage

12.79 To understand the origins of the materials that have been used to build the District's heritage, knowledge of the building materials of Kent is useful.

12.80 Kent's geology belongs entirely to the Cretaceous system, with extensive Tertiary and Pleistocene clays and sands stretching across most of North Kent to Sandwich Bay. For Kent as a whole the predominant impression of its buildings is the rich, glowing reds of its bricks and tiles and for the District the variety of brick colours ranges from yellows to browns and reds. That is not to say that Kent and the District is lacking in the use of other building materials or the supply of native building stones, which add to the variety of colours and textures that is celebrated through its building vernacular and architecture.

12.81 Historic buildings from earlier periods often combined locally won materials in the construction of load bearing masonry walls. Churches, castles, civic and domestic buildings were constructed with flint and stone and combined with brick or tile. The use of locally sourced materials adds to the local distinctiveness of the District and grounds its buildings in the geology and geography of the area.

Brick

12.82 Kent is well known for the production of high quality bricks and the District of Dover has benefited from this. The distinctive brick colours used in Kent were drawn from three geological strata. The alluvial clays and brick-earths of North Kent, from Dartford to Faversham in particular, produce reds and yellow-brown stocks. The Gault overlaying the Lower Greensand of the Medway Valley produced an almost white pale yellow brick, where the lime content of the clay takes over from the reddening influence of the clay's iron content. From the brown and blue clays of the Weald, worked from Hythe to Edenbridge, came the red bricks of Wealden Kent. The soundest bricks depend on a combination of more than one kind of clay and this can be provided from around the District and Kent.

12.83 Some of the earliest and finest surviving brick buildings in the District can be found in and around Sandwich. During the thirteenth century brick imported from the Low Countries reintroduced brick, which had not been used since the Roman period, as a building material. The earliest documented brick works in Kent was known to exist at Sandwich in 1467, but trade links with the Low Countries ensured a supply of foreign brick until the establishment of brick production in the District. Manwood Court built around 1580 exhibits a pale brick and stepped gables, reflecting

the Netherlands influence in architectural style. This pale brick can again be seen in the upper floors of the Fisher Gate, this part built 1571, the only surviving medieval town gate.

12.84 By the eighteenth century good quality brick was widely available and the country houses of the District were adopting it as the primary building material. Goodnestone Park and Northbourne Court, to name but two large houses that adopted the material. Red, purple and brown bricks were most common during this period.

12.85 Locally produced yellow stock brick came into popularity by the nineteenth century and is the most common building material for the towns of Dover and Deal. Georgian building was prolific during this period and good examples of the use of yellow stock brick can be seen in Castle Street in Dover and buildings such as Deal Town Hall. For sheer scale of use of the material the fortifications at the Western Heights are exemplary. William Cobbett visited the Western Heights in 1823 and characteristically estimated that the brick buried in the hill could have built a cottage for every labourer in Kent.

Clay Tiles

12.86 One of the District's most memorable building materials is its tilework. Produced across the whole county by the Romans, then the Benedictine monks at Wye and the Cistercian house at Boxley, north of Maidstone, as well as numerous other locations. Tiled roofs and in particular the roof type known as the catslide, sweeping down to within a few feet of the ground, display the beauty of Kent Peg tiles to their best.

12.87 Tile-hanging is a practice more widely adopted in the Weald of Kent (Sussex and Surrey), but is also visible throughout Kent and the District. The technique was first adopted in the seventeenth century to provide additional protection from the weather, usually on half timbered houses, but also brick walls requiring additional weathering. The variety of warm hues of orange, to vermilion and subtle irregularities of the handmade nature of the tile contribute to a well tile-hung wall, and is a distinctive practise in the county and District.

12.88 The quality of brick and tile is such that ornate shapes were usually avoided but for the occasional scrolled or pediment topped Dutch gable, of which the district has a good number. Fishscale and other complicated tile shapes appear from time to time and usually belong to the Victorian period. Pantiles, characteristic of the Netherlands and east coast counties of England from Norfolk to Northumberland are occasionally seen in the District.

12.89 There are a multitude of examples of the Kent Peg adorning buildings in the District. The Salutation (1911), in Sandwich, by the famous architect Sir Edwin Lutyens, is a good example of the use of clay tiles combined with two brick colours and stone dressings in a neo Queen Anne style. The School Farm House in Guilton near Ash combines Kent Pegs with red brick and the true Dutch Gable which has a pediment (halsgevel).

Slate Tiles

12.90 Welsh Slate became a popular natural roofing material during the nineteenth century with the advent of the steam rail improving its transportation around the country. In the early 1800's slate was transported by sea from the Welsh port of Penrhyn and by 1831 (when slate duty was abolished) there was a rapid expansion in production. By 1843 Welsh slate was being transported by rail rather than sea. Within the District Welsh slate was used in buildings from the nineteenth century onwards and can be seen at Dover Town Hall, Maison Dieu and atop the many nineteenth century Georgian Terraces in Deal and Dover.

Thatch

12.91 Mention should be made of thatch, which was once a common and familiar roofing material in the district. Agricultural practise has changed and long straw is now only available when specifically grown for the purpose of traditional Kentish thatching. More commonly one will see the use of Kent Peg tiles as the traditional substitute for thatch. Unconverted agricultural barns with steep corrugated covered roofs would have originally been dressed in long straw thatch. In 1283 accounts for Dover Castle state that 3s 4d was paid for '*500 sheaves of stubble for thatching the well house in the keep, the wash house and the house in which Simon the clerk lives*'.

Stone

12.92 The geological strata of six parallel bands of stone vary in width and run from the Surrey border to the Straits of Dover. These bands, alternating with the Weald, Gault and Tertiary clays, are the strata that supply most of Kent its building stone. The Wealden sandstones contribute significantly to the character of south west Kent around Sevenoaks, Tonbridge and Tunbridge Wells.

Greensand and Ragstone

12.93 North of the Wealden clays is the narrow and important band of Lower Greensands along which the towns of Sevenoaks, Maidstone, Ashford, and parts of Hythe and Folkestone are found. The county's best known limestone, Kentish Rag or Ragstone, is a limestone that comes from the Lower Greensand. The stone was worked by the Romans and travelled far beyond the boundaries of Kent. Ragstone has played an important part in the building history of the county and can be found in many churches, castles, historic buildings and boundary walls. Ragstone is generally coarse and brittle, not easy to work and the usual masonry is uncoursed, irregularly bonded and rubbly. It is the Lower Greensand outcrops at Folkestone that played a significant role in the buildings of the District and large quantities of it were shipped around the coast to be used in Sandwich during the medieval period. Examples of Greensand can be seen in the walls of the Barbican in Sandwich. Ragstone is used in combination with knapped flint at the Dover Town Hall, The Maison Dieu.

Thanet Sandstone

12.94 Of poorer quality is the Thanet Beds Sandstone, found along the cliffs west of Reculver in the form of boulders. It made its way into buildings in and around the eastern part of the District, namely Sandwich and Roman Richborough as well as a number of churches.

Chalk

12.95 The Chalk of the North Downs stretching from Surrey to the cliffs of Dover and the South Foreland, with an outlier in the Isle of Thanet, culminating in the North Foreland, has been little worked as a building stone, although it can occasionally be found in cellar walls or as core construction material. Pugged or rammed chalk wall construction is also not a Kentish building practice as seen in parts of Wiltshire, Hampshire and Dorset, although there is now an example of this form of wall construction at the Pines Calyx, in St Margaret's Bay. Chalk's main contribution to building in the District is its use as lime mortar, when burnt to produce slaked lime putty.

Tufa

12.96 A few chalk valleys have yielded a light, porous stone, which has been used in medieval vault construction and during the Norman period to bond flint walls. A good example of tufa can be seen at the Eastern *Pharos* at Dover Castle where it is used as a facing material in combination with greensand and courses of Roman clay tiles and rubble flint.

Flint

12.97 For building purposes the principle importance of Kentish Chalk is its source of flint. The upper layers of the chalk formation are the main source of flints but it has been shown that builders had other alternative materials and so it is not as popular a material as seen in East Anglia. The sources of flint are the chalk quarries found inland or from the beaches as flint pebbles. Being composed of silica and almost indestructible in wall construction only the joints are vulnerable. The Romans recognised its durability and made good use of it, for example in the walls of the Shore Fort at Richborough and the *Pharos* (Lighthouse) at Dover Castle. Deal and Dover have an abundance of flint buildings, where the salty atmosphere can have a detrimental effect on exposed brick and stone. Flint is abundantly available in or near these coastal locations, making it an obvious choice of local building material. Corners and opening reveals are difficult to produce in flint and so it is normally used in combination with brick or stone. Flint knapping is the technique of fracturing the flint to expose the internal face, which is then set in the walls as an exposed smooth surface.

12.98 The *Maison Dieu* in Dover utilises knapped flint. To reduce the exposed mortar and help prevent shrinkage in the joint flint chips could be set into the face of the mortar joint, a technique known as galleting, (garneting or garreting being regional

variations) and was adopted for other materials where there was a wide mortar joint. It can be a decorative effect when executed in an even pattern. Taken to its extremes flint knapping resulted in squared flints to refine the joints and strengthen the structure.

Caen Stone

12.99 An important building stone not of Kentish provenance, but found in the district, is Caen stone from Normandy. Used mainly in churches for finer portions, such as doorways, window tracery, columns, capitals, corbels and copings, the stone was introduced by the Normans as a substitute for Quarr stone from the Isle of Wight. Caen stone has a soft creamy yellow colour and texture.

12.100 Beautiful examples of the worked stone are seen at St Nicholas's Church, Barfrestone and the tower of St Clement's Church Sandwich. Dover Castle Keep combines, Caen stone dressings and ragstone.

Timber

12.101 Oak plays as an important part in the District's building materials. Where the climate along the coast is too exposed it is less prevalent than inland. Not all of the Districts timber framed buildings are instantly recognisable as over the centuries they have been adapted with tile and brick facades.

12.102 Occasionally weatherboarding can be seen on some buildings and tends to originate from the eighteenth or nineteenth centuries when it was imported from the Baltic as a cheaper cladding material for farm and domestic buildings.

Capacity and understanding

12.103 Dover District Council presently employs a single Conservation Officer to manage its built heritage of over 1,900 Listed Buildings and 48 Conservation Areas. Some additional support and advice is provided by English Heritage who manage the District's Scheduled Monuments and provide advice on proposals concerning Grade I and II* Listed Buildings. With present funds and resources it is a considerable challenge to even monitor and manage change on the designated assets in the District. To maintain a District '*Buildings at Risk*' register and identify and monitor key assets on a local list the assistance of local communities, individuals and groups would be essential. At a stakeholder consultation event for the Heritage Strategy in December 2012 there was clear feedback that there is a significant role and motivation for local societies, communities and groups, with an abundance of their own local knowledge and specialism, to assist in management of the District's heritage

12.104 There are numerous stakeholders with a part to play and an interest in the built heritage of the District. These include parish and town councils, neighbourhood groups, historic property owners, civic amenity and conservation societies, regeneration partnerships, national bodies such as English Heritage and the National Trust, specialist historic building groups such as the SPAB, landscape partnerships such as the White Cliffs Countryside Partnership, heritage and archaeological groups, museums, visitor sites etc. Many other individuals and groups in the District are also

passionate about their heritage and would welcome opportunities to learn more and become involved. The District has seen in the last decade two important survey projects that have involved local communities with considerable success: the survey of Sandwich's medieval buildings and the survey of the Lydden valley landscapes. In addition there is much valuable work being undertaken on collecting the memories of the East Kent Coal Fields.

12.105 An ongoing project of particular relevance is the development of a database of twentieth century Buildings in East Kent by Stephen Fuller and Peter Inch. The work which is based on personal research has identified over three hundred twentieth century buildings in Thanet, Canterbury and Dover Districts which are of architectural or historical significance. Each site is being catalogued in a database entry with a supporting photograph. Cataloguing of the Dover District sites is anticipated to be complete later in 2012. The results of this work could be used to help inform a local list of undesignated built heritage sites.

Statement of Significance

12.106 The built heritage of Dover District includes amongst its 1900 plus Listed Buildings and Scheduled Monuments many nationally prominent buildings such as the Pharos at Dover, Britain's tallest Roman building, the fortifications of Deal, Walmer, and Dover Castles and the huge complex at the Western Heights, the South Foreland lighthouse and the Deal Time Ball Tower, the great harbour works at Dover and the buildings and well preserved street scapes of medieval Sandwich and eighteenth and nineteenth century Deal. As significant as these prominent sites are the considerable numbers of other designated built heritage assets and many more assets that contribute to the historic character and fabric of the District. The Built Heritage assets of Dover District are of **outstanding significance**.

Evidential Value

12.107 The evidential value contained within the District's built heritage assets is outstanding. Analysis of the fabric of the buildings, the use of space, the fixtures and fittings can provide considerable knowledge on how the buildings were constructed, the way in which they were used and developed. Information on building and construction technology can be gained through the traces left in the fabric. The use of and sources of building materials can help to understand the economy of a building and the movement of materials and contacts in the region. Evidence of the age of construction of a building and its original appearance can be gained through application of techniques such as dendro-chronology (tree ring dating) on the District's timber buildings, through close analysis of the buildings structure and archaeological examination of concealed and buried elements.

12.108 The Built Heritage of the District has potential to contribute towards further understanding many of the Themes outlined in the Heritage Strategy. For example in Sandwich, recent study has demonstrated the value of examining in detail the surviving buildings from the medieval port town. Within the fabric of the buildings has been found important information that not only reflects the changing role of the

individual properties but also the wealth of the town and changing influences. This evidential potential is strengthened through the available documentary and illustrative resources that are available to be examined. The District has many built heritage assets connected with the defence themes from Roman times through to the Cold War. These are an enormously important resource in providing evidence on the development and advances made in defences, fortifications and military technology in response to changes in the nature and form of threat and warfare. Important structural evidence is available that could improve understanding on how the defences functioned, the technology used and the day to day life of the soldiers who manned them. The Theme papers provide further description of the evidential value of the Built Heritage for their individual topics.

Historic Illustrative Value

12.109 The historic buildings in the District are an important illustration of development of building and construction techniques and the use of local and imported materials. The District has exceptional examples that illustrate building design through most periods of British history, from the Pharos and forts of the Roman period, including the magnificent murals in the Roman Painted House, through the Saxon and medieval churches, the development of fortifications, the development of the nationally important ports at Dover, Deal and Sandwich, to the functional industrial buildings of the East Kent coalfields and the Dour valley.

12.110 Many of the buildings and structures covered in the theme papers help to illustrate the historic development of those themes. For example at Deal and Walmer, Tudor fortifications, the well preserved eighteenth and nineteenth century core of Deal and the presence of the Marine barracks in Walmer combine to illustrate the development of the nationally strategic anchorage and one of the most important naval ports in England. The buildings help to illustrate the needs of the Navy, its seamen and their families at a time that is considered its golden age when it was prominent in the history and fortunes of the country. Similarly the rich defence heritage illustrates developments in design and strategy to take account of changing threats of invasion, whether it be the creation of the chain of Saxon Shore forts to protect the south and east coast of the province, construction of Tudor artillery defences, or the twentieth century defences which illustrate the onset of the modern style of warfare with long range shelling and aerial bombardment.

Historical Associative Value

12.111 Many of the historic buildings and structures in the District can be associated with significant historical events and persons. The Roman remains can be associated with the arrival of the Roman Empire, the development of the province and the eventual departure of Roman administration. Being on the frontline of the country's defence, many of the District's fortification and defensive sites are associated with nationally important conflicts and were constructed in response to particular threats. Examples include the Great Siege and rebellion of the barons at Dover Castle, the construction of the Castles of the Downs by Henry VIII in response to isolation of and threat to the country from European powers, the development of the massive

fortifications at the Western heights in response to the threat of invasion from Napoleonic France. The association with key conflicts in the twentieth century is extremely strong, the supply of the Western Front from Richborough, the role of Dover harbour as the base for the Dover Patrol, the control of the evacuation of Dunkirk and the first line of defence against German invasion in the 1940s.

Aesthetic Value

12.112 The District's built heritage has outstanding aesthetic value. This value arises from the intrinsic design, architectural and artistic qualities of the buildings themselves, their scale and form, their contribution as part of a group of assets to an areas historic character and to their siting and relationship to the landscape.

12.113 The remaining Roman monuments have a strong aesthetic quality. The Pharos is an impressive landmark on the Dover skyline while the flint walls of the Shore Fort at Richborough while imposing and powerful have attractive architectural detailing of bands of tiles. The remains of the Roman Painted House contain one of the best examples of Roman decoration and wall art in Western Europe.

12.114 The built heritage includes a number of sites that are iconic and prominent landmarks. Dover Castle has exceptional aesthetic qualities arising from its imposing cliff top position on the channel coast overlooking the harbour and entry point to England. Its aesthetic qualities not only arise from its setting on the iconic White Cliffs but also from its scale and design. The post medieval fortifications of the District, for example the Western Heights and Deal Castle, though primarily functional in their design through their scale provide a strong physical presence that instils a feeling of awe which allows visitors to appreciate their defensive might.

12.115 Many of the District's churches are artistic and architectural treasures in their own right, designed to stand out and impress. Often they survive as isolated foci of historic character in areas that have seen considerable change. The aesthetic qualities of the country houses have often been carefully considered in their architectural and artistic design. Their qualities are enhanced by their association with designed parklands and gardens that complement and make use of the surrounding landscapes. The Grade I Listed Belvedere at Waldeshare Park, for example, has been deliberately sited to provide sweeping views of the valley in which it sits.

12.116 Many of the buildings in Sandwich are of a very high aesthetic value in their own right. As a collection the value is greatly enhanced, the variety of building styles and materials together with the narrow street patterns contributes to the charm of the town and its historic character. The historic core of Deal has a similar quality. Across the District groups of historic buildings provide an important contribution to the historic character of settlements, whether they are in the 48 Conservation Areas or areas not designated such as the coal field settlements in Aylesham, Snowdown and Mill Hill.

12.117 Rural historic buildings often provide an important aesthetic quality to the landscape that they are an integral part of and in harmony with. Many are repositories of and illustrate local crafts, skills and techniques and make use of local materials. The historic buildings and structures at Dover harbour have an intrinsic aesthetic quality in themselves but also as part of the District's seascape. The harbour lies nestled in a natural break and a backdrop of the famous White Cliffs overlooked by the imposing Dover Castle and Western Heights.

12.118 The District's industrial buildings and structures are limited by functional design but they still stand as powerful imposing buildings setting them apart from their surroundings. Many show deliberate architectural features and detailing which illustrates a sense of pride and display by their builders and adds to their aesthetic quality. The mill buildings on the Dour are attractive and have added aesthetic quality from their relationship with the river itself.

Communal Value

12.119 Many of the District's prominent historic buildings are cherished landmarks, focal points and symbols for the communities to which they belong. The historic character of the three towns of Deal, Dover and Sandwich is strongly valued by the people who live there and this is reflected in the number of active civic, historical and amenity societies there. Dover Castle is celebrated as a symbol of national pride and security and attracts considerable visitor numbers. The Castle is key in the town and District's identity. A number of the built heritage sites contribute to the visitor potential of the District. Sites such as Richborough, Deal Castle, Walmer Castle, Time Ball Tower, South Foreland Lighthouse, Roman Painted House and Chillenden Windmill are all examples of managed visitor attractions. Many more are part of the public realm and provide an attractive historic character to their locations.

12.120 The town walls at Sandwich provide an accessible public space and are well served by interpretation and trails. The Western Heights provide accessible green space close to the centre of Dover. Many of the historic buildings are in communal and public use. The churches for example remain as places of communal worship and are developing as centres for community activity. The same applies to many of the District's public buildings and facilities such as schools.

12.121 The remains of the collieries and settlements of the East Kent Coalfield provide a physical link for the mining communities with their historic roots. The twentieth century fortifications in the District provide an important social and commemorative value as a poignant reminder of the scale of conflict and tragedy of the First and Second World Wars as well as a focus of national and local pride.

Vulnerabilities

Alteration

12.122 Adverse change and ultimately complete loss are the primary vulnerabilities for all heritage assets. In most cases this is the result of an ignorance of the significance of the asset, and / or lack of knowledge and guidance before undertaking alterations. This can be compounded by a lack of appropriate skill and knowledge on the part of the agent, craftsman, builder, and contractor undertaking work on behalf of the heritage asset's owner. When combined with the use of inappropriate materials to repair or replace components of the building the special interest of the asset can be diminished or even lost. Wall surfaces, windows, doors, roof coverings, internal and external replacement of features such as cornices or fireplaces, are all vulnerable to alteration and loss and will ultimately diminish the identity and quality of the building as a historic asset. The loss of fixtures and fittings and the alteration of space can also diminish the evidential value of a historic building

Demolition

12.123 Internal or external, partial or complete demolition will impact on the significance and special interest of built heritage assets. Demolition of extensions and outbuildings or subsidiary buildings, which all contribute to the special interest and significance of built heritage, will ultimately diminish the District's character and local distinctiveness.

Neglect

12.124 Neglect is the plague of the forgotten, and uncared for asset. It is such buildings that benefit most from regular monitoring and the use of management tools such as a *Heritage or Buildings at Risk Register*. Only the most challenging assets will remain at risk once they are acknowledged as such.

Setting

12.125 Indirectly the setting of a heritage asset is vulnerable to adverse change which can ultimately lead to its demise through blight and neglect. Heavily trafficked roads or large inappropriate developments adjacent to heritage assets will result in this form of vulnerability.

Materials

12.126 Historically materials were produced locally to build our settlements and this led to the local distinctiveness that we appreciate when travelling the country. With the advent of transportation, materials could be produced and transported greater distances, which has resulted in a loss of local identity and distinctiveness in the built environment. The lack of appropriate or use of inappropriate materials for the repair and replacement of the fabric of built heritage is a vulnerability that will result in a loss of the heritage asset's identity. There are currently only two producers of local bricks and tiles in Kent, with the loss in recent years of many to larger operator buy-outs that have since resulted in their closure. The challenges of ensuring a supply of appropriate replacement materials, such as locally sourced bricks and tiles, requires support and encouragement from all stakeholders, from the County through to the

District Planning Authorities and communities that will benefit from ensuring that materials are available from small local suppliers, rather than large remote producers. The concept of re-inventing “micro producers” of local bricks, and tiles in the same way that micro breweries have found favour will benefit local identity and distinctiveness.

Skills

12.127 A diminishing craft skills and knowledge base is a recognised vulnerability to the care and maintenance of built heritage. Ignorance and lack of knowledge needs to be addressed through appropriate training and guidance at a local level in order to ensure a sustainable supply of the relevant craft skills and knowledge for the care and maintenance of the built heritage.

Opportunities and Recommendations

Promotion and celebration of the District's built heritage

12.128 Through education we understand and appreciate our heritage. By engaging at a community level, through co-ordinated tasks such as research, surveying and cataloguing, there will be opportunities to promote and celebrate the District's built heritage. The production of *Buildings at Risk Registers* and *Local Lists* of historic buildings could and should be undertaken through the local communities that would benefit from them. This form of engagement would ensure that the heritage of the District is sustained into the future while also helping to ensure that there is support for the limited authority resources available to manage the District's Built Heritage.

12.129 Information can then be shared through the Kent Historic Environment Record and the District Council's web sites to be utilised for education and further research opportunities.

Local Listing and Protection of Local Assets

12.130 This is an essential component of ensuring that the District's local distinctiveness is sustained into the future. Proper community involvement in the Local List, including development of the selection criteria and scope of the List should be a priority. The theme papers are potentially a sound starting point for developing a Local List and projects such as the *East Kent Twentieth Century Buildings Database* could help further. Heritage assets on a Local List should not be confined to historic buildings but should encompass the full range heritage assets that make a significant contribution to the District's historic environment.

Local Buildings at Risk Register

12.131 As referred to the only buildings recorded by English Heritage on the national Heritage at Risk Register are of high status, Grade I and II* Listed Buildings or Scheduled Monuments. The management of local heritage resources through prioritising requires a record of the state of all historic buildings in the District. As with Local Listing the co-ordination of community involvement through the surveying and

production of a Local Buildings at Risk Register should be a priority to ensure that management of the built heritage is properly informed. Given that the unoccupied buildings in the District are most at risk, the 300 plus Listed Buildings that are in such categories could form the initial basis of a Local Buildings at Risk Register.

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English Heritage Listed Buildings information available at <http://www.english-heritage.org.uk/caring/listing/listed-buildings/>

English Heritage Listed Selection Guidelines available at <http://www.english-heritage.org.uk/caring/listing/criteria-for-protection/selection-guidelines/>

The Kent Historic Environment Record available at www.kent.gov.uk/HER



13 Conservation Areas

Summary

13.1 There are 57 Conservation Areas in the District which were designated between 1968 and 1997. Conservation Area status requires preservation and enhancement of the special interest, which entails regular surveying and monitoring of the asset. With limited information in the form of Conservation Area Appraisals and Management Plans, a rapid desk-based overview has been developed and applied to 33% (19) of the Conservation Areas to assess their general condition. The results of the rapid overview, using a traffic light system to classify their condition, indicate that 63% (12) of the Conservation Areas achieved a green light whilst 31% (6) achieved an amber light, requiring some enhancement and the remaining 6% (1) require considerable enhancement or potential de-designation as Conservation Areas due to the substantial loss of their special interest.

Introduction

13.2 Since 1967 local authorities have been able to protect areas which are valued for their special architectural or historic interest through the designation of Conservation Areas. The intention of the designation is to formally preserve and enhance the character and appearance of these areas. In practice this designation requires that property owners or users in a Conservation Area require permission to carry out certain types of alterations to property, to demolish or substantially demolish a building and to notify their intention to cut down or prune trees in the area. To preserve the special interest of a Conservation Area it is possible to remove the permitted development rights on small scale development and alterations within a Conservation Area through the application of Article 4 and in particular Article 4(2) Directions.

Quantification of the Conservation Areas

13.3 There are 57 Conservation Areas designated in Dover District. These are spread across the District with over two thirds (39) being in rural areas with the remainder (18) within the three main towns or suburbs of Deal, Dover and Sandwich.

13.4 Of the 39 rural Conservation Areas, the majority are located on village centres though three also include a historic estate (Denton, Northbourne and Tilmanstone), one is entirely a historic estate (Preston Court), one is centred on a former castle and church (Coldred Church Area) and one on a coastal landscape and settlement (St Margaret's Bay).

13.5 The 18 town or suburban Conservation Areas include the seafront areas of Deal Middle Area, Dover Waterloo Crescent and Walmer Seafront. Former military areas at Dover Western Heights and Walmer South Barracks and the area of and around Dover Castle are also within Conservation Areas. One Conservation Area is focused on Dover College.

Date of Designation & Type of Conservation Area

13.6 The earliest designation of a Conservation Area occurred on the 23rd February 1968 for Deal Middle Street. This was in fact the first Conservation Area designated in Kent and has been extended three times since. This was followed by designation of Wingham in 1969. The early 1970s saw a burst of new Conservation Area designations before local government reorganisation in 1974 saw the responsibility for designation transfer from County Council to District Council. The last to be designated were Deal South Barracks and Ripple Chapel Lane in 1997. The following table illustrates the number of Conservation Areas by year of their designation.

Conservation Areas by Year of Designation	
Year	No. of CA designations
1968	1
1969	1
1970	14
1971	2
1972	2
1973	11
1974	4
1976	4
1977	2
1987	4
1988	1
1989	4
1990	1
1991	1
1993	3
1997	2
Total	57

Table 13.1 Conservation Areas by Year of Designation

13.7 The process of desk-based research has offered the opportunity to map the component parts of the Conservation Areas and to categorise them into types of Conservation Areas, which are set out in the table below (See Appendix 2 for component maps of the District's Conservation Areas).

Conservation Areas by Type	
Type of CA	No. of CA's by Type
Town	9
Town – Seafront	3
Town – Military Site	2
Town & Castle	1
Town & Historic Property & Estate	1
Town Suburb	1
Town Suburb Industrial	1

Village	32
Village – Large	1
Village and Historic Property & Estate	3
Church & Castle	1
Coastal	1
Historic Property & Estate	1
Total	57

Table 13.2 Conservation Areas by Type

13.8 The graph below shows the Conservation Areas by size, the smallest Conservation Areas begin with Dover - Dour Street, and Dover - Charlton Green with Sandwich Walled Town and Dover Western Heights being the largest Conservation Areas in the District.

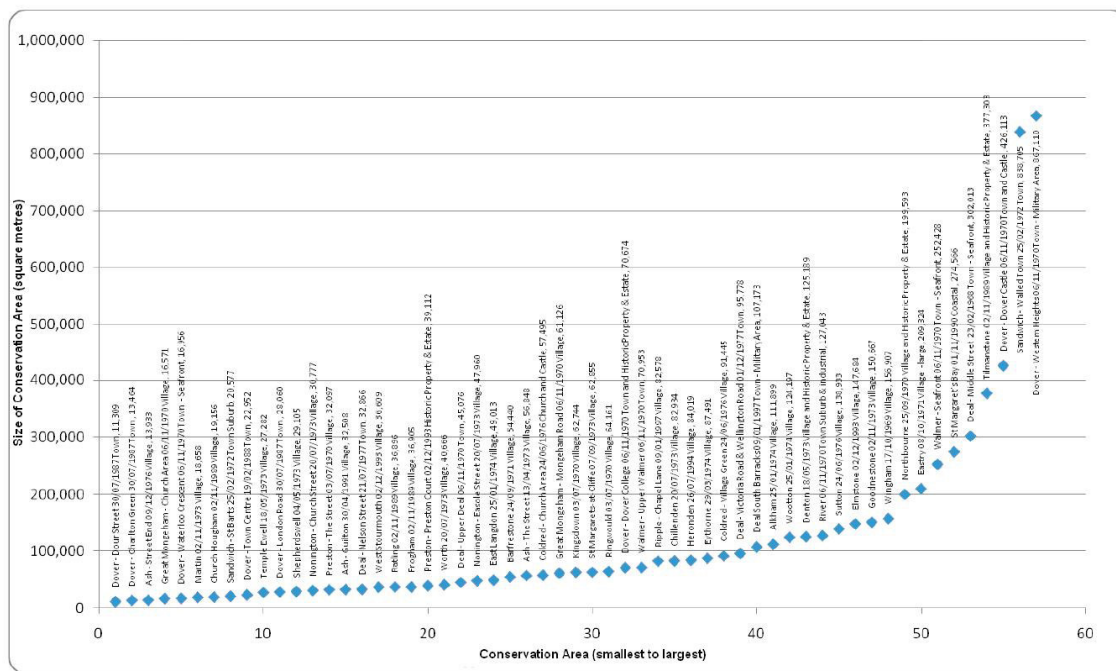


Figure 13.1 Conservation Areas in the District

Written Guidance & Management

13.9 The documentation that explains the special interest and the basis upon which the majority of the Conservation Areas were designated in their present form is not readily available and indeed may not survive. Only two Conservation Areas, Deal Middle Street and Sandwich Walled Town, have full appraisals published by Kent County Council, while a Village Study of Wingham provides some background to the condition of the village in 1967 prior to its designation in 1969 and a Character Appraisal has been published for the Dover Town Centre Conservation Area. The original papers produced to support designation of the areas may survive in council

archives but have not been obtained for this present study. The four sources referred to above that should be referred to for more information on the respective Conservation Areas are:

- ***Dover Town Centre Conservation Area Character Appraisal (2002)***
- ***Wingham Village Study (1967)***
- ***Deal Middle Street Conservation Area – An Architectural Appraisal (1971)***
- ***Sandwich Informal District Plan for Conservation (1973)***

13.10 General guidance on Conservation Areas is given on the Dover District Council website at http://www.dover.gov.uk/conservation/conservation_areas.aspx

13.11 According to English Heritage guidance on Conservation Area management, good practice requires continual review (five yearly) of a Conservation Area, with full Conservation Area Appraisals and Management Plans to ensure that all stakeholders, whether residents or developers are informed of the specific objectives of preservation or enhancement of the Conservation Area and its special interest. It is only possible to gauge the impact of change and the “health” of a Conservation Area through a process of monitoring and review of the management policies within each Conservation Area. Whilst some Conservation Areas will experience the constant pressure of change and require considerable management others will experience minimal change and require only limited management to secure the special interest of the area. Without the additional controls referred to in the next section, management of a Conservation Area is limited and is likely to lead to poorly considered alterations especially to building facades and boundaries, which make a significant contribution to the special interest of the Conservation Area.

Protection of Heritage Assets within the Conservation Areas

13.12 There are a number of Heritage Assets within the Conservation Areas which are protected through designations such as Listed Buildings, Scheduled Monuments and Historic Parks and Gardens (Registered and not).

13.13 A total of 1,357 Listed Buildings lie within Conservation Areas within Dover District, 70% of the 1,916 in the District. All but two of the Conservation Areas (Kingsdown and Dover – Dour Street) contain at least one Listed Building. The largest numbers are found within Sandwich (419), Deal Middle Street (291) and Wingham (72). Suggesting that the presence of the Listed Buildings in large quantities in the latter two was a prime motivation to their relatively early designation in 1968 and 1969.

13.14 The Conservation Areas contain numerous other historic buildings and structures which are important in their own right and which contribute significantly to the character of the Conservation Area. These have not been detailed as part of the study but would benefit from further consideration in future appraisals of the Conservation Areas.

13.15 All of the Conservation Areas are likely to contain significant archaeological remains. Eight of the Conservation Areas include areas of archaeology protected as Scheduled Monuments. Of the 18 Scheduled Monuments within Conservation Areas, eight lie in Sandwich, six in Dover (mainly focused on Dover Castle, College and the Western Heights) and one each in Deal and Walmer. The remaining two are a Roman villa at Wingham and the motte and bailey castle remains at Coldred Church Area.

13.16 Undesignated archaeological remains of prehistoric, Roman, Saxon, medieval and later date are likely to lie in the majority of the Conservation Areas. Furthermore archaeological remains associated with the special interest of the Conservation Areas are also likely to be present. For example remains associated with the development of the historic towns and villages and the people who lived, worked and visited there; the remains of landscape features within the of the historic estates; and remains of the castles, fortifications and churches in those specific areas where these are significant features.

13.17 Five of the Conservation Areas include part of six Registered or Historic Parks and Gardens. Two, the English Heritage Registered Garden at 'The Salutation' and the non-registered 'The Butts and The Ropewalk' fall entirely within the Sandwich Walled Town Conservation Area, as does the unregistered 'The Pines Garden' at St Margaret's Bay. Parts of the Registered Historic Parklands of Goodnestone Park, Northbourne Court and Waldershare Park also fall within Conservation Areas although not entirely. It is useful to also note that only two of the English Heritage Registered Historic Parks and Gardens, at Walmer Castle and at Kearsney Court do not coincide with a Conservation Area. A number of other Conservation Areas include parts of historic estates and gardens as a component, for example Denton Court (Denton), Dane Court (Tilmanstone) and Preston Court.

13.18 Only two Conservation Areas are currently afforded additional protection in part through Article 4 (2) Directions – Deal Middle Street and Sandwich Walled Town. The planning controls applicable to these two Conservation Areas are explained on the Dover District Council website at http://www.dover.gov.uk/conservation/conservation_areas.aspx

Description of the Heritage Assets

13.19 The Heritage Strategy was originally to be based on a desk-based review of all relevant documentation relating to the District's heritage assets. However with only limited information available on the 57 Conservation Areas a methodology has been developed to allow a desk-based review of the Conservation Areas. Within the timeframe and resources available for the Dover District Heritage Strategy it has not been possible to complete a thorough appraisal or assessment of the special interest, condition, vulnerabilities and opportunities for enhancement of each of the 57 Conservation Areas. The project has involved the mapping of the Conservation Areas into their key components based on land use and character. The strategy has then focused on a rapid desk-based overview with examination of the condition of the Conservation Areas derived from images available on the Internet through Google Street View, Bing Maps and other sources. While having its limitations, the method

has been found to be useful in providing a rapid initial overview of the condition of the Conservation Areas (as of 2008) and has flagged up a number of strategic issues as well as specific matters. Further more detailed study through full Conservation Area Appraisals and Management Plans (in accordance with English Heritage Guidance) is recommended for the Conservation Areas and methodologies to achieve this are included below.

13.20 The component mapping of all 57 and the overviews for 19 of the Conservation Areas examined in this way is set out in Appendix 2 of this Strategy. Discussion with the District Council's Conservation Officer identified that the priority for the overviews would be to examine the Conservation Areas in Deal. Additional Conservation Areas in Dover and the rural settlements have been examined in the time available to provide a 33% sample of the District's Conservation Areas.

13.21 With regard to the condition of the 19 Conservation Areas assessed through the process described above the following summarises the issues observed:

- Those with the largest proportion of Listed Buildings (offering full protection to buildings from poorly considered alterations) have retained the largest proportion of their special interest.
- The large proportion of unprotected buildings (non-Listed or without the benefit article 4 (2) Directions) have suffered unsympathetic alterations which have detracted from the special interest of the Conservation Area.
- In those Conservation Areas where retail shop frontage is present, the contribution of good shop front design and signage makes a significant contribution to the special interest of the Conservation Area.
- Infill development plays an important role in either supporting the special interest of the Conservation Area or undermining it. Infill development in more recent years has been undertaken sympathetically, whereas development that occurred in the immediate years after a Conservation Area was established has tended to detract from the special interest of that Conservation Area.
- Boundary treatment fronting the public realm makes a significant contribution to the quality of a Conservation Area and where this has been eroded through poorly considered forecourt parking or modern fencing it has detracted from the special interest of the Conservation Area.
- The public realm, pavements, and road surfaces, signage and street lighting all play an important part in reinforcing the special interest of a Conservation Area, which is rarely acknowledged in the design of road improvements or the quality of materials adopted or maintenance regime.
- The lack of written guidance and promotion of the special interest of a Conservation Area through the use of Conservation Area Appraisals and Management Plans results in a less than transparent approach to informing and guiding those who live and work in or with a Conservation Area and makes the work of the District's conservation specialist unsustainable. Such guidance would also help anyone proposing new development within a Conservation Areas, as well as those evaluating any such proposal.

13.22 The table below summarises the outcome of the traffic light system developed for the desk-based overview of the sample selection of Conservation Areas. The condition assessment was divided into five visual aspects that contribute to the overall special interest of the Conservation Area, which are Facades, Visual Boundaries, Public Realm, Landscaping, and Open Space. Not surprisingly the impact of Facades and Public Realm was found to play a major role on the visual condition of a Conservation Area and these were generally the aspects that have suffered the most from incremental alterations to facades, neglect or inappropriate alteration and choice of street surfaces and furniture, signage and lighting.

13.23 Where a building (Listed or of local interest) making a positive contribution to the special interest of the Conservation Area was found to be at risk (empty and/or derelict) then a red traffic light has been adopted. The importance of addressing such buildings at risk within a Conservation Area is critical to the future health of the Conservation Area. If left unaddressed blight can occur to neighbouring buildings and through a domino effect the area is at risk of decline.

13.24 Where the public realm was found to have a direct and negative impact on the buildings within a Conservation Area, a red traffic light has been adopted. Upper Deal Conservation Area is an important gateway into Deal and it was noted that one important local heritage building has in part been blighted by poorly sited signage at the London Road/Manor Road roundabout. Improvements to traffic calming at this busy roundabout (challenging on a trunk road) would offer opportunities to enhance the Conservation Area and establish an attractive gateway into Deal.

13.25 The gradual loss of original details on the majority of facades, primarily through the inappropriate replacement of windows, compounded with front boundary alterations to provide forecourt parking and combined with ill informed infill development has resulted in one of the Conservation Areas reviewed (Great Mongeham – Mongeham Road) receiving red traffic lights in the categories of Visible Boundaries and Facades and amber in Public Realm and Landscaping. This brings into question Conservation Area status as the special interest of the area has been greatly compromised. A full survey at an early stage is recommended to consider whether enhancement of the Conservation Area is viable or de-designation and loss of the Conservation Area status is the only option.

CONSERVATION AREAS OVERVIEW - CONDITION ASSESSMENT

NAME TYPE		Condition Assessment					
		Overall	Visible Boundaries	Facades	Public Realm	Land-scaping	Open Space
Dover Dour Street	Town	Orange	Green	Orange	Orange	Green	Green
Dover Town Centre	Town	Orange	Orange	Orange	Orange	Green	Green
Deal Nelson Street	Town	Green	Green	Orange	Green	Green	Green
Deal Upper Deal	Town	Red	Orange	Orange	Orange	Orange	Orange
Deal – Victoria & Wellington	Town	Orange	Orange	Orange	Orange	Green	Green
Dover - Charlton Green	Town	Green	Green	Green	Orange	Green	Green
Dover - Waterloo Crescent	Town - Seafront	Orange	Orange	Orange	Orange	Orange	Green
Deal Middle Street	Town - Seafront	Orange	Green	Orange	Orange	Orange	Green
Deal South Barracks	Town - Military Area	Green	Green	Green	Green	Green	Green
Ash Street End	Village	Orange	Orange	Orange	Green	Green	Green
Great Mongeham Church Area	Village	Green	Green	Orange	Green	Green	Green
Church Hougham	Village	Green	Green	Green	Green	Green	Green
Ash Guilton	Village	Green	Green	Green	Green	Green	Green
Barfrestone	Village	Green	Green	Green	Green	Green	Green
Ash The Street	Village	Green	Green	Orange	Green	Green	Green
Great Mongeham Road	Village	Red	Red	Red	Orange	Orange	Green
Chillenden	Village	Green	Green	Green	Green	Green	Green
Alkham	Village	Green	Green	Green	Green	Green	Green
Northbourne	Village + Historic Property & Estate	Green	Orange	Green	Orange	Green	Green

Figure 13.2 Conservation Areas Overview

Statement of Significance

13.26 The Conservation Areas of Dover District, covering amongst other things the historically important towns such as Sandwich, Dover and Deal, the great fortifications of the Western Heights, Dover Castle, and Deal Castle and the rural villages and estates of the District provide an asset of **outstanding significance**.

Evidential Value

13.27 The Conservation Areas of Dover District contain a huge built and archaeological resource and between them covering all periods of British history and prehistory. Many archaeological remains within the Conservation Areas would be of national importance and in eight of the Conservation Areas are designated for that reason. This archaeological resource can provide considerable evidential value to the Conservation Areas as a whole to reveal important new information on understanding the past in these areas and contribute to discussions at a national scale. Further evidence is present in the fabric of the Listed and un-Listed historic buildings and structures in the Conservation Areas to further explain those buildings and the motives for their construction and evolution.

13.28 Study of the evidence contained within the archaeology and built fabric of the Conservation Areas can contribute to a better understanding of the special interest of those areas and how their appearance and character has evolved to what it is today. This information should be gathered and brought together through the Conservation Area Appraisal process.

Historical Illustrative Value

13.29 Many of the buildings and structures within the Conservation Areas fall within the Themes described elsewhere in this Strategy and can contribute significantly to illustrating those themes and their historical development. Whether it be the development of the historic towns, the role of the fortifications at Dover and Deal and the development from medieval castle to artillery fortifications, or the processes of milling which evolved into manufacturing industries along the Dour.

13.30 In addition the Conservation Areas illustrate in themselves the history of the location and its development to what we seek to preserve today.

Historical Associative Value

13.31 Unsurprisingly given the rich history of the District, many of the Conservation Areas have associations with famous events and individuals. For example Dover Castle's role in the evacuation of Dunkirk or the famous individuals who took on the captaincy of Deal Castle.

Aesthetic Value

13.32 The Conservation Areas are so designated to a greater part because they provide, through their appearance a strong aesthetic value to their locale. Indeed for the majority, if not all, the District's Conservation Areas it is their aesthetic value that contributes most to their special interest.

Communal Value

13.33 The Conservation Areas provide a strong sense of place and identity to their communities. In several places conservation and preservation societies have developed that act as a focus for local pride and interest in the protection and enhancement of these areas. Key Conservation Areas such as those in Dover, Sandwich and Deal provide a historic sense to the towns that helps to attract visitors and increase the economic wealth of the communities.

Vulnerabilities

13.34 Conservation areas are by their nature relatively large and complex heritage assets vulnerable to a multitude of actions from a variety of individuals or organisations – all of whom can adversely affect the Conservation Area's special interest. It is by and large gradual and cumulative changes that erode the special interest of a Conservation Area and it is for this reason that regular surveying, monitoring and dissemination of guidance is so essential to preserving and enhancing the special interest of Conservation Areas.

13.35 Through the rapid desk-based overview of the selected nineteen Conservation Areas within the District recurring vulnerabilities were noted. The following bullet points summarise these recurring vulnerabilities, which were noted within most Conservation Areas to a greater or lesser degree.

- Loss of original materials and details to buildings, such as windows, doors, roofs coverings, chimney stacks.
- Loss of original boundary treatments, such as walls, railings, hedges, front gardens.
- Unsympathetic development, such as new housing of an uncharacteristic design, poorly sited and in poorly considered materials.
- Poor shopfront designs and signage.
- Loss of appropriate materials and design in public realm for street surfaces, lighting, street furniture, and signage.
- Lack of information to guide and inform those who are involved in the special interest of the Conservation Area, either as residents, commercial or retail operators, visitors or developers. In some cases, particularly with older designations, the basis for the boundaries of the Conservation Areas is not fully apparent and in some cases clearly arbitrary.
- The lack of Conservation Area Appraisals and Management Plans to inform the key decision makers in the planning process and those responsible for maintenance of the public realm.

Opportunities and Recommendations

13.36 Based on the above vulnerabilities the following bullet points summarise the recurring opportunities that would apply to most Conservation Areas to a greater or lesser degree.

- Engage stakeholders in carrying out assessments and reviews of Conservation Areas and contribute to Conservation Area Appraisals and Management Plans for each Conservation Area.
- Promote and celebrate Conservations Areas as examples of local distinctiveness and visitor/tourist destinations.
- Educate through dissemination of guidance and research to enable an appreciation of Conservation Areas and their value as locally distinctive heritage assets.
- Implement Article 4 (2) directives for all Conservation Areas.
- Designate new Conservation Areas (Kearsney Abbey and Snargate Street are potential new Conservation Areas).
- Ensure Conservation Area status is not compromised and diluted by de-designating Conservation Areas that have lost their special interest
- Implement grant scheme to enhance buildings and public realm in Conservation Areas, through developer contributions (such as Section 106 Agreements).
- Reinstatement of original materials and details to buildings, such as windows, doors, roofs coverings, chimney stacks.
- Reinstatement of original boundary treatments, such as walls, railings, hedges, front gardens.
- Improved quality of future development, such as new housing that responds to the character of the Conservation Area in design, siting and materials.
- Shop front designs and signage that make a positive contribution to the Conservation Area.
- Appropriate use of sympathetic materials and design in public realm for street surfaces, lighting, street furniture, and signage.

13.37 The challenges of preservation and enhancement of Conservation Areas cannot fall to one individual or body but must be sustained through a united consensus of stakeholders, whether local resident, business, or statutory authority. To achieve this requires co-ordination and focus from the Local Planning Authority, which must have the capacity and resources – a long term vision - to achieve the objective of preservation and enhancement of one of its most visible and accessible heritage assets.

13.38 There is considerable opportunity to involve the community in understanding the special interest and significance of their local Conservation Areas. As well as the methodology used in this study to provide a rapid overview of the Conservation Areas, toolkits have been designed elsewhere (for example at Oxford where the City Council have developed guidance for local communities to assess the character of their area (<http://www.oxford.gov.uk/PageRender/decP/CharacterAppraisalToolkit.htm>) that will enable local people to assess their area and provide a basis for more detailed

and formalised appraisals in line with English Heritage guidance. While such a programme of engagement and involvement is difficult with present conservation resources, there may be an opportunity to develop a project with support from a body such as the Heritage Lottery Fund that supports a more robust assessment of the District's Conservation Areas and meets the key objectives of the lottery fund through participation, education and conservation. Such a project would require the appointment of an appropriate professional to coordinate and guide the assessment process and could link in with other potential studies and surveys identified in this heritage strategy.

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1 Overviews 1: Dover Dour Street

Date of Designation: 30/07/1987

Type: Town

No of Listed Buildings: None

Other designated Sites: None

Special Interest

1.1 The Conservation Area is based around the terraces of Victorian buildings along Dour Street, Park Street and Park Place. In the main the Conservation Area is residential in character, with a parade of shops and a public house in Park Place. The Conservation Area has been subdivided into three component areas:

(Photos)

1.2 Dour Street. The main residential area giving its name to the Conservation Area. A straight street of nineteenth century two storey terraces houses of yellow stock brick with painted rendered ground floor elevations, fronting onto small front gardens behind low yellow stock brick walls onto the pavement. Roofs were originally in natural slate, now replaced in man-made slate, large chimney stacks paired to single fronted terraced houses. The houses to the north side of the street have flat brick arches to the first floor windows whilst those on the south side of the street are characterised by heavy moulded hoods to the first floor windows. Wide granite kerbs to tarmac pavements, on street parking, with minimal street lighting.

(Photos)

1.3 Park Street. Nos 1-13 (continuous to south side) form the dominant terrace of late Victorian three storey, with semi basement, town houses. Again rendered ground floor with yellow stock brick above, and first and second floor sash windows (half round to ground and second storey) with moulded rendered surrounds all under eaves bracketed roof, originally slate covered. Dominant rows of white gault clay chimney pots adorn the roofs. Forecourt parking to almost all houses. Wide granite kerbs to pavement with main road tall street lights. Only four retaining original sash windows.

1.4 Nos 15-19 (continuous to north side) match the southern side of Park Street, but appear more cohesive through closer matching external decorations. Three of the five retain their sash windows. Again forecourt parking has resulted in a loss of boundary treatment but original walls and railing bases survive at Nos 16 and 17.

(Photos)

1.5 Park Place. Nos 1-9 on the north side of the street form a range of retail shops and a public house, the Park Inn. Yellow stock brick with red brick half round arched windows to the first floor. Four of the nine upper floors have painted brick facades, which detracts from the group. Nos 1 to 4 retain original shop front surrounds, with number No 4, Tranquillity retaining original doors as does the Park Inn. Signage and some shop fronts generally detract from the Conservation Area.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Dour Street	Green	Green	Orange	Green	Green	Loss of boundary railings and sash windows is starting to detract from the Conservation Area.	Green
2 – Park Street	Green	Orange	Orange	Green	Green	Loss of Boundary Railings and sash windows is detracting from the Conservation Area.	Orange
3 – Park Place	Green	Orange	Orange	Green	Green	Some Shop-fronts/Signage and painted facades detract from the Conservation Area.	Orange
Overall	Green	Orange	Orange	Green	Green		Orange

Figure 1.1 Conservation Area Assessment Table

Vulnerabilities

1.6 Loss of original sash windows and front boundaries is detracting from the Conservation Area.

Opportunities

1.7 Article 4 (2) Directives to encourage re-instatement of lost features. Co-ordinated approach to boundary forecourt parking. Shop front and signage enhancement.

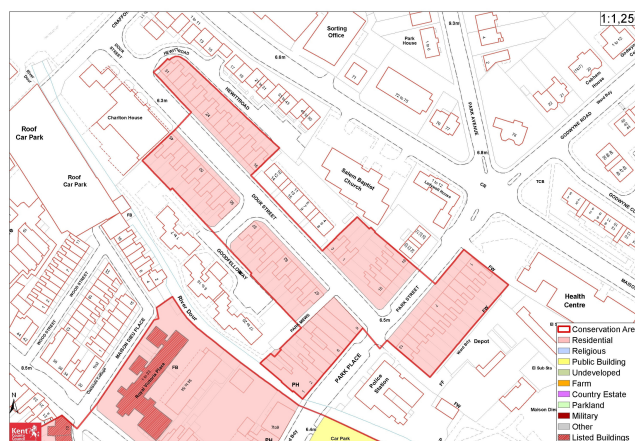
Summary

1.8 A attractive nineteenth century group of yellow stock brick terraces with rendered ground floor plinths set behind front gardens. Predominantly residential with commercial quarter.

Recommendations

1.9 In need of focused strategy to enhance the Conservation Area, shopfronts and boundaries.

Dover – Dour Street Conservation Area



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Figure 1.2 Plan of Conservation Area

2 Overviews 2: Town Centre

Date of Designation: 19/02/1988

Type: Town

No of Listed Buildings: 1

Other designated Sites: None

Special Interest

2.1 The Conservation Area is based around the pedestrian area of Cannon Street with St Mary's Church (the only Listed Building) at its centre. The commercial centre of the town forms the Conservation Area around Cannon Street and Biggin Street, taking in buildings along Worthington Street, Queen's Gardens, New Street and Church Street. The Church of St Mary occupies a central location on Cannon Street, offering views of the castle beyond. Buildings are generally nineteenth century and three to four storeys in height in the main streets, two to three storey storeys elsewhere. Yellow and red stock brick, painted brick and render, stone generally under slate roofs with gables are characteristic of the forms and materials in the Conservation Area. Shop fronts and their associated signage are an important feature of the area and their impact on the quality of the Conservation Area cannot be underestimated. The Conservation Area has been subdivided into four component areas:

2.2 Cannon Street. The most attractive part of Dover Town Centre, with potential for enhancement. The pedestrian area offers some scale to the street, although looking dated. The church is a great asset to the Conservation Area, offering glimpses of Dover Castle, beyond and some green to break the urban character of the area. The buildings are tall, overshadowing the street, being four to six storeys in height (when the roof is adapted to gain additional floors), and quite an eclectic mix of late Victorian and Edwardian gables, and turrets, bay windows and stone string courses to red and yellow stock brick facades, all contributing to the vibrancy of the street scene. Sadly the shop front designs and signage let the street down in places and this is where the focus for enhancement should start.

2.3 Church Street. Where Cannon Street meets Church Street the area opens up into Market Square, from here the views up Castle Street towards the Castle give a sense of the importance of this location. Church Street itself is a small parade of nineteenth century one and two storey buildings with cafes offering alfresco eating in the summer. The Church is again an important and attractive contributor to the Conservation Area. The scale of the buildings on Cannon street can be appreciated, looming over the more modest buildings fronting Church Street. Pencester Gardens is the main open green space adjacent to Town Centre Conservation Area, making an important contribution to the setting of the two adjacent Conservation Areas.

2.4 Biggin Street & Worthington Street. The Conservation Area takes in the more attractive historic buildings in Biggin Street and Worthington Street. The painted late Georgian style facades on the corner of Biggin Street and Pencester Road contrast with the red brick and stone of the later Victorian style façade on the opposite corner of Biggin Street and Worthington Street. The buildings here are two storey with a mansard roof being adopted to conceal a third floor on the corner of Biggin Street and Worthington Street. Again shop front designs and signage generally detract from the quality of architecture on the facades above. The arched windows and arched dormers in the mansard roofs to the parade of red brick and stone facades on Worthington Street form a distinctive architectural quality let down only by the shop fronts below. The street paving and lighting are in need of attention, only the wide granite kerbs are worthy of retention in Worthington Street.

2.5 Queen's Gardens & New Street. Queen's Gardens, although the name would suggest otherwise, is a modest back street of single fronted one storey yellow stock brick facades under slate roofs. This is a residential area with the large flank wall of the bingo hall dominating the North East side of the Queens Gardens. Loss of original sash windows detracts from the quality of this modest part of the Conservation Area. The street surfaces are patchy and paving is in tarmacadem, with wide double yellow lines predominating the poor surfaces, only the granite kerbs offer a sense of past historic quality. New Street takes in the rear of buildings fronting Cannon Street, with only the recently refurbished public house on the corner of Queens Garden's and New Street making a positive contribution to this part of the Conservation Area. A large gap next door is gated with unsightly chain link fencing. The Conservation Area boundary sweeps away from the Roman Painted House (a Scheduled Monument) toward Cannon Street.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Cannon Street	Green	Orange	Green	Green	Green	Some shop fronts and signage would benefit from enhancement.	Green
2 – Church Street	Green	Orange	Green	Green	Green	Some shop fronts and signage would benefit from enhancement.	Green
3 – Biggin Street & Worthington Street	Orange	Orange	Orange	Green	Green	There is no landscaping or open space and so a code green is the default for this area. Street, pavement and lighting would benefit from enhancement as well as enhancing shop fronts and signage.	Orange
4 – Queen’s Gardens and New Street	Orange	Orange	Orange	Green	Green	There is no landscaping or open space and so a code green is the default for this area. Street, pavement and lighting would benefit from enhancement as well as restoring windows to original sashes.	Orange
Overall	Orange	Orange	Orange	Green	Green	Shop front design, signage, and street surface/lighting enhancement would contribute significantly to the improvement of this important Conservation Area.	Orange

Figure 2.1 Assessment of Conservation Area

Vulnerabilities

2.6 Poor Shop front design and signage detract from the Conservation Area along with paving and lighting generally.

Opportunities

2.7 Article 4 (2) Directives could be applied to encourage re-instatement of lost features in Queen’s Gardens. Co-ordinated approach to shop front and signage enhancement would improve the Conservation Area. Some areas would benefit from street enhancement, renewing of pavement and road surfaces along with street lighting.

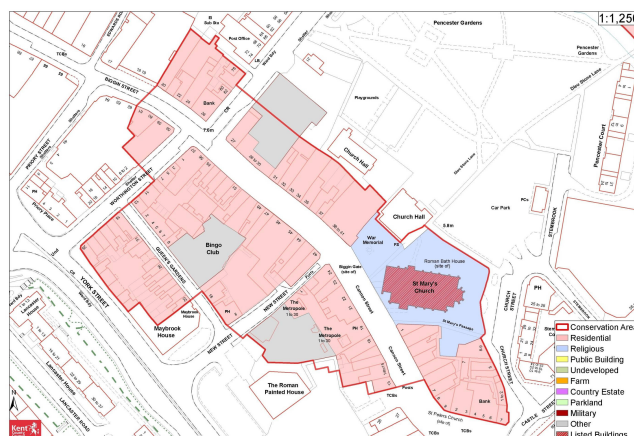
Summary

2.8 A attractive nineteenth century commercial town centre Conservation Area the focus being the Church and its yard, being the only Listed Building.

Recommendations

2.9 In need of focused strategy to enhance the Conservation Area, shopfronts and boundaries.

Dover – Town Centre Conservation Area



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Figure 2.2 Conservation Area

3 Overviews 3: Deal (North Street)

Date of Designation: 21/07/1977

Type: Town

No of Listed Buildings: 5

Other designated Sites: None

Special Interest

3.1 Four streets of Victorian Cottages and Victorian church. The Conservation Area has been subdivided into four component areas:

3.2 Cottages along **Princess Street, Robert Street and Water Street** – only half of street visible on street view.

3.3 Nelson Street – not on street view.

3.4 Duke Street.

3.5 The Church of St. Andrew at Deal is by English standards modern although it is built in the Basilica style of Caen stone from the Allemagne Quarries, Portland stone for the Sanctuary and York stone for the Nave. It also has Sedilia and Piscina. The foundation stone was laid on the 28 May 1849 and Consecrated on the 31 October 1850 by the then Archbishop of Canterbury John Bird Sumner.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Cottages along Princess Street, Robert Street and Water Street						Attractive two storey fishermen's cottages some with sloping roofs. A number of poor replacement windows and doors. Some single pane uPVC windows, or with plastic strips defining glazing bars. Rendered gable walls adjacent to missing houses. Some low-rise buildings of more recent construction with shallow front gardens, some more acceptable than others. Victorian terraced houses with double height bay windows in good condition. Chimney stacks with variety of pots and cowls. Roofs difficult to see from desk based Google Street View. Water Street some cottages with bay windows, shallow front gardens and basements. Several original brick and wrought iron boundaries lost – replacements vary in quality and condition. Some original dividing walls still in place between gardens.	
2 – Nelson Street	No visual access for study from Google Street View.Conservation Area.						
3 – Duke Street						Fishermen's cottages two storey south facing, three storey north facing. Various painted or facing brick. Mainly in good condition. Again several windows, doors and chimneys are not faithful to original materials/designs. Other buildings interspersed alongside cottages such as single storey British School, attractive three bay two storey gable end façade. One or two houses would benefit from maintenance to rendering.	
4 – The Church of St. Andrew at Deal	No visual access for study			No visual access for study		St Andrew's is a Grade II Listed Building. It is flanked to the north by unfortunate front garden extension. Pretty sweep of pastel coloured facades of fisherman's cottages facing the church although only seen obliquely on Google Street View – cannot see any window detail for example. Union Road has several garages and unfinished gable ends of buildings built at 90 degrees to the road. Unable to see the green space surrounding the church on street view.	
Extent						Small Conservation Area. Area around Clarence Place which is not included in the Conservation Area is a complex of more recently built flats. Boundaries fine.	
Overall							

Figure 3.1 Assessment of Conservation Area

Vulnerabilities

3.6 Erosion of the value of the Conservation Area due to permitted development.

Opportunities

3.7 This is a residential area with a few B&Bs. Given that it is not a tourist area would principally benefit local residents if area enhanced.

Summary

3.8 The area consists mainly of Victorian cottages with St. Andrew's church on the South West side. Unable to see Nelson Hall which is Listed.

Recommendations

3.9 Article 4 (2) Directives should be served. Design guides for windows, chimneys and roof materials would be useful.

3.10 Carry out full Conservation Area appraisal and management plan.



4 Overview 4: Deal (Upper Street)

Date of Designation: 06/11/1970

Type: Town

No of Listed Buildings: 12

Other designated Sites: None

Special Interest

4.1 The Conservation Area focuses on St. Leonard's Church, graveyard, the Listed Buildings along Manor Road and the graveyard and mausoleum to the north of the Conservation Area (which is not visible in Google Street View). The Conservation Area has been subdivided into three component areas:

- **Manor Road with St Leonard's Church** – cluster of Listed Buildings.
- Roundabout where **London Road, Manor Road and Rectory Road** meet.
- **London Road, Rectory Road/Addelam Road.**

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Manor Road with St. Leonard's Church						Listed church and graveyard with flint and redbrick boundary make a positive contribution to the Conservation Area. Listed pub at No 90 is in good condition although plastic signage detracts, where hand painted would enhance. There are several buildings of local interest on Manor Road which should be considered for local listing: Nos 107/109, a pair of timber framed cottages with casement windows; No.78, attractive early nineteenth century building; No. 74 early village residence with clay tile roof, chimney stacks, a rendered and stuccoed façade, perhaps with timber framing behind; No.111, a three-storied building with eighteenth century alterations, gothic gauged brick arch, shutters, hooded arches. For houses with front gardens most original boundaries no longer exist, although one cottage has a picket fence.	
2 – Roundabout where London Road, Manor Road and Rectory Road meet						Corner Manor Road and Rectory Road – signboard in church yard detracts from the setting of the Listed Building and the War Memorial. Boundaries of car park to social centre would greatly benefit from tree planting – the bland space creates an imbalance with the rich church setting on the adjacent corner. Roundabout needs public realm improvement to signage and lighting which detract from the special interest of the Conservation Area. Original post box should be preserved. Corner where London Road sits on the roundabout: Listed Building with attractive garden which hides house – high boundary walls at various repairs and adaptations - street signs attached directly to the wall. The building at the corner of London Road and Manor Road is in total disrepair and should be added to the Buildings at Risk register. With a rusting corrugated roof (originally a thatched) and neglected facades partly obstructed by large road signage blighting the building – a poor feature on a main entrance to the town. Building adjacent on London Road, No 98 with uPVC windows, replacement doors and painted plinth. Street surface irregular. The small green on London Road next to the bus shelter looks forlorn and would benefit from landscaping to enhance the Conservation Area.	
3 – London Road, Rectory Road/Addelam Road						No 311 London Road which houses a commercial property Londis, has been greatly altered, especially with regard to window frames as have the other buildings on this stretch of road. Street clutter in front exacerbates the untidy feel to the area. No 301 retains an attractive shop front and has tasteful fascia and lettering - making a positive contribution to the Conservation Area. The Listed Building Nos 283 – 285 on London Road is not visible on Google Street View. There is a considerable contrast between the Listed Buildings and the stretch of buildings adjacent to No311 Londis. There are four terraced cottages on Upper Deal street that have lost many of their original features. The stretch of London Road that continues where it joins Upper Deal Road is not visible on Google Street View and may have more buildings of historic or architectural interest. On Rectory Road there is an attractive Georgian house at the end of the road and four Victorian cottages. Half the cottages have replacement windows. There are several new builds on Pilot's Avenue with only one building of note, No 87 on the corner of Manor Road which appears to have been altered. There is a large impressive Georgian house at the corner of Addelam Road and Pilot's Avenue but it has replacement windows.	
Overall						Late Georgian and Victorian character. Loss of windows and boundaries detracts from the Conservation Area.	

Figure 4.1 Assessment of Conservation Area

Vulnerabilities

4.2 The Conservation Area suffers from a series of unauthorised works which have compromised parts of the Conservation Area.

Opportunities

4.3 The Conservation Area is on the main trunk road into Deal. The area around the roundabout would benefit greatly from improved road and pavement surfaces, greening, landscaping and improved street furniture as would the neglected building on the corner of London and Manor Roads. The bus shelter is unattractive and could be replaced with a more attractive one. Signage needs to be carefully looked at. The triangle of green space on the corner of Upper Deal Road and London road could be improved.

Summary

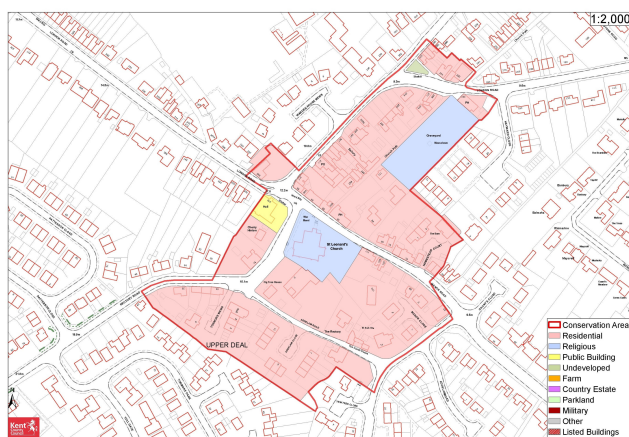
4.4 Several of the historic buildings have suffered changes that do not preserve or enhance their special historic or architectural importance. Some of the buildings in the Conservation Area have lost nearly all of their original features including window frames, chimneys, roof materials. Many buildings would benefit from reinstatement of original windows and facade enhancement.

Recommendations

4.5 This is an important Conservation Area given its location on the main trunk road from Sandwich to Deal requiring a targeted approach to enhancement. Since designation there has been extensive new building in the gardens of historic buildings - these have altered the character of the original Conservation Area.

4.6 A full Conservation Area appraisal and management plan should be undertaken to establish opportunities for enhancement.

Deal – Upper Deal Conservation Area



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Figure 4.2 Conservation Area

5 Overview 5: Deal (Victoria & Wellington)

Date of Designation: 01/12/1977

Type: Town

No of Listed Buildings: 7

Other designated Sites: None

Special Interest

5.1 This is a Victorian residential area the main interest of which lies in the different types of terraces and the larger houses on Victoria Road. The Conservation Area has been subdivided into nine component areas:

- 1 – Queen Street.
- 2 – Blenheim Road.
- 3 – Victoria Road.
- 4 – Hope Road.
- 5 – Old Cottage Road.
- 6 – Gilford Road.
- 7 – Wellington Road – narrow quieter residential street.
- 8 – Beaconsfield Road.
- 9 – Northcote Road.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Queen Street						Two and three storey Victorian buildings with shops. Interesting oriel windows. Impressive Victorian villa with original chimney, original shopfront and other more modest Victorian buildings. Altered buildings with uPVC windows. Shop fronts detract from Conservation Area, design and signage in need of enhancement. Some metal railings on new walls and plane wall boundaries. Occasional recent dormer windows. Art deco garage/shop used as part of garage – consider local list? Upper part of Queen Street has some plane walls to gardens. Queen Street further north has two attractive shops and a pub all would benefit from general maintenance and decoration as would the building in the island between the two forks of Queen Street. Street signs on this cross roads are attached to the railings and are relatively discreet.	
2 – Blenheim Road						At one end a series of listed Georgian buildings late eighteenth century, early nineteenth century – half hipped roofs. Opposite is a Kwik Fit garage. One bow-windowed shop front. Last two houses on Blenheim road which form the boundary to the conservation area – Nos 15 and 19 are impressive large Victorian houses in good condition. Limited Google Street View for part of Blenheim Road. Corner Wellington Road Blenheim Road – attractive garden and Edwardian house with attractive tile hanging on gable end. The Catholic Church of St Thomas of Canterbury is a good example of the benefits of greening the streetscape – the left hand side of the church has a small grassed over garden area with hedges, and the right hand side is a concreted over space with an undefined parking that does not delineate the boundaries of the church and street. Relatively narrow street characterised by two storey Edwardian terraced houses, Victorian cottages and Victorian terraced house, newer builds some with shallow concreted over gardens, some hardstandings and variety of gardens of different depths. Boundaries in various states both older and newer as are windows. Pavements are narrow with tarmac. Attractive garden on the corner Beaconsfield Road/Blenheim road which enhances the streetscape and is further enhanced by a tree.	
3 – Victoria Road						Larger two, three and four storey often handsome villas with large front gardens opposite parade of shops especially including detached, semi detached and terraced earlier and mid Victorian villas. Lined with mature trees. Western side of Victoria Road earlier than Eastern Side of the road which is in the Middle Street Conservation Area. Building line is set back from the castle and tapers in to the street towards the north. Generally the buildings are grouped in small clusters of two or three properties with varying architectural styles from Georgian through to Victorian villas. The Listed Buildings, are of a grander Georgian town house style with an imposing frontage to the street. Generous gardens with considerable amount of greening which enhances the special interest of the Conservation Area. Introduction of Upvc windows to some buildings detracts from Conservation Area. Further forecourt parking will detract from setting of Conservation Area.	
4 – Hope Road						South side part gardens and car parking for houses on Gilford Road, most gardens no longer have boundaries and are uncared for with no boundary	

Figure 5.1 Assessment of Conservation Area

						between the pavement and the gardens. Only one boundary and garden space survives as a garden. Enhancement needed. The northern side of the road is characterised by shallow gardens many of which retain their original walls which gives a cohesive feel to the terrace as do the largely unpainted upper stories which retain redbrick surrounds. Further painting on the upper floors should be avoided. Would benefit from greening, introduction of original windows and doors. The long gardens mainly now hard standings and used as off street parking.	
5 – Old Cottage Road	No visual access for study from Google Street View.						
6 – Guilford Road						Two storey nineteenth and twentieth century buildings. On North side of the road houses with shallow concreted/paved forecourts, double height bay windows with bargeboards and dormer windows – many replacement windows, satellite dishes. On the south side no gardens but Victorian terrace characterised by hanging bay/oriel windows.	
7 – Wellington Road						North side Corner Wellington Road and Victoria street. Upper floor pebble dashed with interesting windows (part of Middle Street Conservation Area). Two storey yellow brick Victorian cottages with forecourts. Buildings have differing doors, windows and frontages but retain a unified feel as boundaries defined by low walls or hedges. Pre 1862 villa with prominent cornice next to No 9 could be locally listed? Final stretch of north side of street before Wellington Place characterised by mid Victorian semi detached houses with dormer windows and bay windows on ground floor with basements. South side Hardstanding would benefit from greening. Then 1960s or 1970s three storey block. Main stretch of road characterised by early Victorian cottages with no front gardens several with original windows. Two large redbrick late Victorian/Edwardian houses the second of which is 'Arts and Crafts' inspired where Wellington Road joins Blenheim Road.	
8 – Beaconsfield Road						Going west along the south side of Beaconsfield Road the first building is a well maintained early Victorian cottage followed by some more recent construction with many replacement windows, and a row of early Victorian cottages begins with late modified Victorian terraces with bay windows. Going west along the north side of Beaconsfield Road a Victorian cottage on the corner, and a late Victorian terrace, single bay and then double bay windows and roofs with gable ends and bargeboards, forecourt parking, a garage, and garden and rear of building facing Blenheim Road.	
9 – Northcote Road						Long view only available in Google Street View. Late Victorian terrace with double bay windows. Unattractive car park and garage area on corner with Beaconsfield Road.	
Overall						Late Georgian and Victorian character. Loss of windows and boundaries detracts from the Conservation Area.	

Figure 5.2 Assessment of Conservation Area

Vulnerabilities

5.2 Loss of original sash windows and forecourts giving way to parking detract from the Conservation Area

Opportunities

5.3 Re-instatement of lost sash windows, careful attention to boundary treatment, would all enhance the Conservation Area.

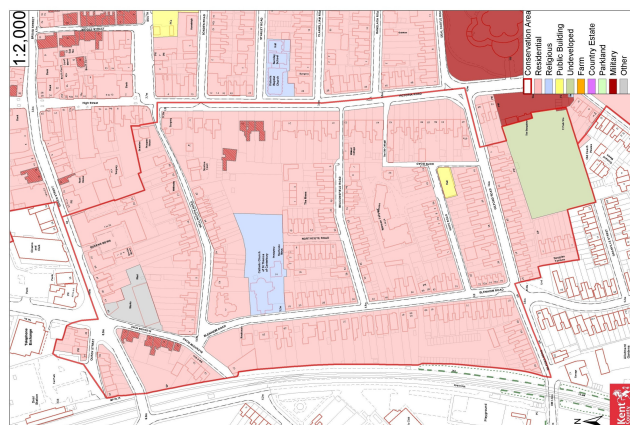
Summary

5.4 An attractive Conservation Area which is undergoing a gradual loss of original features. Establishing an Article 4 (2) Directive would assist in reducing loss of special interest of the Conservation Area. This would also be consistent with the adjacent Middle Street Conservation Area which already has an Article 4 (Directive).

Recommendations

5.5 Undertake full conservation area appraisal and management plan. Introduce Article 4 (2) Directive.

Deal – Victoria Road and Wellington Road Conservation Area



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Figure 5.3 Conservation Area

6 Overview 6: Dover (Charlton Green)

Date of Designation: 30/07/1987

Type: Town

No of Listed Buildings: 2

Other designated Sites: None

Special Interest

6.1 The Conservation Area is centred around the green space of Saints Peter & Paul Church and is predominantly made up of nineteenth century buildings. Number 52 and the red Lion public house are the oldest buildings in the Conservation Area. The Conservation Area has been subdivided into two component areas:

6.2 Charlton Green. Looking in to Charlton Green from the north east the group of buildings from the corner to the Red Lion give the sense of a semi rural place that once was Charlton Green; the trees from the church yard appearing behind the buildings adding to this. The group of buildings on the corner of Charlton Green and Frith Road are the dominant component of the south eastern part of the Conservation Area, with the, now heavily pointed, flint gable wall of number 48 fronting onto Frith Road contributing one of Dover's distinctive building materials. The remaining part of Charlton Green is built of modern residential properties, sympathetically constructed of yellow stock brick and timber weatherboarding to appropriate scale. The open green space of the church yard takes up the remaining half of the northern side of Charlton Green, with a boundary wall of flint and mature trees.

6.3 St Alphege Road. The Conservation Area's green open space of the church yard dominates Frith Road with number 7, a large double fronted Victorian house set back behind a high hedge, bay windows to ground floor. The building retains its sash windows and slate roof, making a positive contribution to the Conservation Area. Large mature trees flank the entrance to St Alphege Road, glimpses of the large nineteenth century Kentish Rag Stone church can be seen through the trees. The Vicotiran/Edwardian rectory stands at the end of the road, retaining all its sash windows. On the corner of Frith Road and St Alphege Road a large handsome semi-detached Edwardian building, set back from the road with mature planting and trees. On the north side of the road, Nos 3-8 form a terrace of Victorian yellow stock brick houses with large bay windows, terracotta coloured lintels under hipped slate roofs, some retain decorative ridge tiles to slate roofs, recessed arched front doors. A single early twentieth century swan neck cast iron street light.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Charlton Green	Green	Green	Green	Green	Green		Green
2 – St Alphege Road	Green	Orange	Orange	Green	Green	Loss of original windows and poor quality street surfaces detract generally from the Conservation Area.	Orange
Overall	Green	Green	Orange	Green	Green		Green

Figure 6.1 Assessmt of Conservation Area

Vulnerabilities

6.4 Loss of original windows and some boundary railings erode the special interest of the Conservation Area.

Opportunities

6.5 Use of Article 4 (2) Directives to encourage enhancement of lost features, such as windows and railings.

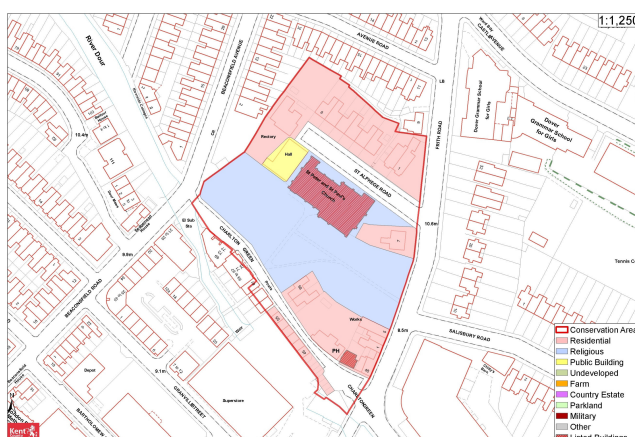
Summary

6.6 This is an attractive Conservation Area predominantly nineteenth century with two earlier buildings. Re-instatement of original windows and roof materials along with boundary railings should be encouraged. Street surfaces and lighting would benefit from enhancement.

Recommendations

6.7 Carry out full Conservation Area appraisal and management plan

Dover – Charlton Green Conservation Area



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Figure 6.2 Conservation Area



7 Overview 7: Dover (Waterloo Crescent)

Date of Designation: 06/11/1970

Type: Town – Seafront

No of Listed Buildings: 5

Other designated Sites: None

Special Interest

7.1 Five storey regency mansions designed by Philip Hardwick on Dover seafront. The Conservation Area has been subdivided into three component areas:

7.2 1 – Waterloo crescent view of Waterloo Mansions.

7.3 2 – Cambridge road view of Waterloo Mansions.

7.4 3 – New Bridge House 'Complex': New Bridge House, 1 – 4 Camden Crescent (North West), Nos 1 to 9 (Consecutive) Cambridge Terrace including basement area railings with ILsted phone box.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Waterloo crescent view of Waterloo Mansions	Green	Orange	Green	Orange	Green	Windows not matching originals – eight pane reduced to single pane with upvc windows. Potential enhancement of Churchill Hotel signage.	Orange
2 – Cambridge road view of Waterloo Mansions	Green	Orange	Orange	Orange	Green	Facades in reasonable condition although some decorative maintenance required as well as repairs to stucco. Windows not matching originals – eight pane reduced to single pane with upvc windows. Hotel signage could be enhanced with quality of building. Blocked rainwater goods causing potential damage to the fabric of the building. The addition of unattractive metal balconies at higher levels detracts from the building.	Orange
3 – New Bridge House complex with War Memorial	Green	Red	Orange	Orange	Green	Unfortunate location next to car park. Complex would benefit from a buffer zone. Camden Crescent Nos 1 to 4 has retained more of its original windows than Waterloo Mansions. Nos 1 to 9 (Consecutive) Cambridge Terrace have lost many of the original windows while still sash windows the reduction in window panes changes the overall impression of the façade.	Orange
Extent						Conservation Area boundaries do not include Granville Gardens which would be a natural end to the crescent. Could also include car park area if use changed and public realm improved.	
Overall						An important Conservation Area for Dover with restricted access due to A20.	

Figure 7.1 Assessment of Conservation Area

Vulnerabilities

7.5 Window on all buildings in Conservation Area as well as balconies on the Cambridge Road side of Waterloo Mansions require enhancement. Signage design strategy would contribute to enhancement of Conservation Area.

Opportunities

7.6 Enhanced landscaping of gardens would benefit the Conservation Area. War Memorial setting would benefit from further enhancement to emphasise its focal point of the four Listed Buildings that surround it.

Summary

7.7 Buildings in good condition but could be enhanced with good greening/flowers. The mismatching of the windows ruins the overall appeal and homogeneity of the facades of all five buildings and should be replaced with copies of originals where possible. The Conservation Area would benefit from windows design enhancement guidance.

Recommendations

7.8 The boundaries could be extended south east to include the esplanade and beach. Boundaries could be extended to include the public gardens in front of the 1950s purpose built block of flats along The Gateway. Undertake full Conservation Area appraisal and management plan.

Listing notes

7.9 Waterloo Mansions - built in 1834-8 by Philip Hardwick. – regency. 3 sections, the centre one containing 19 houses, the outside ones 5 houses each. 5 storeys and basement with area. 3 windows to each house. Stuccoed with rusticated ground floor. Round-headed windows on the ground floor and round-headed doorways. Continuous iron balconies on the 1st floor supported on thin iron columns from the ground floor and with continuous hood over. (This balcony has been replaced by a glazed veranda with balcony over it on No 16). The end houses of each section have curved fronts. These end houses and the 9 centre houses of the main section have Corinthian pilasters from the 1st to 2nd floor supporting tile entablature (which is continued along the houses without pilasters) and above this a stucco-fronted 3rd floor with round-headed windows, plain pilasters between them, cornice and parapet above with mansarded roof containing the attic storey. The other houses have no stucco above the entablature, but 2 storeys arranged in a double mansard, the upper one set back and both fronted with slates, Most glazing bars missing. Entrances at the rear.

7.10 New Bridge House - built as a Bank in 1865 by Rowland Rees Junior. 1 storey rusticated stucco. Mansarded slate roof with 7 dormers. Parapet with stone balustrading and modillion cornice with triglyph frieze. 6 pilasters. Central pedimented

porch with round cartouche and 2 plain Tuscan columns. On each side is a recessed portion of 1 storey rusticated, Urn finial supported by bracket with swags beneath. 6 sashes having recessed blanks underneath.

7.11 Camden Crescent Nos 1 to 4 (consecutive) - originally a complete crescent similar to Waterloo Crescent, but the other houses have been demolished. Built in 1840. 4 storeys and basement with area. Yellow brick, the ground floor stuccoed and rusticated. Parapet above 3rd floor, cornice above 2nd floor, stuccoed stringcourse above 1st floor. Continuous iron balcony with hood on the 1st floor. No 1 has a curved front. 3 windows to each house with restored glazing bars. Group value with New Bridge House in New Bridge Street

7.12 Nos 1 to 9 Cambridge Terrace (consecutive) including basement area railings - Terrace of 9 houses. Mid C19. Stock brick with stuccoed front and ends. Roof concealed behind parapet. Stuccoed stacks with moulded cornices and none with original crenellated yellow clay pots. Plan: 9 houses in a terrace on an obtuse corner site. The plan of each house is double depth with the principal front room to left or right of the entrance. No 6, the centre house to right of the corner has 2 front rooms and a central entrance. The ground floor of No 1 at the right hand end is used as a restaurant and the others are offices. Exterior: 4 storeys and basement. Long 20-window range on obtuse corner site. 2:2:2:1:3:2:2:2:2 bays, the one window bay is on the curved corner and the 3-window bay to its right is a double fronted house but uniform with the others. Parquet with a heavy moulded cornice, panelled frieze at third floor sill level, string at second floor sill level and ornate cast-iron balcony across first floor. The ground floor is rusticated and has rusticated canted bay windows and Tuscan porches to the doorways with C19 panelled doors and rectangular overlights. The first floor windows have moulded architraves and cornices on brackets. The second floor windows have segmented heads and eaved architraves. The third floor windows are round-headed in moulded architraves. The ground floor bays continue down into the basement. Most of the windows appear to be the original 4-pane sashes. Including original ornate heavy cast-iron basement area railings and stuccoed piers. Similar symmetrical 5-bay right hand (north) return. The rear elevation is largely unaltered and most of the houses have small back porches with moulded stucco cornices, ornate cast-iron balconies to ground floor garden windows which have their original casements with glazing bars. Most of the other rear windows are also original. Interior not inspected but expected to retain original features including staircases and other joinery, chimneypieces and plasterwork etc.

Dover – Waterloo Crescent Conservation Area



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Figure 7.2 Conservation Area



8 Overview 8: Deal (Middle Street)

Date of Designation: 23/02/1968

Type: Town – Seafront

No of Listed Buildings: 291

Other designated Sites: 1 Scheduled Monument

Special Interest

8.1 The Conservation Area has been subdivided into six component areas:

- 1 – Middle Street and adjacent roads and High Street between Alfred Square and Union Road.
- 2 – Beach Street/The Marina.
- 3 – Deal Castle and four blocks to the north.
- 4 – Green Space around Deal Castle.
- 5 – South Street and Victoria Street (down to crossing with Stanley Road) Shopping Area.
- 6 – High Street St. where joins Union Road in the North and Water Street on the South with adjacent streets to the West.

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Middle Street and adjacent roads and High Street between Alfred Square and Union Road	Green	Green	Green	Green	Green	<p>Most of street and adjacent street in good condition. Majority of buildings appear well maintained eg Contraband Cottage. Good retention of original windows (article 4 (2) Directive and Listed Buildings support and reflect good management of the Conservation Area).</p> <p>At the southern end there are some unattractive shopfronts/signs at beginning of street, plastic drainpipes, boarded up ground storey windows, all contribute to loss of special interest.</p> <p>This stretch of High Street is generally well maintained. The shopfronts are more traditional in design respecting and using the features of the original shopfronts. Machine Mart on the corner of Griffin Street is a notable exception – the Victorian building having been lost, poor design principles adopted in the new building. The fascia for Deal Kebabs is an example of poor design and is noticeable in this stretch of attractive shopfronts. Some general maintenance needed to upper floors.</p>	Green
2 – Beach Street/The Marina	Green	Green	Orange	Orange	Green	Mainly well preserved seafront facades with only occasional building in need of maintenance. Entrance to row of houses on corner of The Marina and Exchange street could be improved – boundary walls. Public Realm tidy with potential for enhancement. Family Amusements has an oversized fascia around the corner of the building.	Green
3 – Deal Castle and four blocks to the north	Green	Orange	Orange	Green	Green	Streets that flank the Castle have a mix of period buildings, 1980s buildings (poor in scale and design) and open space. Buildings vary in architectural quality. The sign opposite the castle is unattractive – this could be improved. The streets in the four blocks to the north are mainly Victorian with some Georgian – mainly in good condition. Includes the attractive Victoria Baptist Church on the corner of Victoria Road/Stanley Road.	Green
4 – Green space around Deal Castle	Green	Green	Orange	Orange	Orange	The open space serves as a visual buffer against the surrounding development and allows medium-distance views for appreciation of the historic characteristics, setting and aesthetic qualities of the castle. As such it should remain an open space and the lawns continue to be maintained in order to reinforce the imposing presence of the fortress in a green space which would have been its original setting. The area immediately around the castle affects the setting and cutting back trees and over grown hedges would enhance setting of castle and its presentation to visitors to the seafront.	Orange
5 – South Street and	Orange	Red	Orange	Orange	Green	The shop fronts would benefit from enhancement, adopting the shop front	Orange

Figure 8.1 Assessment of Conservation Area

Victoria Street (down to crossing with Stanley Road) Shopping Area						design guidance. Encourage sensitive design where original details and original features are exposed and can be reinstated – requires research of old photographs to find early/original shop fronts. Where South street widens public realm improvements could be made including landscape enhancement.	
6 – High Street St. where joins Union Road in the North and Water Street on the South with adjacent streets to the West						The High Street from Park street on the west northbound is visible on Street view. The stretch southwards is not visible. The High Street has a mix of more recent buildings, original shopfronts and modern shopfronts. Modern shop fronts taking up a number of original smaller ones break the balance of scale and detract from the Conservation Area. Examples are The original Factory Shop and Savers. Shopfronts could be significantly improved with the assistance of the advice found in the Shop Front Design Guide. Many windows on period buildings are uPVC. Stanhope street south side Victorian terrace with listed Sorting Office on North side. Park Street mix of Victorian/modern with attractive cottages on North side in a mix of conditions: some in need of repair, some with uPVC windows, and some loss of original. Queen Street – poorly presented shopping street with a mix of period and modern buildings and shopfront treatments, which detract from the Conservation Area.	
Extent						It is unclear why the northern part of Marine Road is not included in the Conservation Area. It would provide a buffer to the castle and include an attractive building (although now with poor replacement windows) which would contribute positively to the Conservation Area. There are two unattractive buildings flanking 4 Marine Road but would be included in the Conservation Area if extended. On the west side of the Strand where it joins Galdstone Road, it is unclear why only half of one of a stretch of three attractive buildings have not been included. Conservation Area requires review of boundary and consideration of extending to include Nos 72 to 74.	
Overall						Kent's first Conservation Area designation. Has a high proportion of listed buildings and the only record of Grade III (Locally Listed Buildings), benefitting from Article 4 (2) Directive. The eastern, and mainly residential, part of the Conservation Area is generally in a good state. The Conservation Area is let down by the commercial areas where a number of shop fronts detract from the Conservation Area and would benefit from enhancement to underpin the independent trade, which is one of Deals attractions for visitors and residents. The area around Deal Castle needs landscape management as trees and hedges are overgrown and concealing the Castle from visitors arriving by car.	

Figure 8.2 Assessment of the Conservation Area

Vulnerabilities

8.2 The areas where buildings are not listed are in parts shabby – the vicinity to more well kept parts of the streets where cottages are well preserved detracts from the positive feel of an area.

Opportunities

8.3 Ample room for public realm improvements – along the squares and High Street. Shop front Design guides for the all the parades of shops including the High Street. More activity could be encouraged along the marina and beach.

Summary

8.4 The Conservation Area changes quality and atmosphere considerably between Middle Street and the Marina and the rest of the Conservation Area where only small tracts of facades have avoided some type of degradation. Much of the housing stock is attractive and what is in tact should be preserved.

Recommendations

8.5 Article 4 (2) Directives, Shopfront Design Guidance, public realm improvements. The Conservation Area could be extended to include a more generous buffer zone around the Castle. Carry out Conservation Area appraisals and management plans.

9 Overview 9: Deal (South Barracks)

Date of Designation: 09/01/1997

Type: Town – Military Area

No of Listed Buildings: 6

Other designated Sites: None

Special Interest

9.1 Built in 1795 North and South Barracks were constructed to accommodate the Infantry and Cavalry due to the army presence during titanic struggles with France between 1793 and 1815. The South Barracks were known as the Cavalry Barracks as there were stables for 63 horses and accommodation for 53 men. The South Barracks Conservation Area includes the buildings and open spaces that were formerly part of the Royal Marines South Barracks. The South Barracks Conservation Area was established in 1996 when the development of the South Barracks site into houses and flats was almost complete. This area was allocated in the Dover District Local Plan 2002 (Policy AS4) for redevelopment and designated for leisure and tourism, institutional, residential and/or B1 employment uses. At the Drill Field in the South Barracks Conservation Area are playing fields used and maintained by a local rugby club as well as a toddlers' play area and a floodlit ball court. The Conservation Area has been subdivided into three component areas:

- 1 – Boundaries to complex.
- 2 – Boundaries to complex.
- 3 – Barracks buildings in Conservation Area.

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Boundaries to complex from adjacent streets	High	Medium	High	High	High	The boundaries to the complex consist of stock brick walls, privet hedges, railings, some wire mesh fences all in good condition. The four rendered buildings that face the Barracks contrast with the abundance of stock brick. The two stand alone flower beds on the corner of Dover Road and Canada Road enhance the public realm and have found themselves being mentioned in the Walmer Design Statement as examples of attractive street furniture.	High
2 – Newer buildings in Conservation Area	High	Medium	High	High	High	Of the newer buildings Deal Parochial Church of England Primary School is sited incongruously within the Conservation Area and contrasts with the quality of surrounding architecture, tree planting would enhance the setting. There are several purpose built flats along Dover Road and Canada Road built to a Georgian model. A section of Canada Road outside the Conservation Area consists of altered 1930s houses and new build.	High
3 – Original military buildings	High	High	High	High	High	Attractive buildings and landscaping on Halliday Drive accessible from Canada Road. Original buildings along Halliday Drive, Wilkinson Drive, Harvey Avenue and Dowell Mews are not visible from Google Street View.	High
Overall	High	High	High	High	High		High

Figure 9.1 Assessment of Conservation Areas

Vulnerabilities

9.2 Deal Parochial Church of England Primary School was built during the redevelopment of the area but is not in tune in any way with either St Michael and All Angels Church (now redeveloped into flats) or the Military complex.

Opportunities

9.3 General building and frontage enhancement. Landscaping to screen the school.

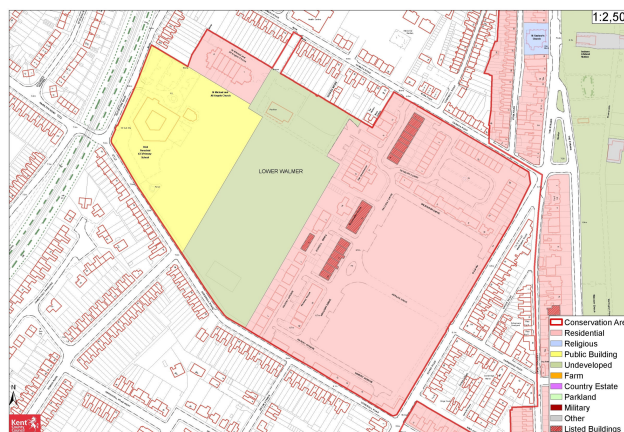
Summary

9.4 The boundaries of the site are in good condition. Barracks are not visible from Google Street View. The Conservation Area would benefit from public space improvements especially greening/landscaping on the adjacent roads.

Recommendations

9.5 Carry out full Conservation Area appraisal and management plan

Deal – South Barracks Conservation Area



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Figure 9.2 Conservation Area

10 Overview 10: Ash (Street End)

Date of Designation: 09/12/1976

Type: Village

No of Listed Buildings: 4

Other designated Sites: None

Special Interest

10.1 The Conservation Area has been subdivided into two component areas:

- 1 – Sandwich Road. White Post Farm forms the northern part of the Conservation Area. A courtyard farm set back from the road behind a nineteenth century house fronting the street. On the opposite side of the street a series of terrace houses fronting onto the road of yellow stock brick, some painted, altered windows. Nos 11-27, Mount Pleasant Row, under clay tiled roof, altered windows and doors. Greenhill Place, yellow stock under slate roof, intact original windows, First and Last Cottages, painted brick walls and clay tile roofs. Key building on the corner No 1 New Street, faces west towards Ash The Street.
- 2 – New Street. A narrower street, more open on the southern side with fewer buildings. No 13 sides onto New Street facing West towards The Street, a positive building in this part of Conservation Area. The garages at the back of First & Last Cottages, less so. Nos 2-6 and Lavender Place front onto the street and are an important group, all without original windows. Nos 17-33 on the southern side of the street and set back and perpendicular to the road, flints walls and slate roofs visible from the street. Thatch roofs of 41-45 make an interesting group typifying an earlier rural setting. Opposite no. 26 an abandoned nineteenth century Georgian style property under slate roof, sash windows intact but dilapidated – a local building at risk?

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Sandwich Road						Close boarded fencing and altered windows detract from the conservation area's special interest.	
1 – New Street						Close boarded fencing and altered windows detract from the conservation area's special interest.	
Overall							

Figure 10.1 Assessment of Conservation Area

Vulnerabilities

10.2 The loss of original windows and doors in a number of buildings detracts from the special interest of the Conservation Area. Satellite dishes are unsympathetically installed on the front façade of a number of buildings, which also make a negative contribution to the Conservation Area. Some boundaries are poorly treated with close boarded fencing.

Opportunities

10.3 Reintroduction of original timber windows (which can be double glazed in non-listed buildings) would improve the quality of the Conservation Area. Replacing close boarded fencing to the boundaries front main streets would improve the quality of the Conservation Area. Alternative boundaries such as yellow and red stock brick walls (to complement the building behind), railings, or hedges should be considered.

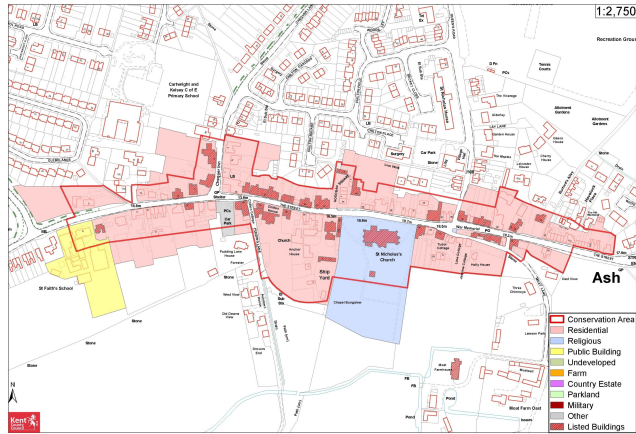
Summary

Recommendations

10.4 Consider Article 4 (2) directives to secure the quality of the Conservation Area.

10.5 Carry out full Conservation Area appraisal and management plan

Ash – Street End Conservation Area



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Figure 10.2 Conservation Area

11 Overview 11: Great Mongeham (Church)

Date of Designation: 06/11/1970

Type: Village

No of Listed Buildings: 5

Other designated Sites: Scheduled Monuments and Registered Park and Garden

Special Interest

11.1 The Great Mongeham-Church Conservation Area is based around the predominantly thirteenth century church of St Martin, restored by Butterfield in 1851, and located a short distance to the west of Great Mongham-Mongeham Road Conservation Area. In the church there is a Norman window in the west half of the outer wall of the North chapel but the extent of the Norman church is difficult to establish. A simple lych gate at the entrance to the church yard is also by Butterfield. The buildings surrounding the church yard are included in the Conservation Area - Church House, Fairfield, Great Mongeham House, Willow House, Glendower, Wells End and the Old Rectory. A Conservation Area hidden from the main road by trees and hedges. The Conservation Area has been subdivided into two component areas:

- 1– The Residential Buildings surrounding the Church. Boundaries fronting Northbourne Road are predominantly greened with trees, and shrubs to the extent that the buildings behind are concealed. There are glimpses of Great Mongeham House with Fairfield and Church House making the most significant contribution to the Conservation Area boundary. Glimpses of the church of St Martin can be seen between Fairfield and Church House.
- 2 – The Church and Church Yard. This component is not visible from Street View.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – The Residential Buildings surrounding the Church						Windows have been altered to uPVC at Fairfield, which is one of the few houses visible from the main road.	
2 – The Church and Church Yard	No visual access for study from StreetView						
Overall							

Conservation Area Assessment Table

Vulnerabilities

With so few buildings fronting the main road the loss of original windows at Fairfield detracts from the Conservation Area.

Opportunities

Implement article 4 (2) Directives.

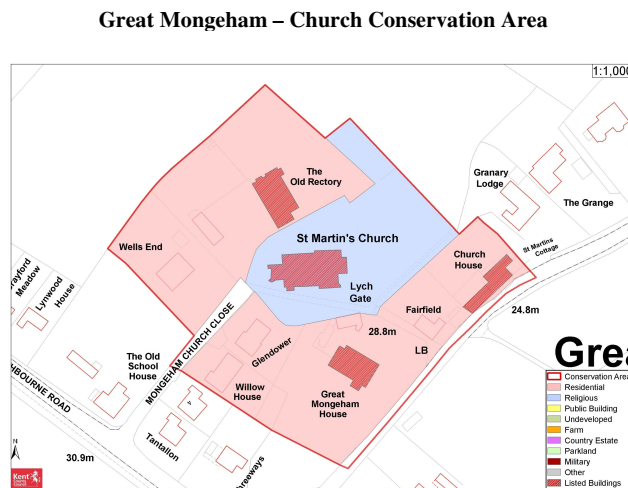
Summary

A small attractive Conservation Area hidden from the road and focused around the church. The only visible building fronting the main road has plastic replacement windows that detract from the Conservation Area's special interest.

Recommendations

A review of the boundary should be undertaken to consider inclusion of The Old School House and the land on the corner of Northbourne Road.

Further field work necessary to establish condition of those buildings not visible from Street View, to be undertaken at the time of a full Conservation Area appraisal.



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Figure 11.1 Conservation Area



12 Overview 12: Church Hougham

Date of Designation: 02/11/1989

Type: Village

No of Listed Buildings: 4

Other designated Sites: Scheduled Monuments and Registered Park and Garden

Special Interest

12.1 A small Conservation Area grouped around the church and farm buildings adjacent. Flint and red brick walls with predominantly clay and occasional slate roofs typify the construction materials giving the area its distinctive quality.

12.2 Church Lane not available on StreetView.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Church Hougham							
Overall							

Picture 12.1 Assessment of Conservation Area

Vulnerabilities

12.3 The pond on the corner of Plough Hill is now dried up but could be re-introduced to make a positive contribution to this rural Conservation Area. Some high close boarded fencing has been introduced to boundaries fronting Church Lane and could be replaced with stock fencing and native hedgerow to make a positive contribution to the Conservation Area.

Opportunities

12.4 The pond on the corner of Plough Hill is now dried up but could be re-introduced to make a positive contribution to this rural Conservation Area. Some high close boarded fencing has been introduced to boundaries fronting Church Lane and could be replaced with stock fencing and native hedgerow to make a positive contribution to the Conservation Area.

Summary

12.5 An attractive small Conservation Area with only minor opportunities for enhancement.

Recommendations

12.6 Carry out full Conservation Area appraisal and management plan.



13 Overview 13: Ash (Guilton)

Date of Designation: 30/04/1991

Type: Village

No of Listed Buildings: 6

Other designated Sites: None

Special Interest

13.1 The key buildings of Guilton Farm, Guilton Rectory and School Farm are at the centre of Ash Guilton Conservation Area. The semi-rural character is reflected in the open fields between Guilton Farm Cottages and Arden Cottage and to the south of Guilton Rectory. The Conservation Area has been subdivided into three component areas:

- 1 – Central Area around Guilton Farm. Guilton Farm fronts the main road forming the front of a large courtyard layout of farm buildings to the west and south. The Old Stables and oast house now converted to residential use but part still empty or in agricultural use? The farm house is a grand affair with tall red stock brick parapet and a pair of dormer windows, one to each hip end of the double pitched roof with central valley. Triple hung sash windows either side of a Doric columned portico. Opposite School Farm with Dutch gables dated 1691 – the most significant building in the Conservation Area. Red brick is the predominant construction material under clay tiles. Butressed red brick wall to the east of Guilton Farm with grass verge to road side. North side of the main road has a single pavement.
- 2 – Western Area around Guilton Rectory. Guilton Rectory occupies a large plot on the corner of Guilton and Durlock Road. A low red brick wall to Guilton Road gives way to heavy shrubs and hedge row with a bus stop tucked into the vegetation. The green corner turns into Durlock Road which gives access to the Rectory, concealed behind tree and hedge, with a glimpse of the rendered and painted front with parapet and clay tiled roof with hipped dormer windows and Flemish gables. Only the back of the Rectory is more visible further along Durlock road. The yellow stock and slate of Guilton Cottages, a terrace of nineteenth century buildings, are set back from road where Guilton joins Durlock Road, set with low hedge and timber fences to front lawns. Further along Durlock Road and opposite the Rectory the yellow stock gable wall of Whydale, red brick to the front 1930 sash windows intact under a slate roof, not unattractive and prominent in the street scene but outside the Conservation Area.
- 3 – Eastern Area. A fine wide fronted nineteenth century villa with deep eaves, slate roof and gothic arched sash windows sets back slightly from the main road with low estate style iron fencing and hedge onto a grass verge, no pavement onto the road – this is the centrepiece of the eastern end of the Conservation Area. Diagonally opposite a terrace of four nineteenth century cottages, rendered and without original sash windows. Opposite these a modern property set back

from the road with forecourt parking and next to this a pair of nineteenth century cottages again with forecourt parking, the loss of front boundary a detraction within the Conservation Area. No 57 a late nineteenth century red brick house sides onto the main road, most visible from the eastern approach and attached to 59 and 61, again without original windows. Opposite a modern development of three detached houses set well back with gravel drives and weatherboarded garages backed onto the main road, their impact minimised by careful consideration to materials and design, though a high front wall as seen adjacent to Gilton Farm may have been preferable.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Central Area around GUILTON Farm	Good	Good	Good	Good	Good		Good
2 - Western Area around GUILTON Rectory	Good	Good	Good	Good	Good		Good
3 – Eastern Area	Good	Good	Good	Good	Good	Loss of boundaries and original windows	Good
Overall	Good	Good	Good	Good	Good		Good

Figure 13.1 Conservation Area Assessment

Vulnerabilities

13.2 Loss of original sash windows and erosion of front boundaries have had a negative impact on the quality of the Conservation Area.

Opportunities

13.3 Re-instate lost original windows and front boundaries.

Summary

13.4 Gilton forms the western end of the linear expansion of Ash before joining the countryside beyond. There are a number of significant historic buildings within the Conservation Area that form a rural group which has been subsequently linked to Ash through nineteenth century residential development.

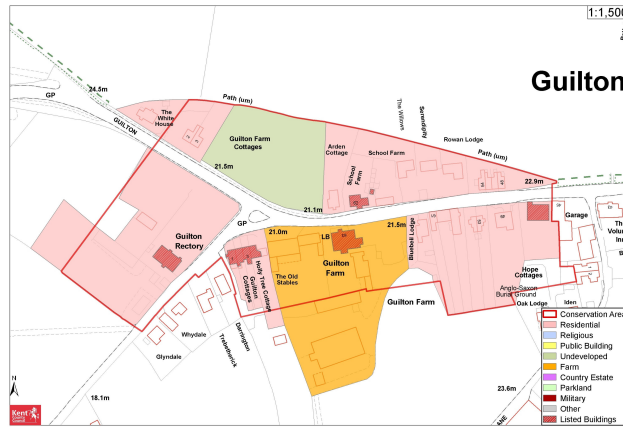
Recommendations

13.5 A review of the Conservation Area boundaries should include Glyndale and Morella Villa to the west and further investigation of Poulton Lane to the East, Mill House, Gilton Mill, etc and the Anglo Saxon Burial Ground.

13.6 The Conservation Area should be covered by an Article 4 (2) Directive to assist in enhancement of lost features.

13.7 Carry out full Conservation Area appraisal and management plan.

Barfrestone Conservation Area



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Figure 13.2 Conservation Area



14 Overview 14: Barfrestone

Date of Designation: 24/09/1971

Type: Village

No of Listed Buildings: 9

Other designated Sites: None

Special Interest

14.1 A rural Conservation Area centred around agricultural farmsteads and a significant small church on the incline of the hill. The Conservation Area has been subdivided into three component areas:

- 1 – Seathwood, Church Farm, Rose Cottage to Barfrestone Court Cottages including the church of St Nicholas. Entering the Conservation Area through a tree canopied tunnel from the west, Rose cottage is the first building one glimpses before turning the curve in the lane to take in the buildings of Seathwood and Church Farm on the right side of the road. The Conservation Area opens out around this group of attractive buildings constructed of red brick under clay peg tiles, with a thatch roof to Seathwood and painted brick walls at Rose Cottage. A granary store adjacent to Church Farm further enhances the rural setting of the Conservation Area. The land opposite Church Farm is open and enhances the setting of the building. The clay tile roof of Old Church Farmhouse is just visible over the trees between it and Rose Cottage, which has a boundary of low hedges enclosing the garden it faces onto. The lane curves left and downhill, past Rose Cottage where the hedges and tree canopy enclose the view towards the old Yew Tree public house, located at a fork in the road. To the left (not visible from Streetview) the lane leads to Yew Tree House, Jasmine, April and Honeybee Cottages, Kilmun house and the graveyard to the church. On the corner opposite Yew Tree PH is the attractive terrace of red brick under clay roof tiles known as Ivy Cottages, set behind a low hedge. Heading down the hill past the Yew Tree the tree canopy again closes in before reaching a curve in the lane where to the left the lane opens up and located up on the hill is the delightful church of St Nicholas, beautifully decorated Caen stone walls above flint and all under clay tile roofs makes this one of the most significant little twelfth century buildings in England. The lane continues downhill and curves to the right where it re-joins the forked lane (not visible from Streetview) A historic interpretation panel opposite open fields behind low hedgerows is located away from a traditional red telephone box at the fork in the road, with the slate roof of Canon Cottage appearing above the hedge line. The flank and rear of Barfrestone Court Cottages, rendered and painted under slate roof, is visible across the open field to the left, hedgerow gives way to a simple timber post a rail field fence. The lane curves to join Barfrestone Road where neatly cut hedgerow boundaries front the lane and behind the yellow stock brick with casement windows of Barfrestone Court Cottages.

- 2 – The Pond opposite Ivy Cottages to Barfrestone Court. Views through the hedgerow and tree canopy adjacent to the side of the lane conceal the open space beyond offering glimpses of open fields and the farm buildings of Barfrestone Court. The only buildings visible are those making up the east side of Barfrestone Court, nineteenth century red brick under slate roofs, attractive working agricultural range concealing the working courtyard.
- 3 – The Old Schoolhouse and Little Ewell. Nestled in trees and foliage the Old Schoolhouse is of nineteenth century origins constructed of yellow stock brick under a slate roof. Brick gable dormer windows and tall chimney stack with white casement windows contribute to its cottage style. Iron railings on low yellow stock brick wall to the front boundary and narrow grass verge to the road establish a pleasant setting for the southern entrance to the Conservation Area. Within the boundary of the Old Schoolhouse a flint gable wall abuts the road side, covered in ivy with a corrugated iron roof, partly weatherboarded. Moving north the road kinks around the ivy covered red brick wall of Little Ewell, best seen from the western approach to Barfrestone. Moving further north the red brick wall gives way to neatly clipped hedges onto the roadside and behind the clay tiled roof of a Georgian farmhouse with central entrance and two pairs of sash windows either side, two dormer windows in the roof fronting the road.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Seathwood, Church Farm, Rose Cottage to Barfrestone Court Cottages							
2 - The Pond opposite Ivy Cottages to Barfrestone Court						Road sign in triangle of land on Barfrestone road should be replaced with traditional cast iron post.	
3 – The Old Schoolhouse and Little Ewell							
Overall						In good condition.	

Figure 14.1 Conservation Area Assessment

Vulnerabilities

14.2 No specific vulnerabilities were identified.

Opportunities

14.3 Sensitive approach to road signage should be considered as a part of Conservation Area enhancement.

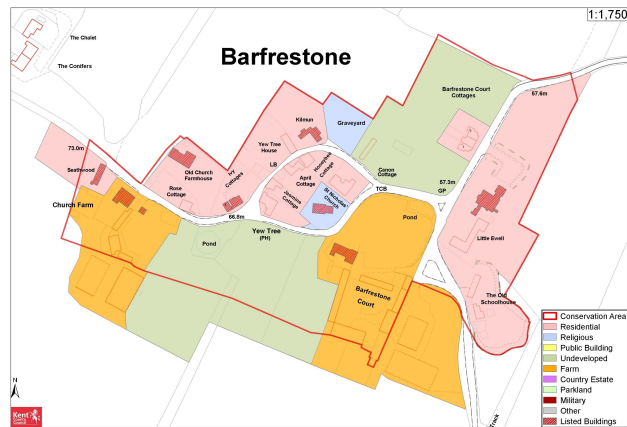
Summary

14.4 An attractive Conservation Area in good condition.

Recommendations

14.5 Boundaries should be reviewed to take in current ownership. Replace modern sign post with traditional cast iron finger post. Carry out full conservation area appraisal and management plan.

Barfrestone Conservation Area



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Figure 14.2 Conservation Area

15 Overview 15: Ash (The Street)

Date of Designation: 13/04/1973

Type: Village

No of Listed Buildings: 47

Other designated Sites: None

Special Interest

15.1 The Conservation Area is linear with a number of Listed Buildings along the street, mainly at the back edge of the pavement. The oldest buildings surround the Church of St Nicholas. Occasional Flemish gables, red brick and Kent peg clay tile roofs predominate the central section of the Conservation Area, with more modest late nineteenth century terrace houses to the east of the war memorial. The Conservation Area has been subdivided into three component areas:

- 1 – East of War Memorial. To the very east of the Conservation Area the southern side opens out onto countryside. The northern side of the street a modest terrace of nineteenth century single fronted rendered buildings under slate roofs with yellow stock chimneys, some retaining original sash windows. On the north side of the street set back behind an open garden and gravel drive, No 94, of eighteenth/nineteenth century date, double fronted red stock brick under Kent peg tile roof with small dormer windows, triple hung sashes to ground floor. The street narrows towards the War Memorial, the old post office with alternative use retains a traditional shop-front. The street opens up again with the War Memorial on the corner of The Street and Moat Lane, the memorial a stone cross set on a low plinth and low hoop railings around, is typical of what one would expect in an attractive rural village location.
- 2 – Church Central Area between Chequer Inn and War Memorial. West of the War Memorial on the southern side of the street a fifteenth century timber framed hall house with Kent Historic Building Plaque. Diagonally opposite is No 60, the burnt out remains of a Flemish gable ended pub/restaurant – a historic building at risk. Next door new houses set back from the street. Further along towards the church painted brick and render predominate the frontages, slate and parapet roofs. The church itself set up high on top of the raised land of the graveyard. The two to three metre high red stock brick retaining wall of the churchyard forms the south edge of the street, with no room for pavement at road level, which steps up from the west to run along the top of the wall. Next to the western entrance to the church yard, an attractive group of Listed Buildings of painted brick and render under peg tiles lead to Ship Yard. Larger buildings on the northern side of the street, red brick eighteenth century with nineteenth century bay windows and dormers, this area harmonious with Kent Peg tile roofs all the way to Pudding Lane.
- 3 – West of Chequer Inn. Chequer Inn itself is a jettied hall house, rendered jetties with casement windows and sash windows at ground floor, under a Kent

Peg tile roof. Opposite are Nos 27-29 a pair of thatched cottages, painted brick walls and casement windows, they sit next to the post office and shop, with early twentieth century reconstructed façade and shop-fronts. Towards the western end of the Conservation Area, trees and greenery predominate and St Faith's School, double bay windowed nineteenth century slated roof with painted brick walls, marks the western end of the Conservation Area.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – East of War Memorial	Green	Green	Green	Green	Green		Green
2 - Church Central Area between Chequer Inn and War Memorial	Green	Orange	Green	Green	Green	No 60 a Building at Risk to address	Orange
3 – West of Chequer Inn	Green	Green	Green	Green	Green		Green
Overall	Green	Orange	Green	Green	Green		Green

Figure 15.1 Assessment of Conservation Area

Vulnerabilities

15.2 Some non-listed buildings have lost their original sash and casement windows, which are important with the Conservation Area where buildings front onto the street. The fire damaged restaurant is a historic building at risk

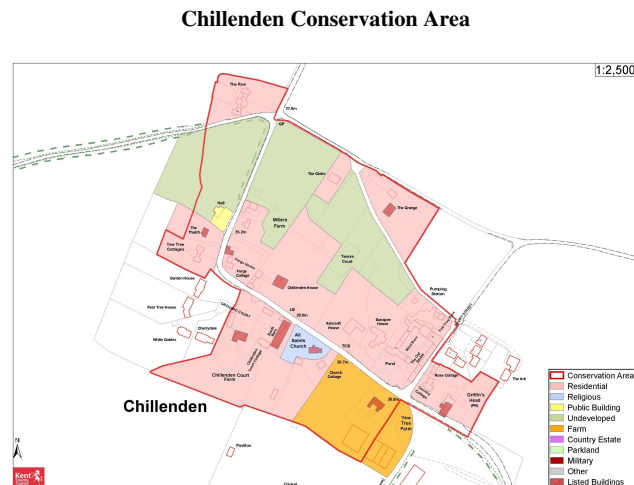
Opportunities

15.3 Article 4 (2) Directives would assist in enhancing those buildings that have lost original features. The fired damaged restaurant is a historic building in need of repair, and re-use.

Summary

Recommendations

15.4 Focus on bringing the fire damaged restaurant back into use. Bring in Article 4 (2) Directives to support enhancement and protection of historic features on non-listed buildings in the Conservation Area.



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Figure 15.2 Conservation Area

16 Overview 16: Great Mongeham (Mongeham Road)

Date of Designation: 06/11/1970

Type: Village

No of Listed Buildings: 9

Other designated Sites: None

Special Interest

16.1 Village Conservation Area based around early Listed Buildings with terraces of nineteenth century housing fronting the street. Walls to farmstead make a significant contribution to the rural quality. Kent peg tile roofs and later slate also add positively to the character of the area. Sadly the gradual introduction of uPVC windows is detracting from the Conservation Area. The Conservation Area has been subdivided into three component areas:

- 1 – Mongeham Road North of Northbourne Road. The northern edge of the Conservation Area is defined by the Three Horseshoes, now with a set of uPVC windows to the second floor rooms. New housing has mended the street frontage opposite the pub and further north towards the Leather Bottle Public House are further interesting groups of buildings that make an attractive contribution to the street outside the current Conservation Area. Houses on the south side of the street sit right up against the roadside whilst on the north side there are small front gardens behind low picket fences. Buildings are generally nineteenth century under slate or clay tile roofs. Unsightly insertions of uPVC windows into numerous historic buildings detract from the Conservation Area's special interest. Modern residential infill detracts from the special interest of the Conservation Area. Georgian style street lanterns make a positive contribution to the public realm, which otherwise makes no contribution to the special interest of the Conservation Area.
- 2– Mongeham Road South of Northbourne Road. The southern end of the Conservation Area reaches to Cherry Lane on the western side of Mongeham Road where a thatched building with Flemish gable end occupies the corner site of Cherry Lane and Mongeham Road. Opposite is a farmstead complex with a barn under an asbestos roof siding onto the road. Walls of red and yellow multi stock bricks are an attractive component of the boundaries fronting the road. The farmstead takes in a plot of land on the corner of Mongeham Road and Ellens Road, a narrow lane that gives access to the farm house set back from the road. The farm house is Georgian in style with a central entrance door, walls constructed of red/yellow multi stock bricks, multi pane sash windows with a parapet façade and a clay pitch tile roof. The barn is visible behind the farm house.

16.2 Opposite the junction of Ellens Road/Mongeham Road is Church Path and an interesting group of houses ranging from sixteenth/seventeenth to nineteenth century date with clay or slate roofs. Replacement of original windows with uPVC detracts from the Conservation Area. A Flemish gable end is visible in Church Path. Georgian style street lanterns have been adopted for this section of Mongeham Street. A modern telephone box sits against attractive old red stock brick wall.

16.3 Fields on both sides of Mongeham Road form a green gap in the Conservation Area until arriving at a caravan park behind native hedgerow on the western side of the road and opposite a group of redundant farm buildings with attractive red brick wall to road side. A red brick cottage and clay tile roof with later metal framed windows sits behind a picket fence before the road is fronted on both sides by high-buttressed walls which give way to an attractive Listed red brick house on the corner of Mongeham Road and Northbourne Road. The setting of the house is further enhanced by the open space behind Northbourne/Mongeham Road.

- 3 – Northbourne Road. At the western end of the Conservation Area is Stone Hall with a pleasing low red brick buttressed wall fronting onto the road. On the opposite side of the road is a small thatched and weather boarded shop/post office with open car parking fronting the road, outside the Conservation Area. Next door to the thatched shop is a terrace of three nineteenth century yellow stock brick houses under a slate roof set back from the road in a courtyard, sadly all now with uPVC windows. The courtyard is partly enclosed from Northbourne Road by a long range of cart sheds constructed of red brick under a slate roof. The wall continues to the junction of Northbourne and Mongeham Road

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Mongeham Road north of Northbourne Road	Red	Red	Orange	Green	Green	Poor Quality Infill. Loss of boundaries. Erosion of Conservation Area through introduction of uPVC windows. Patchy road surfaces.	Red
2 - Mongeham Road south of Northbourne Road	Green	Orange	Orange	Green	Green	Erosion of Conservation Area through introduction of uPVC windows. Patchy road surfaces.	Orange
3 – Northbourne Road	Green	Green	Orange	Green	Green	Patchy road surfaces.	Green
Overall	Red	Red	Orange	Orange	Green	Review of boundaries/ consider loss of special interest.	Red

Figure 16.1 Conservation Area Assessment Table

Vulnerabilities

16.4 Poorly designed infill housing has eroded the special interest of the Conservation Area particularly in Mongeham Road north of Northbourne Road. The associated boundary treatment detracts from the Conservation Area's special interest. Loss of original windows to historic buildings is detracting from the special interest of this village Conservation Area. Road surfaces are patchy.

Opportunities

16.5 Some walls and boundaries would benefit from enhancement such as repairs and establishing of native hedgerows.

Summary

16.6 Further consideration should be given to the amount of work necessary to re-establish the special interest of this Conservation Area, which has been gradually eroded through inappropriate infill development, poor quality window replacements, and loss of boundaries. Generally a Conservation Area with potential for enhancement but may be considered to have lost its special interest.

Recommendations

16.7 Establish article 4 (2) Directives to prevent further loss of special interest. Establish and promote a regime of enhancement of facades, boundaries and public realm. Or de-designate the Conservation Area.



17 Overview 17: Chillenden

Date of Designation: 20/07/1973

Type: Village

No of Listed Buildings: 11

Other designated Sites: Scheduled Monuments and Registered Park and Garden

Special Interest

17.1 Nestled in the valley Chillenden Conservation Area is centred around the Church of All Saints, flanked by the farms of Chillenden Court and Yew Tree. Climbing the hill to The Row in the north and to the south east is the Griffin's Head public house. The buildings are all well maintained with original window fenestration to all the main buildings visible from the street. The Conservation Area has been subdivided into three component areas:

- 1 – The Row to Forge Cottage. To the north the Conservation Area takes in The Row, a terrace of three gable ends to the front of four red brick houses constructed in the typical estate style of the neighbouring village of Goodnestone, with arched diamond windows, gables and tall chimney stacks, slate roofs. Opposite The Row at the crossroads, an early surviving cast iron finger post behind the modern village sign. Heading south down the narrow lane to the village between open fields before coming across the village hall to the west, with its tall chimney stack to the front and buttressed walls in red brick under a clay tile roof. Opposite an attractive outbuilding sides onto the road, flint constructed under a clay roof and part of the Millers Farm complex and a painted house gable facing the lane dated 1869, good black painted multi paned casement windows and a sturdy chimney stack, open rail fencing to the front boundary all adding to the rural setting of the Conservation Area. Next to the village hall Thatch cottage, white painted brick (arched windows suggest red brick from the Goodnestone estate style) with thatch roof and lawn garden to front with picket fence. Next door, Yew Cottages in the estate style of red brick gabled walls, arched diamond casement windows under a slate roof with prominent chimney stacks. Open lawns to the front with low soft green boundary of ivy and yew hedges. Opposite is Forge House Cottage and what appears to be the old forge building against the road side, with its steep roof of pantiles, and asbestos sheeting over soft red brick walls. The red brick cottage set back from the road with the date 1868 over the door to Forge House, which is the last house before the road turns a right angle down the hill towards the church.
- 2 – Forge Cottage to Griffin's Head PH. The lane opens out at Chillenden House (Georgian sash windows) rendered painted façade with dormer windows to the clay tiled roof, set behind a good red stock brick wall and then a tall hedge to the east. Opposite is a grass verge opening into a generous space in front of Chillenden Court Farm (casement windows) with Flemish gables, giving access to Orchard Court (outside the Conservation Area). From here the tip of church

spire can be seen above the clay tile roof of South Barn where red brick walls side onto the road and a diminishing grass verge. The Church of All Saints sits above the road behind a round topped flint wall and a line of large yew trees. The small church of flint construction and Norman origins has a clay tile roof and shingled spirelet (added by Scott during the 1871 restoration). Next to the church is the land of the working Yew Tree Farm and opposite two new houses – Ashcroft and Sunapee, set back from the road and newly established hedges. A red traditional telephone box and historic village interpretation board are located next to the roadside. Moving east, more hedgerow and then the lane opens to Yew Tree Farm, a timber framed building under steep pitched clay tile roof. On the corner with Short Street signs of a dried up pond. The lane is green and hedged up to the Griffins Head at the east end of the village – a Wealden Hall House with traces of the hall window under the central chimney stack.

- 3 – Country Cottage to The Grange. Country Cottage is a modern house set back from the road and sides onto Short Street. Next, Rose Cottage, an attractive historic red brick building under clay tile roof. Opposite are the walls to the Old Stables and behind West Barn, all now in residential use. The Conservation Area boundary then turns west to take in The Grange, a thatched timber framed residence next to a clay tiled brick historic building, whose boundaries are of native hedge.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – The Row to Forge Cottage							
2 - Forge Cottage to Griffin's Head							
3 – Country Cottage to The Grange							
Overall						In good condition.	

Figure 17.1 Assessment of Conservation Area

18 Overview 18: Alkham

Date of Designation: 25/01/1974

Type: Village and Sports Ground

No of Listed Buildings: 18

Other designated Sites: None

Special Interest

18.1 The Alkham Conservation Area's key areas of interest are the narrow Slip Lane dotted with new and old cottages, the thirteenth/fourteenth century Church of St Anthony Martyr on the hill above the village with surrounding church buildings, and the Sports Field. Only four of 18 Listed Buildings are visible on Streetview. Key unlisted buildings of note include Malmains Farm Old Diary, Malmains Manor, Rose Cottage and Holly House. The Conservation Area has been subdivided into four component areas:

- 1 – Properties fronting and facing on to Slip Lane and Alkham Valley Road. Cottages and large houses of more recent construction with generous garden on South-west frontages. 1818 pub whitewashed at entrance to slip road near crossroads.
- 2 – Sports Ground fronting village crossroads with views over the valley.
- 3 – Church of St Anthony Martyr – not visible from the road. A thirteenth/fourteenth century church on top of hill in the south-west of the Conservation Area surrounded by church and school cottages. May be visible from the main crossroads of the village (unable to determine from desk based Google Street View). Church is Listed with seven Listed boundary walls.
- 4– Malmains Farm - on North East Facing side of road.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 – Properties fronting Slip Lane and Alkham Valley Road						Mostly in good condition with both earlier and later buildings with well maintained gardens. The Old Post Office is in need of renovation/conservation – pebble dash wall and rusting roof visible from street. More recent large houses have basic hardstandings, uPVC frames and simple single pane windows. The old dairy is in flint and yellow brick with original windows but with some rebuilding especially the window surrounds which do not use original materials.	
2 - Sports Ground						Obtrusive concrete bus stop which interrupts clear view of the valley. Large shed on ground. Attractive houses directly on green.	
3 – Church of St Anthony Martyr						Visible from the street: attractive flint and stone single story dairy facing the road. Farm buildings of more recent construction visible from Slip Road – not of special interest. Basic design of a potentially attractive entrance garden planted. Conservation Area does not include the entire farm. Working farm? Inconclusive from desk based overview.	
4 – Malmains Farm							
Extent						Could include all of Malmains Farm, wider area around the church and all of the Sports ground. Inconclusive from desk based overview.	
Overall						In good condition.	

Figure 18.1 Assessment of Conservation Area

Vulnerabilities

18.2 New buildings around the Conservation Area use different building materials, massing, detailing and window-frames to period buildings. Care is needed when introducing new development into the area.

Opportunities

18.3 The Sports ground would benefit from a new bus stop and plantings/greening around the shed on the ground.

Summary

18.4 The view from the green onto the North Downs is attractive but could be improved. There are ten Listed Buildings in the village that are visible on street view; these include:

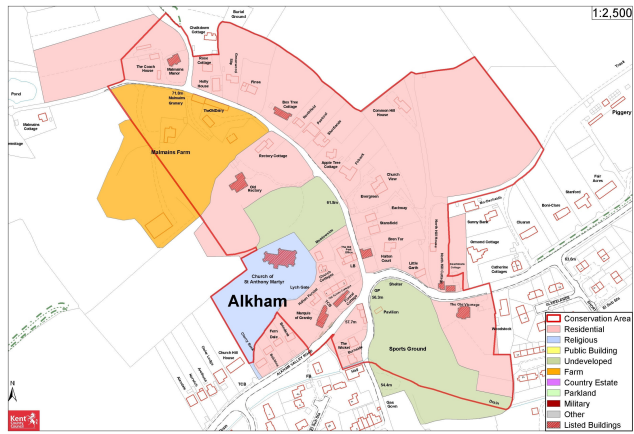
- The Marquis of Granby pub – good condition
- North Hill Cottage – good condition
- The Old Vicarage – would benefit from repainting
- Forestal Cottage – good condition

18.5 There are also several unlisted buildings of note visible from the street that contribute to the attractiveness of the Conservation Area: Malmains Farm Old Dairy, Malmains Manor, Holly House and Rose Cottage mainly concentrated in the north western part of the Conservation Area.

Recommendations

18.6 New developments should take account of the dispersed nature of the older buildings and be in keeping with original cottages/houses especially with regard to materials and windows unless a building of distinctive and outstanding contemporary design is proposed. Any window replacements in the residential buildings should be more in tune with older cottages – wooden window frames with several window panes. Close boarded Vicarage fence on southern stretch of Alkham Valley Road could be replaced with a stone wall to improve the appearance of the entrance to the village. The Marquis of Granby pub's entrance/car park could be more attractively surfaced – currently tarmacked. The Conservation Area could be extended to include a greater buffer zone around the church. Carry out full Conservation Area appraisal and management plan.

Alkham Conservation Area



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Figure 18.2 Conservation Area

19 Overview 19: Northbourne

Date of Designation: 25/09/1970

Type: Village and Historic Estate

No of Listed Buildings: 20

Other designated Sites: Historic Park and Garden (Northbourne Court)

Special Interest

19.1 The Northbourne Conservation Area combines the village of Northbourne with its Norman parish church of St Augustine and the historic great house and estate of Northbourne Court. The village comprises mainly eighteenth and nineteenth century constructed red brick buildings fronting on to the principle road, The Street with a number of farmsteads also extending to the road. The Conservation Area has been subdivided into seven component areas:

- 1 – Properties fronting and facing on to The Street and the part of Deal Road to the west that falls within the Conservation Area. The properties as well as cottages and larger houses also include the former post house and the Hare and Hounds Public House. residential
- 2 – Farmsteads fronting on to The Street. Three farmsteads, Townsend Farm, Vine Farm and Almonry Farm fall within the Conservation Area.
- 3 – St Augustine’s Church and associated land and properties. This component comprises the Norman church, the rectory and the former Glebe. The component is accessed from The Street via Church Road.
- 4 – Northbourne Court. Historic great house that dates back to c.1780 replacing an earlier house constructed in 1616 on the site of a former medieval grange farm owned by St Augustine’s, Canterbury. Northbourne Court sits at the western end of its historic parkland estate and is accessed by The Drove which skirts the northwest and northeast sides of the Conservation Area, passing a former lodge which falls outside the Conservation Area.
- 5 – Northbourne Court historic parkland. A Historic Park and Garden which extends outside the Northbourne Conservation Area.
- 6 – Recreation Ground. A sports field and pavilion sited within the northern part of the conservation area.

Quality of Conservation Area

Quality of Conservation Area

Component	Visible Boundaries	Facades	Public Realm	Landscaping	Open space	Comments	Overall
1 - Properties fronting The Street & Deal Road						Many have original windows and openings. Most boundaries good though corner of Church Road and The Street degraded. Parking along street, cluttered corner at west end	
2 - Farmsteads on The Street						Townsend and Vine Farm good, Almonry Farm unknown	
3 - St Augustine's Church and associated land and buildings						Loss of historic glebe with the building of Phoenix House. Church only noted from north boundary. Boundary wall looks to need some repair.	
4 - Northbourne Court	No visual access for study, Accessed from The Drove. Historic lodge building lies just outside CA.						
5 - Northbourne Court Historic Parkland		No visual access for study		No visual access for study		Boundary wall on Northbourne Road continues until reach Abbey Farm. Close boarded fence and modern brick wall replaces thereon. Wooded area crosses Conservation Area boundary	
6 - Recreation Ground						Modern pavilion but hidden behind vegetation. Historically agricultural land. Accessed from the Drove	
Extent						The Conservation Area should be extended to take in the whole of The Drove and the Lodge building. The area of Northbourne park should extend at least over the wooded area.	
Overall							

Figure 19.1 Assessment of Conservation Area

Vulnerabilities

19.2 Abandoned packhouse/works in disrepair just to the north of the Conservation Area. Development of this will need to be sympathetic to the setting of the Conservation Area and in particular the shared access along The Drove

19.3 On road parking in the Street adds clutter.

19.4 Junction of Deal Road and The Street seems cluttered by a lot of signage and notices around bus shelter

Opportunities

19.5 Opportunity for development of the former pack house site to link its access through Betteshanger Colliery taking traffic away from The Drove and the Conservation Area.

19.6 Opportunity to improve the landscaping and boundaries around the junction of Church Road and The Street

Summary

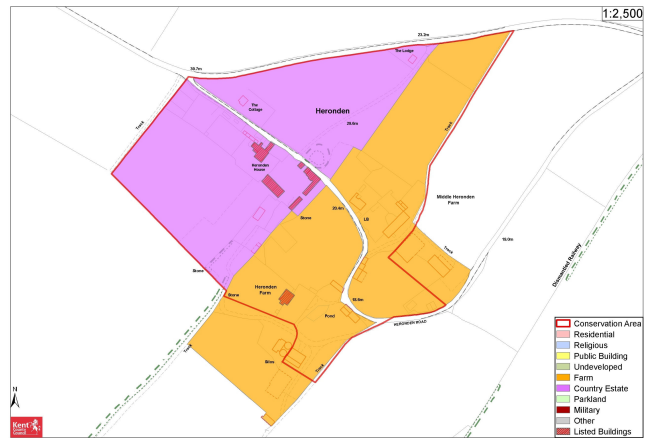
19.7 Village Conservation Area predominated by boundary walls which make an important contribution to the character. Public realm improvements could greatly enhance the area around the parish notice-board, along with improved signage.

Recommendations

19.8 Enhance boundaries and signage, particularly at cross roads.

19.9 Carry out full conservation area appraisal and management plan.

Northbourne Conservation Area



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Figure 19.2 Conservation Area

Allocation Sites					Themes Assessment																											
KCC No	DDC Site Ref 1	DDC SHLA Ref	DDC SAD ID	Category	Address	1. Countryside & Landscapes	2. Biodiversity & Nature	3. The Dove	4. The Dove	5. The Dove	6. The Dove	7. The Dove	8. The Dove	9. The Dove	10. The Dove	11. The Dove	12. The Dove	13. The Dove	14. The Dove	15. The Dove	16. The Dove	17. The Dove	18. The Dove	19. The Dove	20. The Dove	21. The Dove	22. The Dove	23. The Dove	24. The Dove	25. The Dove	26. The Dove	
K1	AL02V			Revised Site SAD March 08	Land to the west of Hill View, Short Lane, Alkham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K2	ASH05			Revised Site SAD March 08	Land between Morella Villa & Glyndaie, Durlock Road, Gullion, Ash	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K3	ASH02V			Revised Site SAD March 08	Remainder site including 103 Sandwich Road and 98 New Street, Ash	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K4	ASH03			Revised Site SAD March 08	Remainder site including No. 103 Sandwich Road, Ash	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K5	SHL002V			Revised Site SAD March 08	Land at Gullion Farm, Ash	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K6	AYL02			Revised Site SAD March 08	Land to the south of Spinney Lane end west of Aylesham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K7	AYL03			Revised Site SAD March 08	Land to the east of Aylesham Road, Aylesham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K8	CAP02			Revised Site SAD March 08	Land between Green Lane & Winhouse Lane, Capel le Ferne	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K9	CAP01C			Revised Site SAD March 08	Extension of the northern village confines to include Hollybush Farm, Capel le Ferne	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K10	CAP01			Revised Site SAD March 08	Land adjacent to 64 Old Dover Road, Capel le Ferne	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K11	CAP06			Revised Site SAD March 08	Land to the south of Winhouse Lane, Capel le Ferne	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K12	EAS01C			Revised Site SAD March 08	Easton Primary School, Cook's Lea, Easty	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K13	EAS02M			Revised Site SAD March 08	Land adj to Thornton Lane, Easty	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K14	EAS01			Revised Site SAD March 08	Land to the east of Dover Road, Easty	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K15	EY705			Revised Site SAD March 08	Land between properties on Wigmore Lane and village site, Eytone	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K16	EY706			Revised Site SAD March 08	Land to the rear of St Peter's and St Paul's Church, Church Hill, Eytone	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K17	EY709			Revised Site SAD March 08	Play area to the west of Alesale Road, Evington	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K18	CH01			Revised Site SAD March 08	Land to the north of the village hall, Chiddingfold	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K19	MON01C			Revised Site SAD March 08	Land to the west of Laneside, Northbourne Road, Great Mongeham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K20	MON03C			Revised Site SAD March 08	Land to the south of Cherry Lane, Great Mongeham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K21	MON01			Revised Site SAD March 08	Land behind 210 Mongeham Road, Great Mongeham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K22	HOL02			Revised Site SAD March 08	Land to the rear of The Old Vicarage, Elm's Hill, Hopton	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K23	LYD01			Revised Site SAD March 08	Hope Inn PH & associated land, Canterbury Road, Lyden	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K24	NON01			Revised Site SAD March 08	Land off Vicarage Lane, Nonington	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K25	BET01			Revised Site SAD March 08	Home Farm, Little Beteshanger	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K26	PRE02			Revised Site SAD March 08	Land to the north of Preston Primary School, Mill Lane, Preston	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K27	PRE01			Revised Site SAD March 08	Land to the west of Grove House, Grove Way, Preston	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K28	KIN02M			Revised Site SAD March 08	Former Scout Camping Ground, The Avenue, Kingsdown	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K29	KIN07			Revised Site SAD March 08	The Scout Camp buildings and land running southwards from Woodlands, The Avenue, to the junction of Kingsdown Hill and Old Stairs Road, Kingsdown	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K30	KIN06			Revised Site SAD March 08	Site to the west of Kingsdown Park Holiday Village, Kingsdown	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K31	KIN04			Revised Site SAD March 08	Land to the south of Northcote Road, Kingsdown	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K32	SHED1C			Revised Site SAD March 08	Land to the rear of 25 Mill Lane, Shepherdswell	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K33	SHED1			Revised Site SAD March 08	Land to the rear of 23 Mill Lane, Shepherdswell	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K34	SHED4			Revised Site SAD March 08	4 Mill Lane, Shepherdswell	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K35	SHED2			Revised Site SAD March 08	Land between 65-96 Westcourt Lane, Shepherdswell	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K36	STM08			Revised Site SAD March 08	Land to the south west of Casa Marina, Beach Road, St Margaret's Bay	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K37	STM06			Revised Site SAD March 08	Land to the south of Bay Hill, St Margaret's Bay	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K38	STM05			Revised Site SAD March 08	Tennis courts east of Seaways, St Margaret's Bay	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K39	STM01C			Revised Site SAD March 08	Land to the rear of Tamar, Ulre, Acer and Green Meadows (including the Riding School), Seymour Road, Nelson Park, St Margaret at Cleve	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K40	STAD1C			Revised Site SAD March 08	Land to the west of Orchard Lea, The Street, Staple	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K41	STAD1			Revised Site SAD March 08	Durlock Bridge, Poultry Farm, Staple (in middle of Countryside)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K42	SUTD4			Revised Site SAD March 08	Land to the west of Chapel Lane (and north of Garden Centre) Bamsole	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K43	SUTD5			Revised Site SAD March 08	Land to the south of Hornessad Farm, fronting Woodcombe Road, Ashby	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K44	WIN03			Revised Site SAD March 08	Land to the south of Staple Road and north of Goodstone Road, Wingham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K45	WIN01			Revised Site SAD March 08	Land to the rear of The Paddock and either side of Pats Lane, Wingham	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K46	WOO03			Revised Site SAD March 08	Garage site at the junction of Beacon Lane and Drainsess Road, Woodnesborough	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K47	WOR02			Revised Site SAD March 08	Land north of Glass Houses, Worth	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

Figure .5 Allocations Sites Worksheet

Appendix 1 Discovery Park Enterprise Zone, Sandwich

Introduction

1.1 On August 16th 2011 the Government announced that the former Pfizer site to the north of Sandwich is to become an Enterprise Zone from 1st April 2012. Named as 'Discovery Park' the Enterprise Zone is intended to attract new companies to the site, creating new employment through a combination of simplified planning rules and business rate concessions. In addition funding was announced towards the improvement of flood protection for the site.

1.2 To achieve the simplified planning regime Dover District Council plans to develop a Local Development Order (LDO) which would enable the conversion of existing buildings, the development of new buildings and changes of use, without the need for individual planning permissions, provided that it is within the scope of the Order. It is understood that the LDO will set out the parameters under which development can take place without seeking planning permission and will include guiding principles which development will take account of. The following case study sets out the archaeology and history of the site, the historic environment issues that arise with the development of the site (or parts of) and sets out a number of guiding principles to be taken into consideration in framing the Local Development Order.

1.3 This paper is based upon a rapid initial review of the assets from readily available sources such as the Kent Historic Environment Record, historic maps and the author's familiarity with the area. More detailed assessment may identify additional issues and help to clarify those below.

The Site of the Discovery Park

1.4 The area initially proposed for the boundaries of the Discovery Park is shown in Figure 1. Sited on the former Pfizer site to the north of the historic town of Sandwich, the Enterprise Zone is 99.4 hectares in area. The site is bounded by the A256 Sandwich Bypass to the north-west, the former medieval sea wall known as the Monks Wall to the south-west, Stonar Lake to the south-east and the River Stour to the north-east. The site includes Ramsgate Road running northwards through the centre and the newly built Monk's Way linking Ramsgate Road with the A256. To the west of Ramsgate Road can be found a complex of modern, state of the art buildings built by Pfizer in the last decade. Many of the buildings are up to 5 storeys high and are interspersed with areas of open space and car parking. The main car parking for Pfizer is found to the west and south of the buildings and is accessed off Monk's Way. To the east of Ramsgate Road, the Pfizer site contains a mix of older and newer buildings including specialist manufacturing plant. To the south of the Pfizer site, the Discovery Park presently includes a small industrial / business estate including the companies A Bird and Eagle Sheds which are discussed further below. South still, the Discovery Park includes a large area of presently open space to Monk's Way and then a further strip of open land between the road and the earthwork of Monk's Wall.

Archaeological and Historical Background

1.5 The Discovery Park has potential to affect the following themes set out in the Dover District Heritage Strategy:

Theme	Principal asset(s) affected	Type of potential impact
1 Coastal Landscapes & Processes	Stonar Bank Wantsum Sea Channel Monk's Wall and associated drainage	Direct physical impact on sedimentary deposits Direct physical impact, loss of coherent landscape feature and impact on setting
2.1 Medieval Ports of Sandwich & Stonar	Stonar Medieval Town Scheduled Monument Sandwich Medieval Town	Low potential of impact on setting of Scheduled Monument Setting of the historic town and its heritage assets
3.1 Roman Gateway	Richborough	Setting of the Scheduled Monument at Richborough
3.6 Great War & Supply of the Western Front	Richborough Port Haig Camp Kitchener Camp	Direct physical impact on standing buildings and buried archaeological remains
3.7 WWII Defences	Richborough Port Haig Camp Kitchener Camp	Direct physical impact on standing buildings and buried archaeological remains
4.1 Historic roads & lanes	Ramsgate Road	Potential impact on historic line of road
5.2 Wrecks	Medieval and earlier wrecks in the silts of the Wantsum Channel & Stonar Haven	Potential impact on remains of wrecks by below ground works
7.2 Courts & Manors	Site of eighteenth century Stonar House	Direct physical impact on buried archaeological remains
10.3 Quarrying	Stonar Quarry	No impact likely

11 Archaeology	Roman, Saxon & medieval remains on Stonar Bank Ancient land surfaces, wrecks, marginal activities in alluvial deposits Remains of Richborough Port and associated army camps Remains of Stonar House Richborough Scheduled Monument	Direct physical impact on buried archaeological remains Impact on setting of the Scheduled Monument
12 Built Heritage	Remains of Great War buildings at Pfizer, A Bird and Eagle Sheds	Demolition and alteration of historic buildings
13 Conservation Areas	Sandwich Conservation Area	Potential impact on setting of Conservation Area

Table 1.1

1.6 The following is a summary of the archaeological and historical highlights of the area around the Discovery Park.

The formation of the Wantsum Sea Channel and Stonar Bank

1.7 The Discovery Park lies within an area that has seen considerable transformation over the last ten thousand years from a river valley in the chalk downs, to a sea channel known as the Wantsum, which following its silting was eventually reclaimed for grazing marsh and finally industrial and military development in the twentieth century.

1.8 The Wantsum Channel evolved from a river valley to become gradually submerged as sea levels rose through the Mesolithic. The natural marshland resources of the former Wantsum Channel provided an attractive resource for ancient peoples. A period of relatively dry conditions in the Neolithic and Bronze Age saw occupation sites established on these marginal lands before sea level rise in the Later Bronze Age saw the area inundated and the land surfaces submerged once more. Today, evidence of these former land surfaces, the contemporary environmental conditions and the prehistoric occupation of the area lies buried in well preserved peat deposits within the alluvium of the Wantsum Channel.

1.9 The Channel was a very important ancient navigational route which saw some of the great events in England's history taking place there, for example the invasion of the Roman's and the arrival of St Augustine's mission. The Roman's established a great port of entry into their new province at Richborough which sits at the south

eastern end of the former Channel. At the south eastern mouth of the former Wantsum Channel, the Stonar Bank a shingle spit developed, probably through long shore drift. The formation of the Stonar Bank extends at least back into Roman times.

1.10 With the establishment of the Stonar Bank and another shingle spit building northwards from Deal in the mouth of the Wantsum, the channel became pent and the land behind the spits became a gradually filled with sediments to form mudflats and salt marsh. Within the alluvium of the former channel and marshlands can be found evidence of the maritime use of the channel and the activities that took place to exploit the more marginal land such as salt working.

Richborough – the Roman Gateway

1.11 In AD 43 the Roman emperor Claudius ordered four legions and a similar number of auxiliaries under his general Aulus Plautius across the channel to begin the conquest of Britain. There is much debate about where the invasion force landed. Richborough (Roman *RVTVPIAE*) with the sheltered anchorage of the Wantsum Sea Channel is generally thought to be the location though alternative scenarios have proposed a site on the Solent. The case for Richborough as the prime site of the invasion is strong, though given the size of the force assembled multiple locations are possible. Factors in Richborough's favour were the ease of the sea crossing from Gaul, the presence of the Wantsum anchorage, the subsequent development of a major entry port and its celebratory monument and the archaeological evidence. Excavations at the site have recorded a double ditch and bank of Claudian date, which is considered to be a beachhead defence.

1.12 Plautius and his legions marched inland to meet and defeat the British forces at a river crossing thought to be the Medway. The Britons were pushed back and pursued across the Thames before Claudius himself arrived for the final push on the *Catuvellauni* capital of *CAMVLODVNVM* (Colchester) and the surrender of the British in the south east.

1.13 The subsequent centuries, as Britain came mostly under Roman rule, saw the growth of Richborough (*RVTVPIAE*) and Dover (*PORTVS DVBRIS*) as the major ports of entry to the province at the coastal end of the Roman road network that extended into London (*LONDINIVM*) and the province.

1.14 Richborough, initially an important supply base for the conquest, saw the development of streets and timber buildings on the site of the early beachhead and the construction of a possible *mansio*, a hostel to provide bed and board to those on imperial business. A great monument, a quadrifons arch was constructed by Domitian around AD 85, probably to celebrate the conquest of the island by Agricola. Its construction coincided with a boom through the second century as stone buildings were constructed, roads re-laid and the port and its associated settlement (*vicus*) flourished.

1.15 The port declined in the third century possibly due to competition from other ports such as Dover. The military increased their presence and fortified the monumental arch, possibly taking advantage of its height as a look out. The monument was eventually levelled to make way for a Saxon Shore Fort built by the end of the third century and which continued into use as a base for the *Legio II Augusta* until their withdrawal to Gaul in AD 407. Coin evidence shows that Richborough was one of the last places in Britain to be supplied with Roman coinage and likely to have been the last bastion of Roman administration in the province.

1.16 How early occupation occurred on the Stonar Bank has not been established. There is some evidence to suggest that by Roman times parts of the bank were stable enough to be used. Reports of a Roman wreck having been found in the nineteenth century east of Stonar Lake and of burials to the south of the lake suggest some usage, though these may be Saxon and slightly later.

Medieval

1.17 In medieval times, the southern end of the Stonar Bank was occupied by a flourishing port known as Stonar. The port which rivalled Sandwich survived to the fourteenth century when in 1365/6 it was inundated and then in 1385 burnt by a French force and largely destroyed. The historic medieval Cinque Port town of Sandwich lies to the south of the Discovery Park, separated by the Stour and the former marshlands reclaimed from the Channel.

1.18 The extending spits and the increasing marshland saw the gradual reclamation of the salt marshlands for freshwater pasture possibly as early as Roman times. By the medieval period, the manors of the area and the monastic houses of St Augustine's and Christ Church in Canterbury were constructing large sea walls and draining the land behind in a process known as 'inning'. Many of the sea walls and the drainage pattern created through this 'inning' are still distinctive in the landscape of the former Wantsum Channel today.

Richborough Port and the Supply of the Western Front

1.19 The gravel of the Stonar Bank became a much sought after resource for use in the massive construction of the naval harbour at Dover in 1898. The main contractor for the harbour works were S. Pearson & Son Ltd who constructed a mineral railway from the mainline at Richborough to the Stonar Bank and started excavation works for the quarry that today is left as Stonar Lake. Subsequent initiatives for the area by speculators to create a new major harbour at Sandwich Haven were overtaken by the Great War and a need to supply the Western Front through the inland canal system of France and Flanders.

1.20 In 1915 the Royal Engineers identified Sandwich Haven as the site for a massive military port and depot, suitable for loading barges that could travel across the English Channel and navigate the canal system. The depot started as a moderate ambition but grew rapidly in size and strategic importance throughout the war. The

massive effort expended on the depot saw the creation of workshops, warehouses, store yards, shipyards, wharves and miles of railway, with a train ferry connection to the continental railway system.

1.21 By 1918 the port at Richborough had developed into a facility covering some 2,000 acres, capable of handling around 30,000 tonnes of traffic per week and employing in excess of 24,000 people. To serve the port and house its workers and embarking troops a series of hutted camps were constructed (Stonar Camp, Queen Mary's Army Auxiliary Corps (QMAAC) Camp, Kitchener Camp, Haig Camp, Robertson Camp and Lord Cowan's Camp). To construct the port, depot and camps in such a short time, the engineers made use of a system of concrete prefabrication known as 'Winget' buildings. A number of these survive today.

1.22 In the Second World War the former military depot was reopened and the accommodation used in part for housing Jewish refugees from the continent.

Historic Environment Issues

1.23 Set out below are ten historic environment issues associated with the development of the Discovery Park Enterprise Zone.

1.24 ***Issue 1: There are sedimentary deposits of the Stonar Bank which are important for geoarchaeological studies.***

1.25 As described above, the Discovery Park focuses on the former Stonar Bank shingle spit. Understanding its development and form is of considerable importance to understanding how the great Roman port of entry at Richborough operated and how the Wantsum Channel was navigated. New development which involves significant ground excavation, particularly in undisturbed locations could disturb sedimentary deposits of the Stonar Bank

1.26 *Principle: Geoarchaeological investigation should accompany significant development proposals on the Stonar Shingle Bank.*

1.27 ***Issue 2: Potential survival of archaeological remains of Roman, Saxon and Medieval date on the Stonar Bank around Stonar Lake.***

1.28 Within the area of the Discovery Park the potential survival of occupation remains on the bank would have been severely compromised firstly by development of Richborough Port and then Pfizer. Areas fringing Stonar Lake may have slightly better potential. Development which involves ground excavation in areas that have not been previously disturbed by twentieth century development may encounter early remains.

1.29 *Principle: Potentially archaeological evaluation and investigation needed in undisturbed areas of Stonar Bank prior to development. Further appraisal of twentieth century impacts is needed to establish the extent of such areas.*

1.30 ***Issue 3: Setting of the Scheduled Monument of Richborough.***

1.31 The great Roman entry port of Richborough, the gateway to the province, lies on high ground to the west with views overlooking the Discovery Park. Part of the Roman port is managed as an important visitor attraction by English Heritage and is a Scheduled Monument. Although views across the Discovery Park are already affected by the development on the Pfizer west site, extending the built form of development to the west and towards the A256 bypass is likely to affect the setting of the monument and requires careful consideration of what scale and form of development may be appropriate in that area.

1.32 *Principle: Development west of the Pfizer buildings should be of a scale and form that does not impact on the setting of the Scheduled Monument of Richborough.*

1.33 ***Issue 4: Setting of the Scheduled Monument of Stonar Medieval Port.***

1.34 The medieval port of Stonar today it lies buried at the southern end of Stonar Lake, an important preserved example of a late fourteenth century town, and is protected as a Scheduled Monument. Although views across the length of Stonar Lake to the Discovery Park are likely to include potential development sites, the significance of the setting of the monument is unlikely to be affected.

1.35 ***Issue 5: Potential survival of former ancient land surfaces, wrecks and the remains of marginal activities on the former marshlands within the alluvial deposits on the west side of Ramsgate Road.***

1.36 Within the Discovery Park, the land west of Ramsgate Road is situated on the alluvium of the former Wantsum Channel which may have evidence of the former ancient land surfaces, ancient activities, wrecks and deposits of geoarchaeological and palaeo-environmental significance present. New development which involves below ground excavations or piling operations may impact on significant archaeological remains.

1.37 *Principle: Potentially archaeological evaluation and investigation should accompany development with significant groundworks or piling works on areas of alluvium. Note that deposits are likely to be deeply buried and therefore the impacts of development will vary. Geoarchaeological investigation through boreholes may be appropriate in many cases.*

1.38 ***Issue 6: The earthwork remains of the Monks Wall to the south west of the Discovery Park are an important historic environment asset that warrants protection and maintaining as a coherent and distinctive landscape feature.***

1.39 Within the Discovery Park, inning of areas of the former marshland occurred on the western side of the Stonar Bank around the thirteenth century. A major sea wall, known as the Monk's Wall was constructed by the cannons of St Augustine, Canterbury. Over eight metres in width and several metres high, the Monk's Wall embankment formed a semi-circular enclosure to the west of what is now Ramsgate Road, enclosing the entire Pfizer western development site. Originally a substantial drainage ditch up to five metres wide ran inside the Monks Wall and further drainage

ditches drained the 'inned' land. Today the wall survives as a substantial and well preserved earthwork monument to the south west of the recently built Monk's Way road and at the boundary of the proposed Discovery Park. To the west the wall has been breached by the A256 and its northern elements have been completely lost under the Pfizer development. It has been suggested that the southern end of the Monks Wall forms the northern boundary of Stonar Haven where vessels using the medieval port would have beached.

1.40 *Principle: New development should avoid encroaching to the south west of the Monk's Way link road.*

1.41 ***Issue 7: Setting of the historic town of Sandwich, its Monuments, Conservation Area and Listed Buildings.***

1.42 The historic medieval Cinque Port town of Sandwich is celebrated and highly valued as one of the richest collections of historic buildings in the country, many of which are Listed. Its town walls are Scheduled Monuments and the town is a Conservation Area with additional protection afforded by Article 4 (2) Direction. The town is separated from the Discovery Park through open land and the River Stour

1.43 *Principle: No development should be permitted that impacts on the setting of the historic town of Sandwich. The present link road acts as a buffer between the park and the town and development south of the road should be avoided.*

1.44 ***Issue 8: The remains of Haig Camp and Kitchener Camp, important and rare surviving elements of the great First World War military port lie at the southern end of the Discovery Park.***

1.45 The Discovery Park lies on a substantial part of the former military port. To the west of Ramsgate Road, were the accommodation barracks of the Kitchener Camp and the QMAAC Camps. Three buildings, large warehouses, in the A Bird property appear to survive from this camp.

1.46 On the east side of the road, the remains of part of the Haig Camp, possibly part of a military hospital block survive in the property presently occupied by Eagle Sheds between the Pfizer site and Stonar Lake. A residential property on the bank of Stonar Lake may have also been used as part of the military port. No specific survey has been undertaken of any of these buildings to record them or assess their significance but they appear to be an important group of former military buildings that represent some of the last remains of the great military port. The surviving buildings in the area south of Pfizer have been highlighted on the map below. The Eagle Sheds property is also the site of the former Stonar House, an eighteenth century residence.

1.47 *Principle: The remains of the Haig Camp on the land between Pfizer and Stonar Lake should be considered to be an important collection of military buildings that relate back to the use of the area for the great military supply port of the First World War. Further survey is needed to establish their condition and significance*

however the buildings are worthy of retention and offer an opportunity to demonstrate an important part of the history of the area. Alteration of the buildings should be accompanied by survey and recording. Parts of Kitchener Camp on the west side of the road also survive and should be assessed further.

1.48 Issue 9: The remains of Great War warehouses lie within the Pfizer site and relate to the history of the site and its use as a supply port.

1.49 Within the Pfizer site, the partial remains of two warehouses appear to have survived from the original military port and have been incorporated into the Pfizer use of the site. The condition and significance of these two warehouses has not been established but they also represent surviving remains of the military port. A more substantial warehouse building within the complex, highlighted by Butler in his account of Richborough Port as one of the first of the buildings constructed for the port in 1916 was demolished on the site within the last decade.

1.50 Principle: *Further survey is needed to establish the condition and significance of the former military warehouses in the Pfizer site and whether they are worthy of preservation, though given their apparent only partial survival this would seem unlikely on present evidence. If found to be significant then consideration should be given to uses that accommodate their future survival. Where demolition or conversion is accepted then a record of the structures should be made in advance of any change.*

1.51 Issue 10: There may be additional remains of the former port and its use during both World Wars that survive, both as structures and as buried archaeology, but have not been identified. Post Medieval archaeology including the remains of the eighteenth century Stonar House may also be present.

1.52 The Discovery Park includes areas of the former Richborough Port and the Haig and Kitchener Camps, the site of eighteenth century Stonar House and the site of Pearson's gravel quarry. Remains of structures and features connected with these aspects and in particular the port and camps may survive both in extant form and as buried archaeology. Archaeological remains may survive in these areas.

1.53 Principle: *A walkover survey of the Discovery Park should be undertaken to identify any extant heritage features that may be worthy of retention or recording. Development should avoid damage or removal of any significant heritage features identified. Where it is accepted that demolition, removal or alteration of heritage features can take place, development should include a programme of recording prior to any works. Archaeological investigation may be required for development which involves ground excavation in areas of the former port, camps, or Stonar House.*

Conclusion

1.54 A number of issues have been raised above that refer to the need in certain development circumstances for archaeological and geoarchaeological survey, investigation and recording. In general a more detailed study including a walk over survey is needed to establish the parameters of what may survive in the Discovery Park and the locations of greatest sensitivity.

1.55 With respect to boundary discussions for the LDO, there would be a preference from the point of view of the heritage assets for the south western boundary to be the present A256 / Ramsgate Road link to protect the setting of the Monks Wall and keep it defined as a coherent earthwork monument in its surrounding open space. This would also help to maintain the setting of the historic town of Sandwich.

1.56 The boundary to the west of the Pfizer complex with the A256 would be acceptable provided that development parameters in the LDO are set that ensure that the setting of the Richborough Scheduled Monument is not harmed. Development in the area to the west of the present campus buildings should not be of a scale that dominates views from Richborough and of a quality that does not diminish present views.

1.57 The area of former Great War military buildings to the south of the discovery Park could be included within the LDO boundary but the development parameters again should be set to seek their retention and reuse rather than future demolition. These may provide an opportunity for future community use and a focus of interpretation of the military port.

1.58 The following is a list of the principles that should be considered for inclusion in the Local Development Order:

1.59 *1: Geoarchaeological investigation should accompany significant development proposals on the Stonar Shingle Bank.*

1.60 *2: Potentially archaeological evaluation and investigation needed in undisturbed areas of Stonar Bank prior to development. Further appraisal of 20th century impacts is needed to establish the extent of such areas.*

1.61 *3: Development west of the Pfizer buildings should be of a scale and form that does not impact on the setting of the Scheduled Mounument of Richborough.*

1.62 *4: Potentially archaeological evaluation and investigation should accompany development with significant groundworks or piling works on areas of alluvium. Note that deposits are likely to be deeply buried and therefore the impacts of development will vary. Geoarchaeological investigation through boreholes may be appropriate in many cases.*

1.63 *5: New development should avoid encroaching to the south west of the Monk's Way link road.*

1.64 6: No development should be permitted that impacts on the setting of the historic town of Sandwich. The present link road acts as a buffer between the park and the town and development south of the road should be avoided.

1.65 7: The remains of the Haig Camp on the land between Pfizer and Stonar Lake should be considered to be an important collection of military buildings that relate back to the use of the area for the great military supply port of the First World War. Further survey is needed to establish their condition and significance however the buildings are worthy of retention and offer an opportunity to demonstrate an important part of the history of the area. Alteration of the buildings should be accompanied by survey and recording. Parts of Kitchener Camp on the west side of the road also survive and should be assessed further.

1.66 8: Further survey is needed to establish the condition and significance of the former military warehouses in the Pfizer site and whether they are worthy of preservation though given their apparent only partial survival this would seem unlikely on present evidence. If found to be significant then consideration should be given to uses that accommodate their future survival. Where demolition or conversion is accepted then a record of the structures should be made in advance of any change.

1.67 9: A walkover survey of the Discovery Park should be undertaken to identify any extant heritage features that may be worthy of retention or recording. Development should avoid damage or removal of any significant heritage features identified. Where it is accepted that demolition, removal or alteration of heritage features can take place, development should include a programme of recording prior to any works. Archaeological investigation may be required for development which involves ground excavation in areas of the former port, camps, or Stonar House.



Appendix 2 North Deal

Introduction

2.1 Dover District Council's Core Strategy, which sets out the overall ambitions and priorities for the District, was adopted in February 2010. The strategy makes provision for 1,600 new homes in Deal in the period from 2006 to 2026 (Policy CP3) and also sets out a requirement for further investigation of Middle and North Deal to identify the capacity of the town to accommodate new growth beyond that set out in the Core Strategy (the Deal Study). The Deal Study considers a range of inter related issues and investigates opportunities for a range of new facilities including housing, community space, employment and open space. At present Stage 1 of the Deal Study has been completed which is a baseline understanding of Deal and issues such as flood, transport and access, ecology & environment, landscape and townscape have been investigated.

2.2 This North Deal Case Study is intended to highlight the potential historic environment issues that may be faced by development in and to the north of Deal, identifying the key heritage assets that may be affected and sets out a number of guiding principles to be taken into account in future decision making for the area.

2.3 This paper is based upon an initial review of the assets from readily available sources such as the Kent Historic Environment Record, historic maps and the work carried out in the thematic studies for the Heritage Strategy. In addition a site visit of the area to the east of Sholden was undertaken by the author of this paper on 4th November 2011. The case study paper is not intended as a comprehensive account of the archaeology and history of the area and necessarily describes only those features most relevant to the potential development issues as presently known. More detailed assessment may identify additional issues and help to clarify those below.

The Study Area and principal proposals

2.4 For the purposes of this case study, the area being considered, i.e. the Study Area, is loosely formed as land to the north west of Deal, falling to the east of the A258, south of Fowlmead Farm and Redhouse Wall, west of Golf Road and north east of Middle Deal Road. It should be noted however that features outside of the area of focus may be affected adversely or beneficially by proposals within the Study Area and these are highlighted where recognised.

2.5 The main features of the Study Area as illustrated on the above map are:

- FowlmeadCountryPark (and BMX track)– recently formed from the former waste heaps of the nearby Betteshanger Colliery;
- Cottington Court Farm, Kennels Farm, Sandfields Farm, Marsh Farm, Court Lodge Farm, Churchfield Farm, Sholden Farm (nursery);
- CottingtonLakes;
- SholdenVillage & Hull Place;
- Middle and Upper Deal residential areas (in part);

- Southwall Road Industrial Estate;
- Agricultural land & grazing marsh
- Embankments and drainage in the former marshland
- Deal to Sandwich mainline railway
- A258 road – main route between Deal and Sandwich

2.6 Within the Study Area a number of specific allocation sites and sites put forward for consideration have been briefly examined as part of the Heritage Strategy study (see Appendix 3). These sites are:

Ref	Site	Type
PHS010	Land Northwest of Sholden, Deal	Future Development Site
PHS009	Land Between Deal and Sholden	Future Development Site
NS04DEA	South of Redhouse Wall	Call for Sites 2010
DEA09	Land r/o West Lea, Deal	SAD PO site 2008
DEA04	Land at Golf Road, Deal	SAD PO site 2008
NS07DEA	Land between Albert Rd & Southwall Rd, Deal	Call for Sites 2010
DEA22	Southwall Road, Deal	SAD PO site 2008
DEA13	Minters Yard, Southwall Road, Deal	Future Employment Site

Table 2.1

2.7 As can be seen above the allocations include two significant areas of new housing around Sholden which are the subject of current planning applications. The nature of the other potential development proposals is not fully understood but would include the expansion of the Southwall Road Industrial Estate into adjacent grazing and agricultural land and areas of infill development.

2.8 As well as the site specific proposals, mitigation of a number of significant issues is needed within the Study Area to accommodate future development proposals. The most significant issues are those of flood risk and traffic into Deal from the north.

2.9 The study area is very low lying, the majority being below 2 m. aOD and formed from the now reclaimed Lydden Sea Valley. Measures for sea defence works are under consideration on the sea frontage to the east of the study area with committed funding for Environment Agency works. Surface water run off from new development sites may add to the risk of localised flooding within this area dependent on the capacity of the present system of drainage ditches and channels. Proposals for additional drainage channels and balancing ponds may come forward to mitigate the issue and take opportunities to increase wetland habitat.

2.10 Access to Deal from the north presently relies on the A258 through Sholden and through Upper Deal. Localised congestion is experienced at the junction of the A258 London Road and Manor Road, mainly at peak hours. Stage 2 of the Deal Study is investigating a range of access options to serve north and middle Deal area.

There are, however, a number of limitations including NATURA 2000 sites, historic constraints, drainage patterns, the potential impact on the Fowlmead Country Park, the main rail line and the present settlement pattern.

Archaeological and Historical Background

2.11 The North Deal proposals have potential to affect the following themes set out in the Dover District Heritage Strategy:

Theme	Principal asset(s) affected	Type of potential impact
1 Coastal Landscapes & Processes	LyddenSeaValley	Direct physical impact on sedimentary deposits
2.2 Deal Port & The Downs	Deal Historic Port	Positive effect on setting of historic town through improved access and reduced traffic congestion
3.1 Roman Gateway	Sholden Roman Villa	Direct physical impact (possibly)
3.7 WWII Defences	Pillboxes and petroleum warfare	Potential direct impact (location not established)
4.1 Historic roads & lanes	Deal to Sandwich Turnpike Historic Drovers	Potential impact on historic line of road Drovers may be directly impacted by development work, risk of loss as a coherent landscape feature and impact on setting; potential enhancement opportunities
5.2 Wrecks	Medieval and earlier wrecks in the silts of the LyddenValley	Potential impact on remains of wrecks by below ground works
6 Church	SholdenChurch St Leonard's Church	Impact on the setting of SholdenChurch Reduced impact on setting of St Leonard's Church
7.2 Courts & Manors	Site ofCottington Court Hull Place	Impact on the setting ofHull PlaceandCottington Court
10.1 East Kent Coalfields	Betteshanger Colliery spoil heap & rail access	Potential low impact on line of rail access

11 Archaeology	<p>Prehistoric, Roman, Saxon & medieval remains on high land fringing LyddenValley</p> <p>Ancient land surfaces, geoarchaeological and palaeo-environmental deposits, wrecks, marginal activities in alluvial deposits of LyddenSeaValley</p> <p>Remains of Sholden Roman villa</p> <p>Remains of droveways, sea walls and drainage features of LyddenValley – esp North Wall, South Wall, Marsh Wall</p>	<p>Direct physical impact on buried archaeological remains by development, infrastructure and drainage works</p> <p>Impact on the setting of, and direct physical impact on historic landscape features of the LyddenValley</p>
12 Built Heritage	<p>Listed Buildings at Cottington, Hull Place</p> <p>Listed Buildings and undesignated buildings of local interest in Upper Deal</p>	<p>Potential low impact on setting of Listed Buildings</p> <p>Potential benefit from reduced traffic congestion on buildings in Upper Deal</p>
13 Conservation Areas	Upper Deal	<p>Potential impact on setting of Conservation Area from junction works</p> <p>Potential benefit from reduced traffic congestion</p>

Table 2.2

2.12 The following is a summary of the archaeological and historical highlights of the area affected by the North Deal proposals.

The formation of the Lydden Sea Valley and Deal Spit

2.13 The majority of the Study Area lies on low lying land (below 2 m. aOD) of the Lydden Valley, an area that has been reclaimed since Roman times from inundation by the sea and salt marsh. The coastal processes involved in the formation of this area is considered in more detail in the Heritage Strategy (Theme 1 Coastal Processes and Landscapes) however in brief the sea valley was created as sea levels rose and breached the land bridge between Britain and the continent to form the channel about 8000 years ago. The former tributary valleys along the Kent coast became flooded and the area shown in blue on the figure below illustrates the possible extent of the inundation in the study area based upon geological observations.

2.14 Around 5,000 years ago a shingle spit developed northwards through the process of long shore drift from around Deal sheltering the land behind and forming the Lydden Sea Valley. By Roman times the spit had developed at least as far north as Sandwich Bay and to the north east of Sandwich by medieval times. Due to the growth of the spit the land behind became a muddy lagoon, gradually filling with sediments to form mudflats and salt marsh.

Reclamation of the Lydden Valley

2.15 The natural marshland resources of the Lydden Valley provided an attractive resource for ancient peoples. A period of relatively dry conditions in the Neolithic and Bronze Age saw occupation sites established on these marginal lands before sea level rise in the Later Bronze Age saw the area inundated and the land surfaces submerged once more. Today, evidence of these former land surfaces, the contemporary environmental conditions and the prehistoric occupation of the area lies buried in well preserved peat deposits within the alluvium of the Lydden Valley.

2.16 The extending spits and the increasing marshland saw the gradual reclamation of the salt marshlands for freshwater pasture. From Roman times sea walls were constructed and drainage ditches excavated to reclaim more and more land. By the medieval period, the manors of the area and the monastic houses of St Augustine's and Christ Church in Canterbury were constructing large sea walls and draining the land behind in a process known as 'inning'. Many of the sea walls and the drainage pattern created through this 'inning' are still visible in the landscape of the Lydden Valley.

2.17 The recent study by the Lydden Valley Research Group has examined the northward progression of the sea walls and drainage works from Deal to Sandwich. The earliest wall identified by the project, possibly Roman in its origins, is that which they have named The Lydden Wall running from Finglesham, east across the valley to meet the Deal Spit to the south of Dickson's Corner. The Lydden Wall lies just to the north of Foulmead Farm outside of the Study Area. As the reclamation progressed northwards, further walls were built and have been charted by the Lydden Valley Research Group.

Archaeology

2.18 The study area is rich in archaeological remains from prehistoric times to the twentieth century. As well as the evidence for ancient prehistoric land surfaces and use of the former marshlands and sea valley within the alluvium of the Lydden Valley, the higher land flanking the valley to the west and south of the study area was an attractive location for settlement that could exploit the natural resources of the valley. Mapping of the archaeological sites and finds that have been catalogued within the Historic Environment Record clearly illustrates that importance of the land bordering the sea valley with numerous known sites already identified. Many of the finds have been made through metal detecting survey works in the fields around Sholden where archaeology is likely to be shallowly buried compared to the deeper deposits in the alluviated sea valley. Although many of the individual finds are of medieval and post

medieval date, a number are of Iron Age, Roman and Early Medieval illustrating the early use of this area. Within the former sea valley a number of finds of Iron Age and Roman date illustrate the early reclamation of the land. At Sandfields Farm Roman ditches have been recorded while Belgic and Roman finds were discovered during quarrying at Marsh Farm.

Sholden Roman Villa

2.19 A particularly significant site known to lie within the Study Area is that of the Sholden Roman Villa, one of only five identified within the District. The existence of a Roman villa close to **Hull Place, Sholden** was confirmed in the 1920s when a parch mark was noticed and investigated but not reported. Between 2007 and 2009 the Dover Archaeological Group investigated the site and found successive buildings sealing evidence of an Iron Age farmstead. The building is sited on the southern end of the former Lydden Sea Valley which was probably being reclaimed for grazing pasture at the time that the villa was occupied and the owner of the site, who was clearly of some wealth and status may have been responsible for the construction of the Lydden Wall mentioned above.

2.20 The Dover Archaeological Group confirmed that two successive substantial villa buildings had been constructed on the site. The earliest building, built in the early second century AD originally comprised of a single room but was substantially extended to include an apsidal room and hypocaust. Finds of painted wall plaster demonstrated the wealth of the site. No earlier than the latter part of the second century AD the building was demolished and a new, much larger building constructed. The complete ground plan of the building has been revealed through excavation and it was found to have 17 rooms, one of which had a hypocaust. Finds of painted wall plaster and window glass indicated a building of some status though without evidence of luxury features such as tessellated floors it may not have been of the grandest style.

2.21 The preservation of the buildings was found to be poor with nothing structural surviving above the flint foundations, no floors and evidence of robbing the later building in the twelfth to fourteenth centuries possibly for materials to be used in the construction of the parish church or the manor chapel at nearby Cottington. The building presently lies in a grassed field north of Hull Place which is used as a camping ground for touring caravans. Nothing has yet been found associated with the wider villa estate but there is good potential for additional buildings in the area around Hull Place and given the high water table in the area a high potential for waterlogged organic remains. The figure below shows the approximate location of the two buildings on the edge of the former sea valley.

Historic Drovers

2.22 Within the Lydden Valley a system of droveways were constructed on earthen embankments from the surrounding highland into the grazing marsh. These droveways, often referred to as walls and named as such on historic and modern maps, allowed access into the marshlands for livestock. They were often flanked by

dykes either side for protection. First mentioned in a survey of 1347, the droves may in places extend back into Saxon and even Roman times. In all twenty one droveways have been identified in the Lydden Valley from documentary and map sources of which six fall within the Study Area. These are:

- Marsh Wall (now Marsh Lane)
- South Wall (partly Southwall Road)
- North Wall (partly Northwall Road)
- Redhouse Wall
- Cottington Wall
- Hull Wall

2.23 Of these six walls Marsh, South, North and Redhouse Walls are all readily visible in the landscape today while Cottington and Hull Walls have been lost beneath the Betteshanger spoil heaps and to the Cottington Lakes.

Cottington Court & Hull Place

2.24 Two notable residences within the study area are those of Cottington Court and Hull Place. Cottington Court Farm lies on the site of the medieval manor of Cotmanton which comprised a manor house with an attached chapel subject to the manor of St Augustine's at Northbourne. The site presently consists of two Grade II Listed Buildings, the main farmhouse which is originally medieval with extensions of seventeenth and nineteenth century date, and a wall found to the south of the farm house which may be the ruined remains of the chapel. Speculation that Cottington was the site of a Deserted Medieval Village is probably unfounded.

2.25 Hull Place was built in the early eighteenth century as the seat of the Wyborn family and became the principle manor for Sholden. Several Listed Buildings fall within the grounds of Hull Place including the eighteenth century house, the Dower House and a stable block and coach house.

Sholden Church

2.26 The Parish Church of St Nicholas, Sholden dates back at least to the thirteenth century and possibly earlier as fabric of eleventh and twelfth century has been reported. It was originally a chapel, like that at Cotmanton subject to the manor of St Augustine's at Northbourne. The church is Grade II* Listed Building with mainly thirteenth and fourteenth century fabric which was heavily restored in the late nineteenth century. The original door of the church was on its north side facing onto the original Deal to Sandwich Road that was replaced at the end of the eighteenth century by the new turnpike road which the present A258 follows. The church sits within a graveyard which was extended in the late nineteenth century into a plot on the west side of Church Lane and more recently into a field to the north of the church.

Upper Deal

2.27 During the medieval period Deal consisted of the village that is now known as Upper Deal about a mile from the coast and centred upon the parish church of St Leonard which was probably founded around 1180. One of the earliest written references to Deal (that is Upper Deal) dates to 1229 when it was named as one of the members of the Cinque Port of Sandwich to which it was linked by a road across the sand hills. Little survives of the original village in Upper Deal other than the parish church of St Leonard and the road to Sandwich which has since been deviated in part by the new turnpike road. The area around the church is designated as a Conservation Area and includes a number of Listed Buildings including the Grade II* church.

Historic Port of Deal

2.28 The development of the historic port of Deal is covered in detail as a theme in the Heritage Strategy (Appendix 1 Theme 2.2). In summary the present town was originally known as Lower Deal and grew following the establishment of the Henrician Device Forts (see Appendix 1 Theme 3.4) in 1539 to protect the important naval anchorage of The Downs. This stimulated the development of tenements along the storm gravel ridge north of Deal Castle and in the sea valley to the west of the ridge. The sixteenth century development was speculative and uncontrolled by the Archbishop who owned the land. By 1675 a formal pattern of three main streets was established (Beach Street parallel to the shore, Lower Street along the boundary of the manorial waste, and Middle Street) on the gravel ridge. The expansion of the town was extraordinary, by 1676 the population was over 1,000 and by 1699 around 3,000 at which time the town became incorporated.

2.29 Deal became one of the most important naval centres in England from the middle of the seventeenth century until after the Napoleonic Wars. This was mainly due to its situation on the coast beside The Downs, where ships of all types, though mainly royal naval vessels anchored to escape bad weather and to acquire fresh supplies. Victuals were ferried to the ships by small boats launched from the shelving shingle beach, and there were never any harbour installations.

2.30 The eighteenth century was the town's heyday, it thrived on war, firstly during the Seven Years War when it was regarded as one of the four great ports of England (Chatham, Portsmouth and Plymouth being the others) and then during the French and Napoleonic Wars (1793-1815). The town saw great expansion but had reached its peak by the end of the Napoleonic War and soon declined. By the end of the eighteenth century, Deal had attempted to establish itself as a seaside resort but never fully realised its ambitions as a successful resort town, not even when the railway reached it in 1847 and was extended to Dover in 1881. In the twentieth century the military and marine barracks on the outskirts of the town were influential in extending its built-up area into Walmer and Upper Deal. The establishment of the East Kent Coalfields influenced the expansion of the town in the pre-war years, particularly in the Mill Hill area to the west. By 1981 the census recorded a population of over 26,000 in Deal and Walmer. The barracks were closed during the 1980s and 1990s with a resultant decline in the prosperity of the town and a decline in its population.

2.31 Deal is particularly rich with standing buildings in its extremely well preserved historic core, where eighteenth and nineteenth century houses predominate. The centre of the post-medieval town has been only slightly altered by modern development and much of the area is today protected through Conservation Areas and its buildings through Listed Building status.

Betteshanger Colliery

2.32 Betteshanger Colliery was the biggest of Kent's collieries and was founded by Pearson & Dorman Long who had bought up mineral rights to large areas of land in the Deal area in the hope of starting a considerable steel industry. They constructed a railway to their new mine from the main line just to the north of the Study Area and started to sink the first shaft in 1924. The flooding of the site was successfully kept under control by the cementation process and the sinking of the shafts progressed quickly, reaching coal by 1927. In a short space of time a large workforce of miners came to the area causing tensions with the local populous in the nearest town to the pit, Deal where many of them lived. Pithead baths were opened in 1934 to allow miners to return home reasonably clean. Deputies houses were constructed in an area close to the pit and in 1929 the farmland at Mill Hill, Deal was acquired to construct an estate for the Betteshanger miners. The colliery was the last in Kent and closed in 1989. The majority of the site has now been cleared save for one building, an office building, ahead of its regeneration by SEEDA. The former spoil tip which lies within the Study Area has been transformed into Fowlmead Country Park.

Roads and lanes

2.33 The first route through the Study Area is thought, on the basis of Roman and earlier finds, to be a track that ran through Upper Deal, Sholden Cottington and Fowlmead towards Sandwich following the high ground on the edge of the marshes. The Roman Villa at Sholden was probably located to take advantage of this route and a possible tidal creek in the sea valley. Once the Deal Spit had extended far enough to connect with high ground at Sandwich, a new road between Deal and Sandwich was established along the coast. This coastal road was known as Downs Road or sometimes The Kings Highway or The Ancient Highway and is referred to as early as 1275. This became an important link between Deal and Sandwich until 1800 when a turnpike road was constructed between Dover and Sandwich through Deal. The new road ran to the west of the earlier track in the study area and presently forms the route of the A258. There were several toll gates along the route including one at Fowlmead. The disused chalk pit at Cottington provided chalk for the construction of the road.

Second World War Remains

2.34 The majority of the Second World War defences in the area were located on the coast to the north of Deal as a first line of defence against invasion. The Defence of Britain Project does record additional secondary defences close to Sholden Church including a petroleum warfare site and two pillboxes. It is not known whether these features survive or their precise siting.

Historic Environment Designations

2.35 The above figure shows the location of Listed Buildings and Scheduled Monuments in the vicinity of the Study Area. The two Scheduled Monuments shown are the two Tudor Device Forts of Deal Castle and Sandown Castle. Neither fall within the study area.

2.36 The town of Deal has one of the largest collections of Listed Buildings in Kent, with over 300 focused on the historic core around Middle Street just to the west of the Study Area. Many of these Listed Buildings relate to the eighteenth and nineteenth century development of the town when it was at its heyday as an important port. A cluster of Listed Buildings can be found at the southern part of the Study Area in Upper Deal including the Grade II* St Leonard's Church. A number of Grade II buildings flank Middle Deal Road which once connected the original medieval village at Upper Deal with the new town of Lower Deal.

2.37 Other Listed Buildings can be found at St Nicholas's Church and Sholden Hall in Sholden, at Hull Place and at Cottington Court Farm as described above.

2.38 A number of Conservation Areas lie close to the Study Area and one within it. The Conservation Area at Upper Deal focuses on the core of the historic village around St Leonard's Church and includes the road junction between London Road and Manor Lane which experiences significant traffic congestion at peak periods. To the east of the study area, a number of Conservation Areas focus on the historic town of Deal including the Middle Street Conservation Area which was the first Conservation Area designated in Kent (1968).

Historic Environment Issues

2.39 Set out below are nine historic environment issues that may be faced by development in the study area.

2.40 ***Issue 1: Potential survival of former ancient land surfaces, wrecks and the remains of marginal activities on the former marshlands within the alluvial deposits on the west side of Ramsgate Road. The alluvial deposits themselves may be important for geoarchaeological studies.***

2.41 Large areas of the Study Area are the low lying former marshlands of the Lydden Sea Valley. The alluvium in these low lying areas may have evidence of the former ancient land surfaces, ancient activities, wrecks and deposits of geoarchaeological and palaeo-environmental significance present. New development which involves below ground excavations or piling operations may impact on significant archaeological remains.

2.42 *Principle: Potentially archaeological evaluation and investigation should accompany development with significant groundworks or piling works on areas of alluvium. Note that deposits are likely to be deeply buried and therefore the impacts of development will vary. Geoarchaeological investigation through boreholes may be appropriate in many cases.*

2.43 ***Issue 2: High potential for archaeological remains of prehistoric, Roman, Saxon and Medieval date on the higher land surrounding the Lydden Sea Valley.***

2.44 The Kent Historic Environment Record clearly illustrates the presence of a rich and important archaeological resource on the land around the Lydden Valley. While in places this may have been affected by development, especially Brickearth quarrying, much of the land has been undeveloped and archaeological remains are likely to be shallowly buried and vulnerable to most forms of new development.

2.45 *Principle: Potentially archaeological evaluation and investigation needed in undisturbed areas of land prior to development.*

2.46 ***Issue 3: Impact on Sholden Roman Villa.***

2.47 The known remains of the Sholden Roman Villa lie within the camping field to the north of Hull Place though Roman remains have been found within Hull Place which may relate to the villa precinct and estate features are likely to occur in the surrounding land. The villa buildings are in a poor state of preservation, the latest and uppermost building having been robbed for construction materials in the medieval period. Given the condition of the villa buildings the site is unlikely to meet the criteria required for designation as a Scheduled Monument. None the less, the villa is an important feature of the District's Roman Gateway theme (Appendix 1 Theme 3.1) both in terms of the scarcity in the District of known villas (there are only five known) and also its location on the edge of the Lydden Valley and the part it potentially played in the reclamation of the valley. If development of the site of the villa comes forward then proposals should seek to preserve the villa buildings in their presently buried state. Archaeological evaluation of the wider site should be undertaken prior to an application for development of the site to establish whether any further remains of the villa are present that would warrant preservation. Given that the value of the villa mainly lies within its evidential value, it may be acceptable to preserve the buildings beneath development such as a road embankment.

2.48 *Principle: Development of the site of the Sholden Roman Villa should seek to avoid direct impact on the known villa buildings. Archaeological evaluation of the site is needed to inform decisions on development proposals for the area around the villa.*

2.49 ***Issue 4: Impact on the medieval droves / walls and their setting.***

2.50 A number of historic droves, dating at least back into the medieval times and possibly earlier, survive in the Study Area as embankments extending into the former grazing marsh of the Lydden Valley. Today the embankments are generally serving

the same purpose of access into the valley though more for public footpaths and tracks than for the movement of livestock. Four droves in particular survive in good condition as coherent historic features within the landscape: South Wall, North Wall (Northwall Road), Marsh Wall (Marsh Lane) and Redhouse Wall. These are marked by the embankments flanked on either side by drainage channels though in places the adjacent fields have risen to the extent that there is little difference in levels between the earthwork and the fields, particularly deeper into the Lydden Valley.

2.51 The main vulnerability of the Droves will be to direct impact on them from infrastructure such as road access and drainage channels crossing to serve new areas of development. While this may be impossible to avoid, consideration should be given to whether drainage can be culverted through the line of the droves so as to maintain the droveways as a coherent landscape feature. Should road access have to cross the droves then it should be designed to ensure that it as far as possible retains the coherence of the feature. The droves would benefit from a more detailed study to identify their best areas of preservation.

2.52 The Droves also provide an opportunity to be enhanced as features of the footpath network linking the new development around Sholden and North Deal with the Lydden Valley. Upgrading of footpaths on the walls, clearing of the ditches and some elements of interpretation focusing on the evolution of the Lydden Valley could add to the sense of place in this area.

2.53 *Principle: Development should as far as possible seek to preserve and enhance the historic droveways in the Lydden Valley.*

2.54 ***Issue 5: Setting of Listed Buildings at Cottington Court Farm and Hull Place.***

2.55 The setting of the Grade II Listed Buildings at Cottington Court Farm and Hull Place may potentially be affected by increased traffic should a link road be established through fields between the two properties and to the rear of Hull Place. The effects are likely to be only marginal given the potential separation of the Listed Buildings to the possible locations for new access. The Listed Buildings at Hull Place also lie close to the proposed new residential site to the south west.

2.56 *Principle: Development in the vicinity of Cottington Court Farm and Hull Place should fully consider its impact on the setting of the Listed Buildings and include mitigation measures that minimise any impact on their setting.*

2.57 ***Issue 6: Setting of St Nicholas's Church, Sholden.***

2.58 St Nicholas's Church is presently set back from the main A258 Sandwich to Deal road, its main entrance being from the junction of Church Path (pedestrian only) and London Road to the south. A footpath flanks the south-west side of the church yard linking to Vicarage Lane and this is screened by trees on its south western side. The north-west boundary of the church yard (grave yard) is also heavily planted with a tree screen separating the churchyard with an area of undeveloped land. Brief

examination of readily available sources has not found any evidence that the undeveloped land to the west of the church was once part of the graveyard and map evidence suggests that the graveyard extended onto land to the east of Church Path in the late nineteenth century.

2.59 Consideration is being given as to whether access could be created through the undeveloped land between the residential properties on Vicarage Lane and the Church. Such a road link could potentially affect the setting of the church which is a Grade II* Listed Building by introducing traffic through to the west side of the church. It may be possible to reduce the impact on the setting through reinforcement of the boundary screening on the west side of the church yard. Such screening would potentially need to sever the connection between the church and Vicarage Lane and would also reduce the glimpsed views of the west end of the church and its tower from London Road.

2.60 In creating access from London Road through the land to the west of the Church care would also need to be taken to ensure that junction works do not impact on the brick boundary wall of Sholden Hall which is part of the curtilage of the Grade II Listed Building.

2.61 *Principle: Proposals to create new road access through land to the west of St Nicholas's Church, Sholden should provide detailed analysis of potential impacts on the setting of St Nicholas Church and include measures to minimise any impact on the setting. Physical impact on the boundaries of the church and Sholden Hall should be avoided. If following analysis it is shown that a new access road would cause substantial harm to the Listed Building alternative routes should be considered.*

2.62 ***Issue 8: Setting of the Conservation Area and Listed Buildings at Upper Deal including St Leonard's Church.***

2.63 The main road into Deal from the north runs through the Upper Deal Conservation Area which includes a number of Listed Buildings including the Grade II* St Leonard's Church. The junction between London Road and Manor Lane within the Conservation Area has been identified as a point of significant traffic congestion. Measures within the proposals for North Deal that reduce traffic congestion at this junction should have a positive effect on the setting of the Conservation Area and the Listed Buildings in Upper Deal. Improvement works at the junction need to be sensitive to the setting of the Conservation Area and Listed Buildings.

2.64 *Principle: Measures to reduce traffic congestion within the Upper Deal Conservation Area will have a positive benefit to the setting of the Conservation Area and Listed Buildings. Junction improvements in the Conservation Area should be sympathetic to the setting of the Conservation Area and its Listed Buildings.*

2.65 ***Issue 9: Impact on historic environment assets and their settings in the Study Area.***

2.66 There is potential for a number of features connected with the Themes set out in the Heritage Strategy to fall within the Study Area. Remains of Second World War features are highlighted around Sholden, the rail access to Betteshanger Colliery and the historic roads connecting Deal with Sandwich may be affected by development proposals. Those proposing development should use the Themes set out in the Heritage Strategy as a starting point to understand the potential historic environment effects and opportunities of their proposals.

2.67 The effects (positive and negative) of development on the setting of both designated heritage assets (such as Listed Buildings, Conservation Areas and Scheduled Monuments) and undesignated assets such as historic buildings and structures that are not Listed buildings should also be considered at an early stage.

2.68 *Principle: Proposals for development in the Study Area should use the themes set out in the Heritage Strategy as a basis to understand potential effects and opportunities on the District's heritage assets and their setting.*

Conclusion

2.69 Sites that have been brought forward or proposed for inclusion in the Land Allocations Document have been assessed as part of the Heritage Strategy and are set out on the worksheet in Appendix 3. In summary those sites that fall within the study area were scored as follows (themes scoring 5 are not included):

Site Ref	1 Coastal Processes	4.2 Rail	6 Church	7.2 Courts & manors	8 Historic Settlements	9 Farmsteads	10.3 Quarrying	11 Archaeology	12.1 Listed Buildings
PHS010				4				3	4
PHS009	3		2		3	4		2	2
NS04DEA	3	4				4		3	
DEA09	3							3	
DEA04	3							3	
NS07DEA	3	4					4	3	
DEA22	3							4	
DEA13								3	

Figure 2.1 Sites addressed by the Heritage Strategy

2.70 The above table shows, as might be expected, that archaeology is a common issue with all the site proposals though it is only with the site PHS009 between Deal and Sholden that archaeology is judged as a constraining factor. In that case advice has been that evaluation of the development site should precede detailed design of the development and measures taken to avoid impact on features that warrant preservation *in situ* if they occur. Other sites will require archaeological measures in place with evaluation and investigation in advance of development works where appropriate.

2.71 Proposals for a new route of access into North Deal are still being considered and will be reported as part of Stage 2 work on the Deal Study taking into account the findings from this Heritage Strategy.

2.72 This Case Study has included a number of principles that should be taken account of by development coming forward in the North Deal area.



Appendix 3 Farthingloe

Introduction

3.1 The site of Farthingloe lies to the west of Dover, adjacent to the fortifications of the Western Heights. The overall site comprises a number of components, namely a high ridge of land extending from the Western Heights, steeply sloping valley side and a strip of land along the valley base adjacent to the B2011 Folkestone Road (Fig. 1). The site is currently used for a number of purposes, including agricultural and includes the Great Farthingloe Farm. Great Farthingloe Farm itself is no longer in agricultural use and has most recently been used for office accommodation, whilst a barn adjacent to the farmhouse has most recently been used as a wedding venue.

3.2 The site is not identified in the Dover District LDF Core Strategy (adopted February 2010) but has been put forward as part of a development option for the LDF Land Allocation Document that also includes land within the Western Heights. The Farthingloe site has been put forward for a range of uses including housing, a country club, restaurant, care home and village centre on some 30 hectares together with a country park on a further 106 hectares of land. The proposed development at Farthingloe has been put forward in conjunction with a scheme for redevelopment at the adjacent site of the Western Heights. This case study concentrates on this Farthingloe part of the site. The site at Farthingloe lies within the Kent Downs Area of Outstanding Natural Beauty.

3.3 This case study has evolved from the site allocation impact assessment (Section 5.3 and Appendix 3) and draws on and develops information contained within the Theme Papers (Appendix 1). Proposed development at Farthingloe has been identified as potentially affecting the following themes:

Theme	Principal asset(s) affected	Vulnerabilities	Opportunities
3.5 Post medieval defences	WesternHeights Citadel Battery	Setting of WesternHeights, in views to and from the fortification. Setting of the WesternHeights in long views from the AONB. Potential physical impact on the battery, as well as impact upon the setting of the battery.	Potential planning gain arising from development at Farthingloe. Creating new links between WesternHeights and Long Hill. Potential to develop trails to and better present the battery site.

3.6 Great War and Supply of the Western Front	Citadel Battery	Potential physical impact on the battery, as well as impact upon the setting of the battery.	Potential to develop trails to and better present the battery site.
3.7 WWII Defences	Farthingloe HAA Battery Anti-invasion defences	Potential physical impact on the battery, as well as impact upon the setting of the battery. Potential direct physical impact on Second World War anti-invasion defences.	Potential to develop trails to and better present the battery site. Potential to develop trails to and better present the Second World War anti-invasion defences site.
7.2 Courts & Manors	Site of Farthingloe Manor	Potential physical impact upon buried remains associated with Farthingloe Manor.	Potential to explore and promote the history of the manor. Helps to create a sense of place.
8 Historic Settlement	Settlement pattern of Dover Town	Potential extension of the settlement along the Farthingloe valley bottom.	Existing grain of settlement could be used to provide future development with a sense of place.
9 Farmsteads	Great Farthingloe Farm	Potential direct physical impact upon historic farmstead; impact upon setting of historic farmstead.	Promote beneficial long term public use for farmstead. Forms centrepiece to new development and help to create a sense of place.
11 Buried archaeology	Pre-military and military buried remains	Direct physical impact on any buried remains.	Potential to investigate, understand and promote the history of the site.
12.1 Listed Buildings	Great Farthingloe Farmhouse	Potential direct physical impact upon Listed Farmhouse; impact upon setting of Listed Farmhouse.	Promote beneficial long term public use for farmstead.

			Forms centrepiece to new development and help to create a sense of place.
12.2 Undesignated Buildings	Undesignated military buildings	Potential physical and setting impacts on non-designated military buildings such as pillboxes.	Incorporate military buildings into new public park – enhancing, promoting and presenting military heritage of the site.
13 Conservation Area	Dover, Western HeightsCA	Setting of Dover, WesternHeights Conservation Area.	Creating new links between WesternHeights and Long Hill.

Table 3.1

3.4 This case study is intended to provide an overview of the historical development of the site, to identify any key vulnerabilities and issues arising from possible development proposals as well as to identify any opportunities to enhance access, interpretation and enjoyment of the site's heritage assets.

Site description

3.5 The Farthingloe site lies to the west of the town of Dover and adjacent to the fortifications of the Western Heights. The site lies to the south of the B2011 Folkestone Road and to the north of the A20. The site extends along a dry valley, one of a series of that fed from the west into the Dour Valley. The Farthingloe site slopes up from the A20 to the ridgeline of Long Hill and back down to the south to the B2011. As such the site comprises three main components – the high ground of Long Hill, sloping valley sides and the valley bottom alongside the old Folkestone Road. The site is largely agricultural with areas of scrub, grassland, grazing pasture and some arable land. Although the site lies close to the urban centre of Dover, occupation within and immediately adjacent to the site is generally sparse, with a cluster of houses including Great Farthingloe Farm extending along the valley bottom.

3.6 To the north of the site, on the opposite side of the B2011 is Little Farthingloe (home to the Women's Land Army Museum), beyond which the land raises up on the opposite side of the valley side to Coney Hill. To the south of the A20 is Round Down and Aycliffe and the site offers spectacular views from the Long Hill ridge of the Western Arm of Dover Harbour, the Channel and across to France. In total the site extends to some 155 hectares.

Historical background

3.7 The site lies on the south-western side of the River Dour, an area that has generally seen more limited development and subsequently has been the subject of limited systematic archaeological investigation. Nevertheless remains from the prehistoric period to the present day have been found within the wider landscape.

Pre-military remains

3.8 Within the vicinity of the proposed site finds of prehistoric date have largely been confined to chance find spots and there are no prehistoric remains recorded from within the site itself. Despite this it is still possible that presently unknown archaeological remains of the prehistoric period may survive on site, potentially masked by colluvium on the lower valley sides and valley bottom.

3.9 In the Romano-British period the line of the Roman road running from Folkestone to Dover is projected to run close to the proposed site. The precise alignment of this route has not been confirmed, but it is generally believed to run just to the north of the site in question. Remains of Romano-British date have been found within the site close to Great Farthingloe Farm. These findings include a number of pits or ditches and perhaps indicate the location of a nearby farmstead. A Romano-British cemetery is recorded from Elms Vale, the neighbouring valley to the north, and it is possible that further cemeteries exist in the area.

3.10 It is likely that the Roman road remained a principal route into the early medieval period. Metal-detecting finds and other chance discoveries from the area have included an early medieval ring, two-early medieval brooches and an early medieval glass cup. The site's location on a valley-side overlooking the valley bottom and close to the line of the route to Folkestone may have been a favourable location for early medieval burials. For the medieval period finds appear to be clustered around existing farms and hamlets and it is likely that the local settlement pattern in the area had become established by this time. Hasted records that Great Farthingloe (previously Venson Dane) was historically possessed by the Cannons of St Martin's. The site is recorded in Domesday and the manor of Farthingloe is recorded as remaining in the hands of St Martin's Priory until the dissolution. Following the dissolution the manor was granted by the King to the Archbishop of Canterbury.

3.11 The First Edition Ordnance Survey Map shows the line of the Folkestone-Dover road as well as the sites of Little Farthingloe and Great Farthingloe. Great Farthingloe Farmhouse is Grade II Listed and the present building is understood to date to the early nineteenth century, but may incorporate earlier elements.

The Western Heights

3.12 In the post-medieval period military archaeological remains dominate the archaeological record for the area. In particular the Farthingloe site lies just to the west of the Scheduled Monument of the Western Heights. The first recorded permanent fortifications to be established on the Western Heights date to the late

eighteenth century, erected in response to the American Wars, with the first works occurring in the late 1770s. The defences of this period comprised earthworks designed to protect infantry and artillery on the hill. These earthworks were unfinished and whilst nothing of this date is today visible buried remains could survive despite the later intensive military use of the site. These works do however mark the start of the fortification of the hilltop. In 1804 a plan was put forward to modernise the defences on the Western Heights. These new Napoleonic Period fortifications took the form of two major redoubts, the Citadel and Drop Redoubt, augmented with a series of defensive lines and bastions. In this form the defences could hold a large body of men to repel any invading army as well as commanding the town, harbour and approach along the Folkestone Road. The fortification was designed to house a substantial body of men; both in purpose built barrack accommodation as well as in encampments as the need arose.

3.13 Advances in military technology coupled with a perceived threat of invasion in the mid-nineteenth century highlighted the need for the fortifications at the Western Heights to be upgraded. Following the Royal Commission Report on the nation's fortifications a programme of upgrading was agreed. Further additions to expand and strengthen the existing Napoleonic Period fortifications were made, including provision of new Western Outworks, new barracks and a new entrance on the South Front. From 1867 advancement in artillery technology led to a change in military thinking, from one focussed on fixed fortifications, to a mobile army employed in the field. The Western Heights' role evolved to one of headquarters and supply site as well as acting as a site for high power artillery. With this changing role further modifications and additions were made to the fortification in the later nineteenth century. Additions of this period included four coastal batteries: the Citadel Battery (outside of the Western Outworks), South Front Battery (south of the Citadel), St Martin's Battery (inside of the South Entrance) and North Lines Battery (west of the Drop Redoubt). Citadel Battery lies within the Farthingloe Case Study area.

Twentieth Century Defences

3.14 Whilst little is specifically known about the Farthingloe Site during the First World War Dover remained a major defended garrison and naval port. The Citadel Battery at the eastern end of Long Hill was in use during this period. In the Second World War Dover was a town on the front line and as such had a considerable military presence. As an officially designated Garrison, Dover was provided with extensive anti-invasion defences. Dover would have been vulnerable from invasion from the west, particularly if the neighbouring port town of Folkestone fell into enemy hands. A defensive perimeter was established to protect the western approaches to the town that extended from Crabble, through Elms Vale and the Farthingloe site, to the coast. At Farthingloe these defences included Pillboxes, slit trenches and barbed wire entanglements. The Folkestone Road running between Great and Little Farthingloe Farms was an obvious weak-point and additional defences to protect against enemy motorcades included roadblocks, minefields and anti-tank guns. Little visibly survives of these Second World War defences in the very bottom of the valley; however there are extensive remains to the north of the road on Coney Hill as well as within the Farthingloe site on Long Hill.

3.15 Long Hill was also the location of two battery sites linked by a concrete military road. At the eastern end of the hill adjacent to the Citadel of the Western Heights is Citadel Battery. This battery was originally constructed between 1898 and 1900 to protect the town and port from bombardment by enemy ships and to control the Channel. The battery saw use during the First World War and Second World Wars. By 1943 the battery was no longer required operationally and was placed under care and maintenance until being decommissioned in 1956. There are several Second World War defensive features surviving at the battery, including two pillboxes and a spigot mortar gun position. From Citadel Battery the concrete military road leads towards the Farthingloe (D1) Heavy Anti Aircraft Battery. The Farthingloe HAA battery comprises of four gun emplacements, which surround a command gun post. Adjacent to the battery there are smaller machine gun emplacements, ancillary buildings, storage and magazine buildings, pillboxes and slit trench positions. Lying between the two batteries and accessed from the concrete military road there was a military camp and remains of buildings, hut bases, pillboxes and pathways belonging to the camp survive.

Statutory protection and designations

3.16 The fortification of the Western Heights is designated as a Scheduled Monument (list entry number 1020298). The scheduled area encompasses the entirety of the Western Heights fortification and extends into the Farthingloe case study to incorporate Citadel Battery. The valley bottom at Farthingloe is particularly visible from the Scheduled Monument. The Second World War defences on Long Hill and the Farthingloe Anti Aircraft Battery on Long Hill are not designated, but form an important group considered to be of potentially national importance. Protection of these assets through designation should be considered.

3.17 Great Farthingloe Farmhouse is a Grade II Listed Building (list entry number 1115131) and was first Listed in 1973. An informal farmyard is located to the rear (west) of Great Farthingloe Farmhouse, which includes a mixture of historic and modern farm buildings. The western side of the farmyard is defined by Great Farthingloe Barn which is curtilage Listed.

3.18 The Farthingloe site is located within the Kent Downs Area of Outstanding Natural Beauty (AONB) and sits in a prominent location within the AONB in views from the Western Heights. The eastern part of the site falls within the Western Heights Local Nature Reserve.

Vulnerabilities and Opportunities

Introduction

3.19 Heritage-led regeneration should play a key role in formulating any development proposals for the site. The historic environment has the potential to play a key role in creating and reinforcing a 'sense of place', adding character and distinctiveness to the Farthingloe Site. The buildings, open spaces, historic features and patterns of roads, lanes and settlements are what ultimately define the character

of a place. It is therefore important that any change is sensitive to this character, adding to and developing distinctiveness rather than diminishing it and creating uniformity or blandness.

3.20 At Farthingloe the historic environment can also be used to add less tangible benefits to any potential development. Developing and improving access into the historic landscape, through the use of heritage trails and the historic open spaces, can be used to draw communities out into the landscape in which they live, encouraging exercise and improving physical and mental health.

3.21 Heritage assets are however vulnerable to change and new development, such as that which is proposed for the site will potentially involve major change. Construction activities could directly affect buried archaeological remains through the excavation of new foundations, services, remodelling of land, stripping of sites in advance of development, piling works and from the operation of plant. Development might also involve the demolition of or damage to historic structures, buildings or features. Development could also have a major effect on the setting of individual heritage assets as well as altering, or even completely changing, the overall character of the place. In any development proposal for the Farthingloe site consideration should be given to the sensitivity of individual assets, groups of assets and the place as a whole to change. This will require detailed assessment of the significance of an asset or place and an understanding of how development might affect this significance.

3.22 The following section presents a number of vulnerabilities and opportunities that arise when considering the historic environment assets present at the Farthingloe site. More detailed assessment may identify additional vulnerabilities and opportunities as well as to help to clarify those below. The intention of this section is to raise issues for discussion and further consideration and also to help inform emerging proposals for development at the Farthingloe site.

Opportunities arising from potential development proposals

3.23 ***1: Beneficial re-use of Great Farthingloe Farmhouse and associated historic farm buildings. Opportunity should be sought within any development proposal to secure a long-term use for Great Farthingloe Farm. This should ideally be focussed around a public or community use.***

3.24 Great Farthingloe is an attractive and well proportioned Grade II Listed Building that should be retained as part of any development proposals. The farmhouse has the potential to act as a focus for any development in the valley bottom, not only for the built layout of any future scheme, but also for the community who might live there. Re-use of the existing buildings will not only be economically beneficial, but will also ensure the long-term future of the historic farmstead. A use that allows community access would mean the historic asset positively benefits any future community at the Farthingloe site. A centrepiece role would be most appropriate, the farmhouse, for example, being used to house a doctor's facility or the barn potentially being used as a community space or centre.

3.25 *2: Improving access to the Long Hill Military assets through the creation of a country park. The military heritage assets on Long Hill will add value to any proposal for a country park.*

3.26 Dover has an exceptional collection of historic fortifications, including the Castle Western Heights and Fort Burgoyne. Alongside these fortifications there survive extensive militarised landscapes to the east and west of the town, which include numerous military remains, particularly of Second World War date. The ephemeral and sometimes disjointed nature of such remains means that it is sometimes difficult to articulate and understand them on the ground. At Farthingloe however the relatively unchanged nature of the landscape since the Second World War, the well-preserved nature of the remains and the survival of features such as the military concrete road mean that it is easier to explore and understand the remains as a group.

3.27 The military remains would add significant value to any country park; they could act as a focus for engaging and drawing people out into the landscape, encouraging people to explore the heritage and the wider landscape in general. Such military remains are generating increased public interest and would provide a visible and engaging link to the site's past for visitors and locals alike as well as being an important educational resource. An increase in appreciation, understanding and management of the heritage assets arising from the creation of a country park would help to secure the assets and potentially reduce vandalism and anti-social behaviour that presently affects some.

3.28 *3. Creating links between Farthingloe and adjacent historic sites and the wider landscape. The military remains at Long Hill are part of a network of military sites across the wider area. The potential country park could act as a hub to promote links to other nearby heritage assets and landscapes.*

3.29 The fortifications surviving along Long Hill are located on public access land and are a short walk from the Western Heights. Two major walking routes, in the form of the Saxon Shore Way and the North Downs Way pass close to the Farthingloe site. As such Farthingloe presents an ideal opportunity to promote access to and exploration of the District's military heritage. New footpaths, bridleways and accessible trails could be established to allow the various assets to be linked and explored. Access, interpretation and presentation of, the sites Second World War heritage assets could for example form one focus for trails linking to the Western Heights and provide an introduction to the areas Second World War military heritage. Longer distance walks from the site could also connect to other contemporary remains, both further along the coast towards Folkestone and on the northern side of the valley at Coney Hill.

3.30 *4. Development at Farthingloe could provide a planning gain to benefit other heritage assets. Should an acceptable development be achieved at Farthingloe this could be used to bring positive benefits to other nearby heritage assets, such as at the Western Heights.*

3.31 There are a number of significant heritage assets close to the Farthingloe site for which there are no long-term uses and/or significant management issues. If acceptable development can be achieved at Farthingloe this could present an opportunity to provide resources so as to bring a positive gain to currently under-used or neglected heritage assets. The Scheduled Monument of the Western Heights, for example, is currently identified on English Heritage's Heritage at Risk register. The Western Heights fortifications are identified as being as one of English Heritage's top-ten priority sites of those listed in register for the south-east. A planning gain from Farthingloe has the potential to positively contribute to securing a long-term future for the monument. Any such decision would need particularly careful consideration in order to balance potential harm against potential benefit. As such any proposal would need to precisely define overall harm and benefit as well as being entirely transparent. As the Farthingloe site lies within an AONB any benefit to the historic environment would need to be justified against and balanced with potential impacts on the natural landscape and environment.

Vulnerabilities arising from potential development proposals

3.32 1: ***The site is located in a landscape that is generally rich in archaeological remains from the prehistoric period onwards. Archaeological investigation should accompany any proposals for the redevelopment of the site.***

3.33 The Farthingloe site lies on the western side of Dover and comprises high ground along Long Hill, one side of a steeply sided valley and part of the valley bottom. Settlement remains for all periods are perhaps most likely to have been located on or close to the valley bottom. The steep sides of the valley are unlikely to have been intensively used. Much of the ridge of Long Hill is now used for agriculture and it is likely that this pattern was the same historically. The high ridge may have acted as a focus for ceremonial monuments in the late prehistoric period, with Bronze Age barrows being a common feature of such downland areas to the east of the Dour. Chance finds from the area suggests some potential for Anglo-Saxon cemeteries on the higher ground flanking the line of the Roman Road.

3.34 There has been limited investigation within the site itself and in the wider area generally, however those investigations that have taken place within the site have exposed buried archaeological remains, whilst chance finds of prehistoric to medieval date have been made nearby. In 1919 Roman pottery was recorded as coming from the Farthingloe area, whilst in 1987 an archaeological evaluation ahead of the construction of a Channel Tunnel construction workers compound found evidence for Romano-British occupation. These findings include a number of pits or ditches and perhaps indicate the location of a nearby farmstead. The terraces for this compound along with access roads still survive close to Great Farthingloe Farm. This terracing is likely to have locally removed or severely impacted upon buried archaeology, but elsewhere along the valley bottom archaeological remains will potentially survive, perhaps capped by colluvial deposits. In the immediate vicinity of Great Farthingloe Farmhouse there may be surviving archaeological remains associated with the medieval manor.

3.35 2: *The setting of Great Farthingloe Farm. Development proposals should not cause adverse harm to the setting of Great Farthingloe Farmhouse.*

3.36 Great Farthingloe Farmhouse is a Grade II Listed Building. The Listing describes the farmhouse as an early nineteenth century building of three storeys, although it has been suggested that the structure may incorporate earlier elements. The front elevation of the farmhouse faces east towards Dover and features bay windows on the ground floor with a central doorway up a short flight of stairs. Development at or close to the Grade II Listed Farmhouse has the potential to adversely affect the buildings setting. Any proposals for the development in the immediate vicinity of the Listed Farmhouse should seek to protect and enhance the immediate setting of the building.

3.37 3: *Great Farthingloe Farm and associated historic farm buildings should be retained in any redevelopment scheme for the site. Development in the immediate vicinity of the farm should be sympathetic to the character of the place. Any conversion or alteration works to the farmhouse or historic farm buildings should be accompanied with and informed by historic building recording.*

3.38 Great Farthingloe Farmhouse is a Grade II Listed Building. The Listing describes the farmhouse as an early nineteenth century building of three storeys. The front elevation of the farmhouse faces east towards Dover and features bay windows on the ground floor with a central doorway up a short flight of stairs. It has been suggested that the structure includes earlier brickwork and incorporates a section of earlier chalk block walls.

3.39 The surviving farm complex includes some historic outbuildings including a thatched barn. Historic mapping shows further additional ranges of buildings that have been subsequently demolished. The historic farmhouse and associated historic farm buildings should be retained as part of any development proposal for the site. Where development involves the adaptation or conversion of the historic buildings this should be accompanied and informed by a programme of historic building analysis and recording to appropriate professional standards.

3.40 The recommendations set out in the Kent Farmsteads Guidance should be used to inform any development within or immediately adjacent to the core of the historic farmstead.

3.41 4: *The setting of the Scheduled Monument of the Western Heights. The site at Farthingloe is located immediately to the west of the Scheduled Monument of the Western Heights. Careful consideration needs to be given to what scale and form of development may be appropriate so as to avoid harm to the fortification's setting.*

3.42 The Western Heights sit on a dominant position on high ground on the western side of the town of Dover. The fortification overlooks and was designed in part to dominate the approach from the west along the Folkestone Road. The fortification

is visible on the skyline when approaching Dover from the west, whilst the site of Farthingloe is clearly visible in views out from the Western Heights, especially when looking out along the old Folkestone road. The present settlement pattern supports the impression that the Western Heights lies on the edge of and guards the western approaches to Dover. Whilst there is settlement in the valley bottom to the north of the fortification, the landscape to the west is only lightly occupied and is largely represented by agricultural- and down- land with only small scale settlement in the valley bottom at Farthingloe. As such the current landscape outlook that the Kent Downs AONB provides helps to reinforce setting of the fortification. Any development within the valley bottom therefore has the potential to affect the setting of the Western Heights, both in views out from the fortification and in views of the fortification from the AONB and the old Folkestone Road.

3.43 The setting of the Western Heights is important in understanding how the fortification functioned and how it was designed to dominate and control the approaches to the town from the west. The historic character has traditionally been one where the fortification lies on the edge of the urban confines of Dover with only small scale 'rural character' settlement extending beyond the fortification. Substantial development in the valley bottom at Farthingloe would be a major change to this historic character. It is important therefore to understand in detail the significance of the Monument, how development could affect this significance and whether development would be detrimental to the understanding of the Monument. The degree of harm would need to be assessed on a case by case basis depending on the precise development proposals being brought forward. English Heritage has produced a methodology for assessing heritage significance within views (Seeing the History in the View, 2011) and managing change within the setting of heritage assets (The Setting of Heritage Assets, 2011) and these should be used as a basis for assessing the harm caused by potential development at Farthingloe on the setting of the Western Heights.

3.44 *5: The need to protect the important military remains on Long Hill. The military remains on Long Hill are of considerable significance, but are currently at risk from neglect, decay and vandalism. A sustainable and long-term future should be sought for the Long Hill military remains. The majority of the military remains are not currently designated, but would warrant protection, enhancement and interpretation as part of any future proposals.*

3.45 Dover contains a nationally, if not internationally important collection of historic fortifications. The Farthingloe site includes the remains of Citadel Coastal Battery, constructed in the late nineteenth and designated as part of the Western Heights Scheduled Monument. To the west of Citadel Battery along the ridge of Long Hill there is an important group of Second World War remains. These remains include numerous anti-invasion defences as well as a well-preserved Heavy Anti Aircraft Battery and associated accommodation camp.

3.46 The downland landscape to the west of the town is little changed since the Second World War and as such the military landscape that survives can be readily understood alongside the defensive considerations that led to its creation. The nature

of the Second World War remains means that they are vulnerable to neglect, decay and vandalism as well as to demolitions and clearance. The military landscape at Farthingloe was surveyed in 1995, but since that time a number of features including pillboxes have been cleared and demolished. Options to prevent further loss and to protect and enhance the surviving remains should be sought as should ways to reduce vandalism at these sites.

Recommendations

- Archaeological investigation should accompany any proposals for the redevelopment of the site
- Development should seek to preserve any significant archaeological remains at the site
- New development should not adversely harm the setting of the Scheduled Monument of the Western Heights
- Development should not adversely affect the setting of Great Farthingloe Farmhouse, a Grade II Listed Building and should be sympathetic to the historic farmstead
- Any changes and alterations to historic buildings and structures should be accompanied by and informed by a programme of historic building recording
- New development should respond and be sympathetic to the historic character of the site

Key development principles

- Use the historic character of the place to inform future development and create a sense of place
- Interpret, enhance and celebrate the significant military remains at Farthingloe. Opportunities to protect the most significant assets should be secured
- Create new links between the valley bottom and Long Hill to encourage people to explore and appreciate the site's military heritage
- Promote Long Hill site as part of a wider military landscape and provide links to other nearby heritage assets
- Use Great Farthingloe Farmhouse to form a focal point for new development
- Promote a beneficial long term public use for Great Farthingloe Farmhouse and Historic Barn

Appendix 4 Fort Burgoyne & Connaught Barracks

Introduction

4.1 The site of Connaught Barracks and Fort Burgoyne are located immediately opposite Dover Castle on high ground to the northeast of Dover Town. The overall site comprises a number of components, namely the Scheduled Monument of Fort Burgoyne, the former Connaught Barracks complex, playing fields and the former training area (see Figure below). The site has been vacated by the Ministry of Defence and has been acquired by the Homes and Communities Agency for redevelopment. The site is identified as one of the District's core development allocation sites in the Dover District LDF Core Strategy (adopted February 2010).

4.2 It is proposed within the core strategy that the former Connaught Barracks site would be suitable for residential development (Core Strategy Policy CP10), with a capacity of around 500 new homes. The Core Strategy also notes that development proposals should include re-use of Fort Burgoyne for uses that are compatible with preserving the historic interest and integrity of the Scheduled Monument.

4.3 Proposed development at Connaught Barracks has been identified as potentially affecting the following themes:

Theme	Principal asset(s) affected	Type of potential impact
3.3 Medieval defences	Dover Castle	Setting of Dover Castle
	Potential French siege works	Direct physical impact on any buried remains
3.5 Post medieval defences	Fort Burgoyne	Direct physical impact on Fort's fabric and associated buried remains. Setting in views to and from the Fort.
	Dover Castle	Setting of Dover Castle – views from Fort Burgoyne, views from the Castle and in long views from town, Western Heights and AONB
3.6 Great War and Supply of the Western Front	Fort Burgoyne	Direct physical impact on Fort's First World War fabric and associated buried remains.
3.7 WWII Defences	Fort Burgoyne Anti-invasion defences	Direct physical impact on Fort's Second World War fabric and associated buried remains.

		Direct physical impact on Second World War anti-invasion defences outside of the Scheduled Fort.
3.8 Barracks	Connaught Barracks FortBurgoyne	Demolition and alterations to historic barrack buildings. Alterations to fabric of historic barrack buildings
11 Buried archaeology	Pre-military and military buried remains	Direct physical impact on any buried remains
12.1 Listed Buildings	DoverCastle Keep	Setting of Grade I Listed Building
12.2 Undesignated Buildings	Connaught Barracks	Demolition and alterations to barrack buildings.
13 Conservation Area	Dover – Dover CastleCA	Setting of Dover – DoverCastle Conservation Area

Table 4.1

4.4 This case study is intended to provide an overview of the historical development of the site, to identify any key vulnerabilities and issues arising from possible development proposals as well as to identify any opportunities to enhance access, interpretation and enjoyment of the site's heritage assets.

Site description

4.5 The site of Fort Burgoyne and Connaught Barracks lies to the northeast of the town of Dover on high ground overlooking the town in the valley bottom. The site lies adjacent to the A258 Deal Road and less than 1.5 km. from the A2. Fort Burgoyne lies at the centre of the site and comprises a large central parade ground, fronted by a range of casemated barracks and surrounded by ditched outworks. Two wing batteries lie to the east and west of the fort and are connected by ditched outworks, which encircle the fort. Access to the interior of the fort is via a bridge that crosses the outworks on the southern side of the parade ground. The fort and wing batteries cover an area of some nine hectares.

4.6 Immediately to the south of the Fort is the former Connaught Barracks site which comprises a range of individual and blocks of buildings constructed on terraces on the natural hill slope. The Connaught Barracks site encompasses a total area of some eleven hectares. Dover Road bisects the barracks site, with the main barracks site being to the east of the road and the Officers' Mess lying to the west. At the northeastern end of the barracks site there is a large open parade ground (or plateau) adjacent to the entrance bridge into the Fort.

4.7 The A258 forms the southern boundary to the Connaught Barracks site, with the northern tip of Dover Castle lying on the opposite side of the road. At their closest there is less than 235 m. separating the Castle from the Fort (from the eastern wing battery to Averanches Bastion – the main body of the Fort is about 400 m. from the tip of the Castle's Spur). To the northeast of the Fort and Barracks are playing fields encompassing some 7 hectares. Immediately to the north of the Fort is the former military housing estate known as Burgoyne Heights. To the east and west of the Barracks there are open areas previously used for training purposes. The eastern training area is currently used for agriculture, whilst the west is open space. The total site comprises of approximately 73 hectares of land.

Historical background

Pre-military archaeology

4.8 The Fort Burgoyne and Connaught Barracks site and immediate area has seen only limited systematic archaeological investigation, largely due to its previous MoD ownership.

4.9 The underlying geology of the area comprises Upper Chalk of the Seaford Chalk Formation, which is capped in the centre of the site by a Clay-with-Flints Head Deposit. A number of Palaeolithic flint tools have been recorded from the area of the White Cliffs Business Park to the northwest and it is generally recognised that there is a correlation between Clay-with-Flints deposits and the discovery of such Palaeolithic implements. As such artefacts of Palaeolithic date may be present at the site on the surface of the Clay-with-Flints or within the plough soil, but in situ remains of Palaeolithic date are not expected.

4.10 Occupation of the area in the Neolithic and Bronze Age is attested through the discovery of flint implements and other stray finds in the area. These include a Neolithic Arrowhead from the Danes (just to the north of the Fort) and a Bronze Age gold armband from somewhere within the site. In the wider area occasional Neolithic pits are recorded as are a number of Bronze Age round barrows. The shape of the earthwork defences surrounding Dover Castle is not medieval in style. Instead the earthworks follow the contours of the hill, which is characteristic of an Iron Age Univallate Hillfort. The overlapping ditches on the eastern side of the Castle are considered to represent the entrance into the conjectured hillfort and evidence for Iron Age occupation has been recorded from within the Castle. Such a hillfort would have sat in a wider Iron Age landscape and there is evidence for occupation of this date across the wider area. Close to the site itself Iron Age pottery has been previously recorded from Burgoyne Heights.

4.11 Dover emerged as an important town and port in the Roman period. The entrance to the Roman harbour was marked by two lighthouses on the high cliffs on either side of the Dour Estuary. The Roman Pharos at Dover Castle survives as an upstanding structure, whilst archaeological investigations have revealed associated settlement activity. Archaeological investigations across the White Cliffs Business Park to the northwest has shown rural settlement activity of Roman date from across

the Clay-with-Flints landscape. It is likely that similar small-scale farmsteads would have been present within the Connaught Barracks and Fort Burgoyne site. Roman pottery, coins and a possible metal surface have all been recorded at the neighbouring Duke of York Royal Military School. Roman cremations have also been previously recorded in the area to the north of Fort Burgoyne.

4.12 There is no evidence for early medieval activity from the site itself. Anglo-Saxon burials have been found within the Castle site close to the Church of St Mary-in-Castro. The church itself is of pre-Norman date and it is suggested that the former Iron Age hillfort was the site of a defended Anglo-Saxon burgh in the early medieval period.

4.13 Medieval investigations in the area have largely been focussed on the Castle, which sits adjacent to the site and dominates the medieval record of the area. It is likely that some form of fortification occupied the castle's dominant site overlooking the town and harbour in the early medieval period; the present castle however dates to the reign of Henry II. In 1216 the French Prince Louis besieged Dover Castle during the First Barons' War. The French army occupied the high ground to the north of the castle, now the site of Connaught Barracks and Fort Burgoyne. A number of siege works and fortifications are recorded as being erected by Louis' troops on the site. Whilst no remains of these siege works can be seen on the ground it is possible that buried remains may survive at the site. A siege-castle is recorded and this may be shown on a map of 1756 that shows a raised platform or mound in what is now the western side of the Connaught site. This possible siege castle is marked on the 1756 plan as 'Oliver's Mount' (the name however may suggest a Civil War origin, or at least re-use during the Civil War).

4.14 For much of the medieval period it is likely that the area of Connaught Barracks and Fort Burgoyne were used as agricultural land serving the town of Dover. This situation would have continued into the post-medieval period and a farm known as Castle Farm is recorded at the southern end of the Barracks site.

Military history

4.15 The high ground to the north of the Castle had long been recognised as a defensive weakness, indeed it was from such a position that the French troops besieged the Castle in 1216. Attempt was made to remedy this weakness through improving the defences at the northern end of the Castle and the construction of a detached spur. Although this improved the defences at the northern end of the Castle, the fundamental weakness of the enemy being able to hold the higher ground that Fort Burgoyne occupies remained. In the Tudor period new defensive works were focussed on the waterfront and harbour area, whilst new works at the Castle were more limited.

4.16 Vast improvements were made to the fortifications at Dover in the late eighteenth and early nineteenth century in response to the rise of Napoleonic France. Developments of this period were focussed on the Western Heights where extensive works were undertaken. Works at the Castle involved bringing the existing fortifications

up to date, but the prevailing weakness on the northern side of the Castle remained. The mid nineteenth century saw the emergence of the steam driven ironclad. Fears of a French invasion again came to the fore and that led to the instigation of the Royal Commission on the Defences of the United Kingdom. The Commission's report of 1860 concluded that the fleet, standing army and volunteer forces were not sufficient to defend the country and the findings of the report led to the most extensive and expensive programme of fortification ever undertaken in country. The Commission's recommendations included for the construction of a new fort to the north of Dover Castle in order to eliminate the long-felt weakness in the Castle's defences.

4.17 *'a work secure in itself should be placed on that high ground near Castle Farm...in order to prevent an enemy from establishing his batteries on the high ground that overlooks the castle in that direction'*

4.18 Work on the new fortification was started almost immediately, being constructed between 1861 and 1873. The new fort was initially known as Castle Hill Fort, but was renamed sometime around 1864 in honour of Field Marshall Burgoyne, Inspector General of Fortifications. As well as protecting the northern side of the Castle the new fort was also designed to provide covering fire across the north front of the Western Heights. Fort Burgoyne is of irregular polygonal form with bastions to the corners. The fort is surrounded by a wide ditch which extends and connects with two linked wing batteries, one on the east and one on the west side. The twin wing batteries are a unique feature of Fort Burgoyne and were intended to provide flanking artillery and musketry fire across the forts approaches. Within the fort there is a large parade ground, which is flanked on its northern side by casemated barrack accommodation.

4.19 The fort had a relatively short life as a major defensive position and by 1900 it had been reduced to a relatively minor role in Dover's defences. The defensive schemes of the early twentieth century at Dover were concentrated away from land-defences, with the focus now being on naval attack and the control of the Channel

4.20 In the late nineteenth century troop accommodation at Fort Burgoyne was supplemented following the construction of the Fort Burgoyne Huts for Military Training. These new accommodation blocks were completed in 1898 and were located between the Fort and the Castle. In 1912/13 the hutted accommodation was subsumed within the newly constructed Connaught Barracks. Following the construction of the new barrack accommodation the casemates within the fort were predominantly used from then on as stores and a base for mobile guns. During the First World War Dover played an important role as a key naval harbour and home to the Dover Patrol. Air defences to protect the town were erected in 1916, including two anti-aircraft positions at Fort Burgoyne. At least one rare circular pillbox of First World War date as well as contemporary brick-backed gun positions survive at the Fort.

4.21 In the Second World War a defence scheme was drawn up for Dover, which was identified as an important nodal defensive point. Field guns were erected in concrete emplacements within the fort, whilst defensive outworks were constructed

to protect the approaches to the town from the Deal direction. These defences included the construction of a substantial anti-tank ditch from the east wing battery across Broadlees Bottom to connect with the earthworks of Dover Castle. This anti-tank ditch would have funnelled any enemy motorcade to a pinch-point on the Dover – Deal Road at the apex of the Dover Castle's Spur and the junction of Deal and Guston Roads. A flame fougasse installation (flame trap) was located at this pinch-point, which is understood to survive just outside the perimeter fence for Connaught Barracks. An exceptional number of other Second World War defences surround at Fort Burgoyne and the surrounding land. These include a number of pillboxes, field and anti-tank gun emplacements, weapons pits, slit trenches mortar positions and anti-tank buoys. Fort Burgoyne is believed to be the only location where a full eight gun 25-pdr gun battery survives in the UK.

4.22 Following the cessation of hostilities at the end of the Second World War, Dover remained a garrison town and the majority of the early twentieth century barrack buildings at the Connaught site were demolished in 1962 as part of a major redevelopment of the site. Various subsequent modifications and additions were made to the barrack buildings, with the site remaining in use until the Ministry of Defence's withdrawal from the site in 2006.

Statutory protection and designations

4.23 Fort Burgoyne is designated as a Scheduled Monument (list entry number 1004224). The Scheduled area encompasses the entirety of the fort along with the ditches and wing batteries. Fort Burgoyne was designated as one of the finest and most complete of the surviving nineteenth century Royal Commission Forts. The wing batteries are unique to Fort Burgoyne. The fort has undergone some modifications and alterations since its construction, largely in response to changes in military technology and requirements. These additions and alterations tell the story of the fort over a period of 140 years and should be considered as an integral part of the place.

4.24 Connaught Barracks is not designated and none of the buildings are considered to be of Listable quality. Some of the barrack buildings may be of local heritage interest and all would warrant recording prior to any demolitions. Within and around the barrack complex there are a number of military remains associated with the defence of the site, particularly in the Second World War. Although not designated these remains are of exceptional quality and form an integral part of the later military history of the area. The assets form an extension to the military history of the Scheduled sites of Dover Castle and Fort Burgoyne and are exceptionally well preserved. Remains of Second World War date extend beyond and to the west of Fort Burgoyne towards Connaught Park, the Old Charlton Road and the Danes Recreation Ground.

4.25 The Connaught Barracks site sits immediately to the north of the Scheduled Monument of Dover Castle and the Dover – Dover Castle Conservation Area. The site is particularly visible from the top of the Great Tower at Dover Castle. The site is also located in a prominent position overlooking the town and as such is visible

from a number of locations within the town as well as from the Scheduled site of the Western Heights on the opposite side of the Dour Valley. The eastern part of the site sits within the Kent Downs Area of Outstanding Natural Beauty (AONB) and sits in a prominent location within the AONB when looking towards Dover Castle.

Vulnerabilities and Opportunities

Introduction

4.26 The following section presents a number of issues that arise when considering the historic environment assets present at the Fort Burgoyne and Connaught Barracks site. This is based upon a rapid initial review of the assets from readily available sources such as the Kent Historic Environment Record, historic maps and the author's familiarity with the area. More detailed assessment may identify additional issues and help to clarify those below.

4.27 The intention of this paper is to highlight issues for discussion and to help inform emerging proposals for residential development at the former Connaught Barracks site.

Opportunities arising from potential development proposals

4.28 Dover has an exceptional collection of historic fortifications, including the Castle Western Heights and Fort Burgoyne. Of the major fortifications at Dover, Fort Burgoyne is probably one of the least well known locally. This is in part due to its low visual presence, but also a result of being relatively inaccessible as an active site in continuous military use until 2006. Any proposals for development at Connaught Barracks and Fort Burgoyne should aim to raise the profile of the fortification to locals and visitors alike. A key driver to achieving this will be finding a long-term and sustainable use for the Fort. The redevelopment of the Connaught Barracks site and Fort Burgoyne should be taken forward together and it is essential that re-use of the Fort is an integral part of any redevelopment proposals for the site.

4.29 Fort Burgoyne is one of the finest and most complete examples of a surviving nineteenth century Royal Commission Fort in the country. The Fort's intact state, legibility and connections with Dover Castle mean that it has a strong potential for heritage, educational and tourist uses both in its own right and in connection with the town's other defensive heritage assets. Opportunity should be sought to open the site up to locals and visitors alike. This would be best achieved through a mixed amenity and enterprise led re-use of the Fort. Educational, recreational and tourism related uses should play a key part of any commercial use of the fort. Imaginative and exciting presentation of the heritage of the Fort would need to be linked with any re-use.

4.30 The Fort has the potential to provide a positive and stimulating environment for local businesses; to provide an economic and social focus for any new development at Connaught Barracks; and to link with the existing community at Burgoyne Heights. The history of the site should be used to add character and

distinctiveness to any new development at Connaught Barracks so that the site as a whole has a strong sense of place. This will create an attractive environment and will help to draw in external investment and interest in the site.

4.31 The Fort does not stand in isolation and connections should be made between the Fort and other local heritage and amenity spaces such as Dover Castle, Connaught Park and the Danes Recreation Ground. The site lies on the edge of the Kent Downs AONB and offers exceptional views of the downland pasture, town and Castle. The wider site therefore has the potential for outdoor leisure uses, particularly for walkers. New footpaths, bridleways and accessible trails could be established to allow the interior and exterior of the fort to be linked and explored. Access, interpretation and presentation of, the sites Second World War heritage assets could for example form one focus for trails from the Fort and help to link the various places together.

Issues affecting potential development proposals

4.32 *Issue 1: The site is located in a landscape that is generally rich in archaeological remains from the prehistoric period onwards. Archaeological investigation should accompany any proposals for the redevelopment of the site.*

4.33 The Connaught Barracks site sits on undulating down land overlooking the Dour Valley. There has been limited investigation within the site itself, however the wider area is generally rich in archaeological remains. Archaeological investigations at the White Cliffs Business Park, which lies to the north east in a similar position on the dip-slope of the North Downs above the Dour Valley, has revealed archaeological remains of multiple periods, particularly later prehistoric and Romano-British date. Chance find-spot from, or close to the site, suggest similar remains may be expected from within the former barracks.

4.34 Construction, landscaping and terracing within the former barracks site will have had a negative impact upon the survival of pre-military archaeological remains and in some areas this impact will have been severe and potentially resulted in the complete localised loss of such assets. In areas of the site where past development impacts have been minimal, or where terracing has involved the dumping of deposits of made ground which may have sealed and protected remains, it is possible that pre-military archaeological assets will survive.

4.35 *Issue 2: Potential survival of archaeological remains associated with the French siege of Dover Castle in 1216. A mound, possibly the remains of an earthwork siege castle, is shown on a plan of the site dated 1756. Remains associated with the siege of 1216 would be of considerable significance and may warrant preservation in situ.*

4.36 No visible remains survive within the site relating to the French Siege of Dover Castle in 1216. A map of 1756 shows an earthwork mound, which has been suggested as being the remains of a French siege castle. Although nothing survives above

ground it is possible that buried archaeological remains may still be present. The plan of 1756 suggests that the possible siege castle was located on the western side of Connaught Barracks, possibly close to the Officers' Mess. The area of the possible siege castle and siege works should be subject to a specific programme of archaeological evaluation works to establish the presence or absence of such remains before the detailed design for the site is fixed.

4.37 *Issue 3: The setting of the Scheduled Monument of Fort Burgoyne and its relationship with Dover Castle. The Fort would have originally sat in an open landscape to maintain a field of fire. Development proposals should not impinge upon this open setting, nor should they compromise the views between the Fort and Castle.*

4.38 Fort Burgoyne has been deliberately sited within the landscape to maximize its defensive capabilities. It occupies an area of high ground to take maximum advantage of the hillside to protect the northern side of Dover Castle and the approaches to the north and east. As originally built, gun positions would have been designed to provide all round fire, with flanking fire being provided from the two wing batteries. An open field of fire would have been maintained around the fort to control the area and to ensure there was no easy cover for any attacking forces to make use of. The Fort retains this sense of openness on its eastern side across the current playing fields, which were contoured to maximise the field of fire along with the agricultural land. There has been some impact on views to the north arising from encroachment by the 1970s army housing development of Burgoyne Heights. To the west the former training area retains a general sense of openness, although there has been some post war tree and shrub growth. The ditches, earthworks and wing batteries of the Fort itself have also succumbed to post-war self-seeded tree and shrub growth that would not have formed a part of the historical character of the site. The sense of openness provided by the playing fields and former training areas should be maintained in any proposals for the site.

4.39 Fort Burgoyne is not physically connected to Dover Castle, nevertheless it should be considered as an integral part of the Castle's defences and should not be thought of in isolation. The fort sits on higher ground to the north of the Castle and the two are clearly inter-visible (although tree cover means that the Fort is perhaps less prominent in views than it would have been historically). New housing is proposed at the Connaught Barracks site, which sits between the Castle and the Fort and as such any development here has the potential to affect the relationship between the two monuments. In its original form the area between the Castle and the Fort would have been kept deliberately clear and open to allow a line of sight between the two fortifications. It is acknowledged however that this situation was relatively short lived, and since the construction of the first hatted accommodation in 1897 there has been some form of development on the south side of the Fort. The current barracks comprise a variety of buildings primarily of 1960s and later date. At present the barracks site is relatively inconspicuous in views from the castle, due in part to extensive tree screening. Careful consideration and assessment needs to be given to any development proposals for the Connaught site to ensure that views between the Fort and Castle are maintained and enhanced.

4.40 *Issue 4: The setting of the Scheduled Monument of Dover Castle. The proposed housing site at Connaught Barracks is located immediately to the north of the Scheduled Monument of Dover Castle. Careful consideration needs to be given to what scale and form of development may be appropriate so as to avoid harm to the Castle's setting.*

4.41 The setting of the Castle and in particular views from the roof of the Great Tower (which is how most visitors experience the Castle's relationship with the surrounding landscape, the town and port) is important. The overriding impression in views from the Castle is that it is surrounded by undeveloped land to the north and east and that it sits apart from the town and port, which it overlooks and dominates.

4.42 Careful consideration needs to be given to the layout, scale and massing of any new development at the Connaught Barracks site to ensure that it does not negatively impact upon the views from Dover Castle. The elevated position of views from the top of the Great Tower at Dover Castle are particularly sensitive and as such roof treatments at the Connaught site will require detailed assessment.

4.43 *Issue 5: The prominent position of the site in views of Dover Castle from the town, Western Heights and North Downs AONB. Any new development at Connaught Barracks should not impact upon long views of the Castle such as from the town, Western Heights or AONB.*

4.44 The Castle is visible from a number of locations within and around the town of Dover and in long-views from within the AONB to the east. The Dover Core Strategy highlights the importance of views of the Castle from the town and in particular from Dover Mid Town. Dover Castle is the major built structure on the skyline sitting above and dominating the town. The development at Connaught needs to be designed so that it does not harm long views of the Castle. Any new structures at Connaught Barracks need to be subordinate to and not dominate the Castle in views from the town, Western Heights or in views from the AONB to the east.

4.45 *Issue 6: The need to find a suitable and sustainable future for the Scheduled Monument of Fort Burgoyne. The monument is currently at risk from neglect, decay and vandalism. A sustainable and long-term future should be sought for the Fort. Where new development is required to achieve this it should be sensitive to the significance of the place. Inappropriate development outside the perimeter of or within the Fort should be avoided.*

4.46 Fort Burgoyne is designated as a Scheduled Monument and is one of the finest and most complete examples of a surviving nineteenth century Royal Commission Fort. The site was vacated by the Ministry of Defence in 2006 and is currently vacant.

4.47 Fort Burgoyne does not currently have a long-term use and is therefore vulnerable to neglect, decay, and vandalism. Condition surveys of the Fort have highlighted an accelerated rate of decay of the Fort's fabric and structure in recent years. Immediate mechanisms are required to address the urgent repairs identified

for the fort until a long-term programme for conservation and management works can be put in place. Without such maintenance and repair programmes being in place further decay could lead to serious deterioration of the fabric of the Fort. Lack of maintenance, uncontrolled vegetation growth, weathering and the effects of heritage crime have already had a negative effect on some on some aspects of the significance of the asset. Fort Burgoyne is currently included on English Heritage's Heritage at Risk register.

4.48 In the long-term a sustainable use needs to be found for the Fort. It is suggested that mixed tourism and enterprise led re-use of the Fort would be the best mechanism to ensure its long-term viability. Any re-use of the Fort would need to be sympathetic and sensitive to the significance of the place. Whilst some change to the fabric of the place may be required in order to achieve sustainable re-use it is essential that such works should not compromise the significance of the place. The former site of Connaught Barracks should be the focus for any new development. New development within the Fort should be minimised, although some limited new development may be appropriate. The setting of the Fort is also vulnerable to change and inappropriate development outside the perimeter of the Fort should not be allowed.

4.49 *Issue 7: Remains of Second World War Date in the wider site. Fort Burgoyne formed part of a wider defence scheme for Dover. There are additional Second World War defensive assets in the wider scheme that are not currently designated, but would warrant protection, enhancement and interpretation as part of any redevelopment proposals.*

4.50 Within the wider Connaught Barracks and Fort Burgoyne site there is a substantial group of intact Second World War defensive assets. These form part of a wider network of such remains and directly link with similar features at Dover Castle to the south and the Danes Recreation Ground to the north west. These Second World War remains form a defensive cordon linking from the cutting of the Dover to Deal Rail via Fort Burgoyne to the ramparts of Dover Castle. This defensive cordon was intended to protect Dover from enemy troops approaching from the east.

4.51 Second World War defensive assets within the wider Fort Burgoyne and Connaught Barracks sites include pillboxes, anti-tank defences (ditches, pimples, buoys and gun positions), field gun and mortar positions, weapons pits, slit trenches and a flame fougasse (flame defence). Some of the Second World War defences lie within the Scheduled Site, but the majority are undesignated and vulnerable to change – both from redevelopment proposals and neglect and vandalism if not protected and managed.

4.52 *Issue 8: New development should reflect the historic character of the site. The design of any proposed development should seek to respond to the local military character of the site so that any new development does not seem artificial or placed into an existing landscape.*

4.53 Dover was a major and important garrison town. A number of historic barrack buildings survive within the town, including some of the earliest examples of purpose-built army barracks in the Country at Dover Castle. The development of barrack buildings from the mid eighteenth century, through the barrack reforms of the 1860s and into the twentieth century can be seen in the range of surviving barrack buildings within the town. The development of the site should preferably refer to the historic character of Connaught Barracks and Fort Burgoyne. The legacy of military heritage at the site is recognised in the Core Strategy, which highlights the need for recording prior to any demolitions. This military heritage also has a value in its own right for the role that this history and local cultural identity can play in creating a sense of place for the development. Using the historic character of the site to inform future development will add local distinctiveness and variety to the development and ensure that the site does not seem artificial.

4.54 The parade ground (plateau) within Connaught Barracks is an important element within the historic site that will allow an understanding of the site's previous use and should be retained in the final scheme. To lose it would be a loss to the understanding of the site and detrimental to the setting of the Fort. The existing barracks respond well to the topography of the site. They form terraces running with the natural gradient of the site. This approach would be sustainable for future development proposals and should inform them. The form of any proposed development should respond to the form and scale of the existing buildings, which contribute to the historical context. The predominant built form of the barracks outside the Fort should inform the basis of the scale and massing of any proposed development. The NPPF makes it clear that design should respond to local character and reflect local identity of surroundings.

Recommendations

- Archaeological investigation should accompany any proposals for the redevelopment of the site
- Development should seek to preserve any remains found that are associated with the siege of 1216
- The open setting of the fort and its field of fire should be protected
- New development should not compromise the views between the Fort and DoverCastle

Key development principles

- The setting of the Fort and the Castle in key long views should be protected
- New development should respond and be sympathetic to the historic character of the site
- A sustainable future for the Scheduled Monument of Fort Burgoyne should be an important element of any development
- The heritage of the site will be promoted, interpreted and celebrated in any redevelopment proposals

Appendix 5 Deal Conservation Area

Introduction

5.1 Since 1967, with the introduction of the Civic Amenities Act, local authorities have been able to protect areas which are valued for their special architectural or historic interest through the designation of Conservation Areas. The intention of Conservation Area designation is to protect and enhance the character and appearance of these special areas. Since 1967 over 8,000 Conservation Areas have been designated in England of which Dover District has 57 (see Appendix 2 Theme 13 Conservation Areas).

5.2 The purpose of this case study is to illustrate the challenges faced with the preservation, enhancement and management of the District's Conservation Areas. Three adjacent Conservation Areas in the historic port town of Deal have been selected for study; they are:

- Middle Street Conservation Area
- Nelson Street Conservation Area
- Victoria Road and Wellington Road Conservation Area

5.3 Documentation for these Conservation Areas is very limited. An '*Architectural Appraisal*' was produced for Middle Street Conservation Area in 1971 by Kent County Council and a Historic Town Survey for Deal was published, again by Kent County Council, in 2004. English Heritage has produced guidance on Conservation Areas and recommends that regular Conservation Area Appraisals are undertaken to describe and assess the special interest of the Conservation Area. The production of a Conservation Area Management Plan is also recommended for each area to ensure that preservation and enhancement is given clear direction for all who have a stake in the Conservation Area. In common with other Conservation Areas in the District, no Conservation Area Appraisals or Management Plans are available for these Conservation Areas.

5.4 **Middle Street** became the first Conservation Area to be designated in Kent on the 23rd February 1968. Middle Street Conservation Area is both residential and commercial in character, covering the main shopping area of the town. At its northern end the Conservation Area includes the original historic core of the eighteenth and nineteenth century port town, one of the finest surviving examples of its period. It is characterised by terraces of Georgian and earlier houses and small shops along Middle Street, an informal winding street running parallel to the seafront. Narrow streets run from Middle Street towards Beach Street on the sea front and the High Street. The Conservation Area takes in the sea frontage from Deal Castle in the south to North Street.

5.5 The southern part of the Conservation Area was extended westwards in 1979, 1985 and 1995 to encompass Victorian elements of the town and take in the main shopping areas on High Street.

5.6 Nelson Street Conservation Area lies to the west of the northern part of the Middle Street Conservation Area. It is of residential character, comprising a number of streets of modest Victorian terraced houses and the Victorian period St Andrew's Church. Nelson Street was designated as a Conservation Area on the 21st July 1977.

5.7 The Victoria Road and Wellington Road Conservation Area lies to the west of the southern part of the Middle Street Conservation Area and opposite Deal Castle. It is of grander late Georgian and Victorian residential character with some open space and a church. It was designated a Conservation Area on the 1st December 1977.

5.8 The Middle Street Conservation Area benefits from additional protection against the loss of historic features through the implementation of an Article 4(2) Direction. Both the Nelson Street Conservation Area and the Victoria Road and Wellington Road Conservation Area are presently not afforded such protection.

5.9 This paper is based on readily available written information and observations made through use of Google Street View and a site visit undertaken on the 19th March 2012. The case study is not intended as a comprehensive account of the history, archaeology and special interest of the Conservation Areas, but highlights some of the key issues affecting the Conservation Areas. More detailed assessment will be required through the Conservation Area Appraisal and Management Processes set out in English Heritage's guidance.

The Study Area

5.10 The study area is illustrated on the Figure below, showing the three Conservation Areas. The original western boundary of the Middle Street Conservation Area is shown as a green line on the Figure and represents the extent before the Conservation area was extended to the west in 1979, 1985 and 1995. The map shows the various land-use components of the three Conservation Areas and Listed Buildings.

Historical Background on the development of Deal

5.11 Deal lies on a shingle bank created during prehistoric times due to long shore drift deposition in the mouth of the former Wantsum Sea Channel which once separated the Isle of Thanet from East Kent mainland. There is evidence for abundant prehistoric settlement in and around Deal. Julius Caesar is considered to have landed on the Deal coast during both of his campaigns in 43 and 44 BC. Roman rural settlement in the Deal area is similarly plentiful and two villa sites are known to lie close to the town, one to the north at Hull Place, Sholden and another to the south of Walmer. During Anglo-Saxon times, Deal was probably located within a royal estate focused at nearby Eastry. Cemeteries of sixth century date have been found around Deal at Great Mongeham and Mill Hill.

5.12 Before the sixteenth century Deal was an inland settlement focused on the village that is now known as Upper Deal about a mile from the coast and centred upon the parish church of St Leonard, which was probably founded around 1180. Its proximity to the sea and in particular the presence of the sheltered waters of The Downs encouraged fishing and other maritime trades in the area. One of the earliest written references to Deal (that is Upper Deal) dates to 1229 when it was named as one of the members of the Cinque Port of Sandwich. It remained subservient to Sandwich for the next 470 years although it must have been beginning to break away from its head port as early as the late fifteenth century, when Sandwich Haven was beginning to silt-up. It seems then that The Downs, the stretch of sea immediately east of Deal between the mainland and the Goodwin Sands (see Appendix 2 Theme 1), came into prominence as a sheltered anchorage for vessels that could no longer easily reach the port of Sandwich.

5.13 The present town was originally known as Lower Deal and grew following the establishment of the Henrician Device Forts (see Appendix 2 Theme 3.4) in 1539. At that time the shingle ridge on the sea frontage was merely occupied by a few wooden storehouses and tenements. The construction of the three castles (Deal, Walmer and Sandown) and linking defences along the storm gravel ridge stimulated the development of tenements along the ridge and on newly drained land to its rear. Although built primarily as a defence against French threats at the end of Henry VIII's reign, the castles remained in active use with a garrison in the following centuries. When Deal Castle was first built its defenders were keen to see the removal of the huts straggling northwards along the beach as they intruded on their lines of fire.

5.14 The development from the sixteenth century concentrated on the waste land within the Archbishop of Canterbury's manor of Deal Prebend. The Archbishop seems to have had little interest in the control of building on his lands throughout his tenure and as a result development was both speculative and uncontrolled in its planning. Despite attempts to prevent building along the beach line, the settlement grew northwards from Deal Castle. In the 1620s there seems to have been already about 40 houses and a population up to 250. In 1645 squatters on the former beach appealed to be left to live there as they were in royal service. By 1675 a formal layout of three north to south streets (Beach Street parallel to the shore, Lower Street along the boundary of the manorial waste, and Middle Street) had emerged on the line of the shingle ridge and the valley west of it. The expansion of the town was extraordinary; by 1676 the population was over 1,000 and by 1699 around 3,000. St Leonard remained the parish church of the expanding sixteenth and seventeenth century coastal settlement.

5.15 Although Deal remained a sea-port without a harbour, it was one of the most important naval centres in England from the middle of the seventeenth century until after the Napoleonic Wars. This was mainly due to its situation on the coast beside The Downs, where ships of all types, though mainly royal naval vessels anchored to escape bad weather and to acquire fresh supplies. Victuals were ferried to the ships by small boats launched from the shelving shingle beach, and there were never any harbour installations.

5.16 The origins of a navy yard at Deal may be traced back to the 1540s when the first captain of Deal Castle acted as one of the victuallers for the royal fleet. The site of the first navy yard has not been pinpointed, although records suggest that in the 1660s a number of storehouses were situated on waste ground probably along the valley and shingle ridge to the north of the developing town. In the late seventeenth century the navy yard was moved from its original site 'at the back of the town' to an area immediately north of the castle where it remained until its closure in the middle of the nineteenth century.

5.17 In 1699 Deal, by then a town of around 3,000 inhabitants, appealed for a charter of incorporation to free itself from the jurisdiction of Sandwich. This charter officially recognised Deal's status as a town. The eighteenth century was the town's heyday; it thrived on war, firstly during the Seven Years War when it was regarded as one of the four great ports of England (Chatham, Portsmouth and Plymouth being the others) and then during the French and Napoleonic Wars (1793-1815). During this time the town changed dramatically through major developments. The lack of controlled building evident in the seventeenth century continued throughout the main expansion of the town. St Leonard continued as the parish church until St George's was built in Lower Deal in 1706 to 1716 and this was joined by St Andrew's in West Street in 1848 to 1850. The Baptists and the Congregational churches also had establishments in the nineteenth century.

5.18 The castle remained as a garrisoned but mainly administrative military centre until the middle of the nineteenth century. During this time a number of large barracks were built in the town and further south in Walmer. The earthworks that originally linked the three castles of Sandown, Deal and Walmer may have been destroyed at this time through the growth of housing along Beach Street.

5.19 The naval yard known as the 'King's Storehouse' in the early eighteenth century would have dominated the town from the end of the seventeenth century to its closure in 1863. At its greatest extent during the French and Napoleonic Wars, the yard covered around 20 hectares stretching from Deal Castle northwards to South Street, west to Prospect Place (now Victoria Road) and eastwards to the Naval Promenade. On its seaward side there were huge slipways for ships. High walls surrounded the yard with entrances in Prospect Place and South Street, where the Storekeeper's House stood and the Royal Signal Tower (a semaphore tower for communication with the Admiralty in London) was erected in 1795 to 1796. The Time Ball Tower was built on its site in 1855. In 1814 more land was leased to extend the yard to the north but the end of the war the next year stopped the proposed extension. The yard never recovered from the end to hostilities and was run down until its closure in 1864. Its arrangements and buildings are shown on a plan of 1831. The naval yard was finally demolished after 1865 and the area that it occupied was developed with residential properties as Victoria Town.

5.20 The rapid growth of the town in the eighteenth century saw an explosion of speculative development along the three main roads (Lower, Middle and Beach Streets) and the east west streets connecting them and the beach. There were c.700 houses in Lower Deal in 1758 and this rose to 1348 by 1811. The town spilled into

the side roads and on to market gardens on the west side of the High Street. Until 1865 the Navy Yard formed the southern boundary of the residential town while North Street formed that at the north. The town had reached its peak by the end of the Napoleonic War and soon declined. The military and naval barracks were said to be in a great state of dilapidation by 1823.

5.21 By the end of the eighteenth century, Deal had attempted to establish itself as a seaside resort. Hotels, the Royal Adelaide Baths, a reading room and other attractions for visitors were built along the beach. Bathing machines had been installed in 1754. A theatre and assembly rooms were built in 1800 though probably to entertain the military and naval personal and their families as much as for holidaymakers. From 1826 the annual Deal Regatta was established and in 1834 the seafront improved by the demolition of houses on the east side of Beach Street to make way for the North Parade and the South Parade. In 1838 John Rennie was commissioned to build a pier just north of the Royal Hotel. Although started it was never finished and was destroyed by a storm in 1857. It was replaced by an iron structure in 1864 which survived until the Second World War when it was struck by a mined Dutch ship. The present concrete and steel pier, the last intact leisure pier in Kent, was opened in 1957 by the Duke of Edinburgh. Deal never realised its ambitions as a successful resort town, not even when the railway reached it in 1847 and was extended to Dover in 1881.

5.22 The naval presence in Deal stimulated maritime activities both in the town and the naval yard. The most important of these were boat building and there were boat yards in Deal until the end of the nineteenth century. The navy adopted the Deal cutter as its official lighter in 1740 and for the next 50 years these were all built in the town. Other small craft such as luggers, yachts and ten oared galleys for smugglers were also built. As late as 1847, there were still six boat yards in the town despite the general decline of the trade. The last boat was built in 1896 in Nicholas' Yard at the north end of the town. As Deal had only a shelving beach and no harbour facilities the yards would have been situated close to the shore and employed slipways across the beach. The site of one yard is known on the west side of South Street. The central strip of the street was cobbled to act as a slipway and finished vessels were hauled along it from the yard to the sea. Many of the east west streets may have served the same purpose. The cutters of the Downs were replaced by steam tugs from 1840 and the boatmen lost their livelihood.

5.23 Other trades grew to serve the navy and other mariners. Ropes, sails and sacks were made; there were tallow chandlers and gunsmiths. There were large numbers of inns to provide entertainment for the military and naval personnel. Smuggling was rife in Deal and played an important part in the town's economy. At its peak between 1730 and 1780 more than half the town's male population gained their livelihood from it. The expansion of the town saw the growth of a brick making industry in the town's surroundings. A number of the clay pits are still visible today.

5.24 In the twentieth century the military and marine barracks on the outskirts of the town were influential in extending its built-up area into Walmer and Upper Deal. The establishment of the East Kent Coalfields influenced the expansion of the town

in the pre-war years, particularly in the Mill Hill area to the west. By 1981 the census recorded a population of over 26,000 in Deal and Walmer. The barracks were closed during the 1980s and 1990s with a resultant decline in the prosperity of the town and a decline in its population.

Conservation Area Overviews

5.25 In the absence of Conservation Area Appraisals the work for the Dover District Heritage Strategy has involved the compilation of a number of Conservation Area Overviews covering a sample of 19 Conservation Areas in the District. These have been rapidly compiled using desk-based research and observation of the areas through Google Street View. They are not intended as comprehensive studies of each Conservation Area but have been developed to gain some insight into the character and condition of the Conservation Area.

5.26 The Conservation Areas forming part of this case study, Middle Street, Nelson Street and Victoria Road & Wellington Road were all included within the Conservation Area overview sample. For the present case study the areas were visited and partially walked (19th March 2012) to understand in more detail the issues that form a part of this case study. The observations for each of the Conservation Areas are described below.

Observations on Middle Street Conservation Area

5.27 Deal Middle Street was Kent's first Conservation Area designation and is based around the historic core of the town. It contains the second largest concentration Listed Buildings in Dover District, its 291 Listed Buildings being only second to the Sandwich Walled Town Conservation A (419 Listed Buildings). There is little doubt that the original Conservation Area was drawn to capture the main concentration of Listed Buildings in Deal and that their presence has greatly assisted in the preservation of historic and architectural quality of the Conservation Area. In addition Middle Street Conservation Area also benefits from the use of Article 4(2) Directions to preserve architectural and historic features of non-listed buildings in the Conservation Area.

5.28 As a result of the protection offered through the large number of Listed Buildings and an Article 4(2) direction the original 1968 designated Middle Street Conservation Area has retained much of its character and appearance.

5.29 The original residential part of the Conservation Area was extended sometime in the late nineteen seventies to include the High Street and a number of adjacent residential streets to the west. There is no available documentary evidence on the condition of the extended Conservation Area at the time of its designation. Within the extended area there are numerous alterations to shop fronts and signage as well as the loss of original features such as windows and boundary walls. These losses indicate that the later extension to the Conservation Area has either not fared as well since designation or possibly was not of the same quality as the original area when the extension was designated.

5.30 The main shopping area of the town forms a large part of the extended Conservation Area. This has a variety of independent and multiple or chain shops along the High Street which is in part pedestrianised. The quality of shop fronts makes a significant contribution to the character and appearance of the Conservation Area. Where little consideration has been given to the special interest of the Conservation Area the negative impact of poor shop front designs and unsympathetic signage can be overwhelming. Generally there are more shops in the northern section of the High Street making a positive contribution to the Conservation Area than the southern section.

5.31 The quality of shop fronts at the northern end of the High Street makes a positive contribution to the Conservation Area. Some buildings detract from the Conservation Area where poor signage and shop front design can be overwhelming.

5.32 The townscape or street design, which is made up of elements such as paving, lighting and signage, also has an impact on the character of the Conservation Area. In the original designated residential areas of Middle Street, pavements and kerbs make a positive contribution. Wide and worn granite kerbs and York Stone paving add quality as well as a sense of scale and proportion to the streets.

5.33 By contrast the main pedestrian area of the High Street has lost its historic street design, to be replaced with a carpet of block paving that offers little context for the shops and buildings fronting on to it. The result is visually out of character with the Conservation Area, and combined with the poor shop front designs detracts from the character and appearance of the Conservation Area.

5.34 The design and location of street lighting and signage can complement the buildings and streets they adorn. There are a number of streets in the Conservation Area where thought has been given to the siting and design of lighting, whereas in other areas less consideration has been given to the subject.

Observations on Nelson Street Conservation Area

5.35 Nelson Street Conservation Area has five Listed Buildings and no Article 4(2) Direction to help to prevent the loss of historic and architectural features. The Conservation area is predominantly a quiet residential area to the west of the northern end of Middle Street Conservation Area. The streets in the area comprise on the whole two storey late Georgian and Victorian terraced houses that front onto the pavement, with the occasional three storey terrace building. The roads in the Conservation Area are generally five to seven feet wider than those in the northern part of Middle Street and as a result allow parking to take place on one side. This has quite an impact on the visual appearance of the street making for a more conventional streetscape. Pavements and kerbs tend to be concrete and the road surfaces are patch repaired in many places.

5.36 A number of buildings have lost their original timber windows, which does detract from the special interest of the Conservation Area. This is noticeable, when compared with the residential areas of Middle Street Conservation Area.

5.37 At the junction of Water Street and High Street there are two corner sites currently occupied by garage workshops within older buildings, the origins of which need further research. These two corner sites are significant in that they offer potential to enhance the Conservation Areas of both Nelson Street and Middle Street Conservation Areas although they are presently within neither.

Observations on Victoria Road and Wellington Road Conservation Area

5.38 Victoria Road and Wellington Road Conservation Area has seven Listed Buildings and no Article 4(2) Direction to help to prevent the loss of historic and architectural features. It is characterised by larger terrace buildings than those seen in the Nelson Road Conservation Area.

5.39 Many domestic dwellings have lost their original timber windows and boundary treatments, which has detracted from the special interest of the Conservation Area. Gilford Road is one of the main approach roads into the town and located at the southern end of the Conservation Area. The considerable loss of historic windows and boundary treatments not only detracts from the Conservation Area, but also the introduction to the historic town.

5.40 Opposite the junction of Gilford Road and Victoria Road is Deal Castle. This is unfortunately screened at this junction behind overgrown trees and hedges. The loss of this aspect of the castle from one of the main approaches into the town is compounded by poorly maintained signage, street lighting and interpretation information, haphazardly presented and in the case of the interpretation is visually separated from its subject. The prospect of trees screening the road may be preferable for the castle, but some compromise to improve glimpses through the screen would be beneficial for the Conservation Area and presentation of the town's most significant historic building. Lighting, interpretation and signage would also benefit from refurbishment and re-location.

Conservation Area Issues

5.41 A number of recurring issues that are faced for many Conservation Areas within the District have been observed in this case study. These are discussed below with a number of recommendations and guiding principles that should be given consideration to enable the District's Conservation Areas to be effectively managed.

5.42 ***Issue 1: Alterations to buildings (and their boundaries) can either enhance or detract from the special interest of a Conservation Area. Likewise neglect and dereliction of a building will have an adverse impact on the Conservation Area.***

5.43 The original designated area of Middle Street Conservation Area has remained largely unaltered and presents an attractive collection of historic buildings. Protection to non-Listed Buildings has been provided through the adoption of an Article 4(2) Direction which further assists in the preservation of the Conservation Area. This is

contrasted with the adjacent Conservation Areas of Nelson Street and Victoria & Wellington Road, where there are fewer Listed Buildings and no Article 4(2) Directions to help with the preservation of the area's special interest.

5.44 *Principle: In order to preserve and enhance the special interest of the Conservation Area, the use of Article 4(2) Directions should be applied to Conservation Areas to prevent the loss of historic features and boundaries and to assist in the process of enhancement.*

5.45 ***Issue 2: Shop front design in commercial quarters has a significant impact on the special interest of the Conservation Area. The design and maintenance of signage on buildings can either enhance or detract from the character of the Conservation Area.***

5.46 Shop fronts and signage in the northern section of Middle Street Conservation Area are generally of a more attractive and sympathetic design than those in the main shopping area to the south, including Broad Street. To a lesser degree shop fronts in Beach Street vary in quality and design. Shop front and signage design continues to decline in quality and appearance.

5.47 *Principle: Shop front design guidance should be rigorously applied to achieve the objectives of enhancing the streetscape. Local Authorities with commercial Conservation Areas have elsewhere had particular success through combining guidance with enhancement grants.*

5.48 ***Issue 3: The public roads and pavements or streetscape around buildings make a significant contribution to the special interest of a Conservation Area and offer opportunities for both preservation and enhancement of the Conservation Area.***

5.49 In Middle Street the original wide granite kerbs and surviving York Stone paving offer scale and proportion to the buildings fronting them and enhance their setting. In contrast the High Street pedestrian area reflects nothing of the historic street pattern, both in design and use of materials, and is an alien environment for the setting of the historic buildings there. Residential areas with concrete kerbs and tarmac pavement are out of keeping with the character of the conservation area. Poorly considered street lighting and signage also detract from the Conservation Area.

5.50 *Principle: When carrying out street enhancement ensure consideration is given to the scale of buildings and historic character of the Conservation Area. Lighting and signage should be carefully designed and sited so as to contribute to the character of the Conservation Area.*

5.51 ***Issue 4: The presentation and interpretation of significant heritage assets offers the opportunity to promote the appreciation and understanding of the Conservation Area.***

5.52 Middle Street Conservation Area has its origins in Deal Castle. The visual association of the castle with the town is reduced through poor landscape management within the castle grounds. The town has a good range of interpretation panels, but some need renewing or re-locating in order to enhance the setting of the Conservation Area.

5.53 *Principle: Landscape management around Deal Castle, in particular overgrown trees and hedges to the north west of Deal Castle should be thinned to allow glimpses from the approach roads. Signage of assets and interpretation in the Conservation Areas should be carefully considered to ensure a positive contribution to the Conservation Area.*

5.54 ***Issue 5: Public open space is a valued component of a Conservation Area offering the opportunity to greatly enhance the visitor and resident experience. Both seafront and green space in the Conservation Area can enhance its special interest.***

5.55 Middle Street Conservation Area benefits from its seafront, Deal Castle and St George's churchyard, which are all open spaces that contribute to the special interest of the Conservation Area. To a greater or lesser degree these assets could offer further enhancement to the Conservation Area and the enjoyment for those living in or visiting the town.

5.56 *Principle: Ensure that the visitor and resident appreciation and experience of the Conservation Area is considered. Careful consideration of the use of grounds at St Georges Churchyard would greatly benefit the visitor and resident appreciation of the Conservation Area.*

5.57 ***Issue 6: Research and understanding of the special interest of the District's Conservation Areas through the process of Conservation Area Appraisal will enable an appreciation of the significance and special interest of the Areas by those involved in the preservation and enhancement of the Conservation Area.***

5.58 The lack of Conservation Area Appraisals for the Conservation Areas in Dover District mean that there is very limited current information and understanding of what is of special interest and significance for each of the Conservation Areas. Consequently those who are involved in making changes or managing change within Conservation Areas and their settings are unable to properly appreciate how those changes will affect the special interest, appearance and character of the Conservation Area. Inevitably, without informed management based upon a sound understanding of what is significant, the result will be gradual loss of the special interest of the District's Conservation Areas.

5.59 *Principle: A priority for Dover District must be to carry out the process of Conservation Area Appraisal for all the Conservation Areas to avoid the loss of the special interest of those much valued areas. Conservation Area Appraisals which are regularly reviewed have a number of benefits: the public are able to understand*

what is important about an area; they can guide those proposing alterations within or close to Conservation Areas; and they can help planners to evaluate proposals that affect Conservation Areas and be taken account of in any subsequent planning appeal where a proposal is refused. Conservation Area Appraisal should also help to identify opportunities to enhance the special interest of Conservation Areas and provide a mechanism for a regular health check of the heritage asset.

5.60 *Issue 7: The management of the Conservation Area through Conservation Area Management policies and the development control process.*

5.61 It is essential that clear direction on appropriate change, either through development or alteration, within the Conservation Area, is available to reduce the adverse impact that change can have on the special interest of the Conservation Area.

5.62 *Principle: Producing Conservation Area Management Plans in consultation with stakeholders for the Conservation Area will set out clearly the aims and objectives of preserving and enhancing the conservation area.*

5.63 The following English Heritage guidance is available for Conservation Area Appraisals and Management Plans:

- *Understanding Place: Conservation Area Designation, Appraisal and Management.*
- *Valuing Places: Good Practice in Conservation Areas*
- *Constructive Conservation In Practice*

5.64 Toolkits are also being developed which enable the voluntary sector to undertake Conservation Area Appraisals of their special areas and assist Local Authorities in their monitoring role.